


Construction Compound Plan - Freeway Golf Course

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Acronyms and abbreviations

Acronyms/abbreviation	Meaning
ARI	Average Recurrence Interval
BoM	Bureau of Meteorology
CCP	Construction Compound Plan
CEMP	Construction Environmental Management Plan
CHMP	Cultural Heritage Management Plan
CNVMP	Construction Noise and Vibration Management Plan
EBTA	Eastern Freeway Burke to Tram Alliance
EMF	Environmental Management Framework
EPR	Environmental Performance Requirement
FFG Act	<i>Flora and Fauna Guarantee Act 1988</i>
IEA	Independent Environmental Auditor
LSIO	Land Subject to Inundation Overlay
MTIA	Major Transport Infrastructure Authority
NEL	North East Link
NELSA	North East Link South Alliance (now Eastern Freeway Burke to Tram Alliance)
NOP	Non-Owner Participant
PRS	Project Requirements Specification
SEPP	<i>State Environment Protection Policy (Waters) 2018</i>
TPZ	Tree Protection Zone
UDLP	Urban Design and Landscape Plan
WEMP	Worksite Environmental Management Plan

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1. Introduction

1.1 Purpose of the Plan

The purpose of this Construction Compound Plan (CCP) is to comply with the requirements in the Incorporated Document (December 2019) for the North East Link (NEL) South Package (the Project), specifically clauses 4.12.1, 4.12.2 and 4.12.5 and regulate the use of the Freeway Golf Course construction compound.

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

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

This approach to delineate construction compound and construction sites is consistent with previous CCPs approved for the Early Works Package and Central Package of the NEL Project.

This Plan describes the proposed activities, hours of operation, potential environmental and community impacts, including mitigation and management controls associated with the construction and operation of the proposed construction compound.

This CCP is prepared for the Freeway Golf Course Construction Compound location on the north west corner of Bulleen Road and Eastern Freeway intersection, as outlined in Section 3.

The Incorporated Document GC98 allows the land within the project boundary to be used and developed for the NEL Project. The purpose of the Incorporated Document is to exempt the Project from the usual requirements of the planning schemes and allow the use and development of land for the Project, on the condition of works being within the project boundary and comply with all conditions stipulated in the Incorporated Document. Relevant Conditions are included in Table 1.

Table 1: Incorporated Document - Relevant Conditions for this Plan

Section	Content requirements	Where addressed
4.12.1	Prior to the use and development of any construction compound, a CCP must be prepared to the satisfaction of the Minister for Planning.	This Plan
4.12.2	The CCP must include: <ul style="list-style-type: none"> a. A plan showing the location and layout of each compound and the categories of works and operations proposed within each compound. b. The estimated duration of activity within each compound. c. Demonstration that any compound proposed on land which is not to be permanently acquired are reasonably required in the location in which they are proposed, including demonstration that alternatives which reduce the impact of the compounds on such land are not feasible or practical. d. Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas). e. Demonstration that the categories of works proposed within the compounds are appropriate having regard to whether the land is flood prone, including any flood modelling where appropriate, or has any particular environmental sensitivity, and that the works will be suitably managed to address any flood risk. f. Measures to restore the former use of the land used for construction once these activities are complete. 	Sections 3.1, 3.2 and 3.4 Section 3.3 Sections 2 and 2.1 Section 2.1 Section 4 Table 4 Table 2 Section 5.1 and 5.2 Section 6
4.12.3	A CCP may be prepared and approved in stages but a CCP for any stage must be approved before the commencement of use and development for that stage.	N/A at this stage for this Plan
4.12.4	A CCP may be amended from time to time, to the satisfaction of the Minister for Planning.	Section 8
4.12.5	All construction compounds must be located and operated in accordance with the approved CCP and relevant EPRs included in the approved EMF.	Sections 4.2 and 5.2

1.2 Purpose of the compound

North East Link is the largest investment in a road project in Victoria's history. It will complete the missing link in Melbourne's orbital freeway between an upgraded Eastern Freeway and the M80 Ring Road.

NEL will improve traffic flow, reduce travel times, remove non-local traffic from local roads and increase reliability for road users with up to 135,000 vehicles using the freeway daily. NEL will take up to 15,000 trucks off local roads resulting in reduced travel times for freight and associated industries. NEL is expected to reduce travel times by up to 35 minutes across the project corridor.

NEL will be delivered by NELP, on behalf of the State, as a program (NEL Program) with five principal packages, as shown in Figure 1.

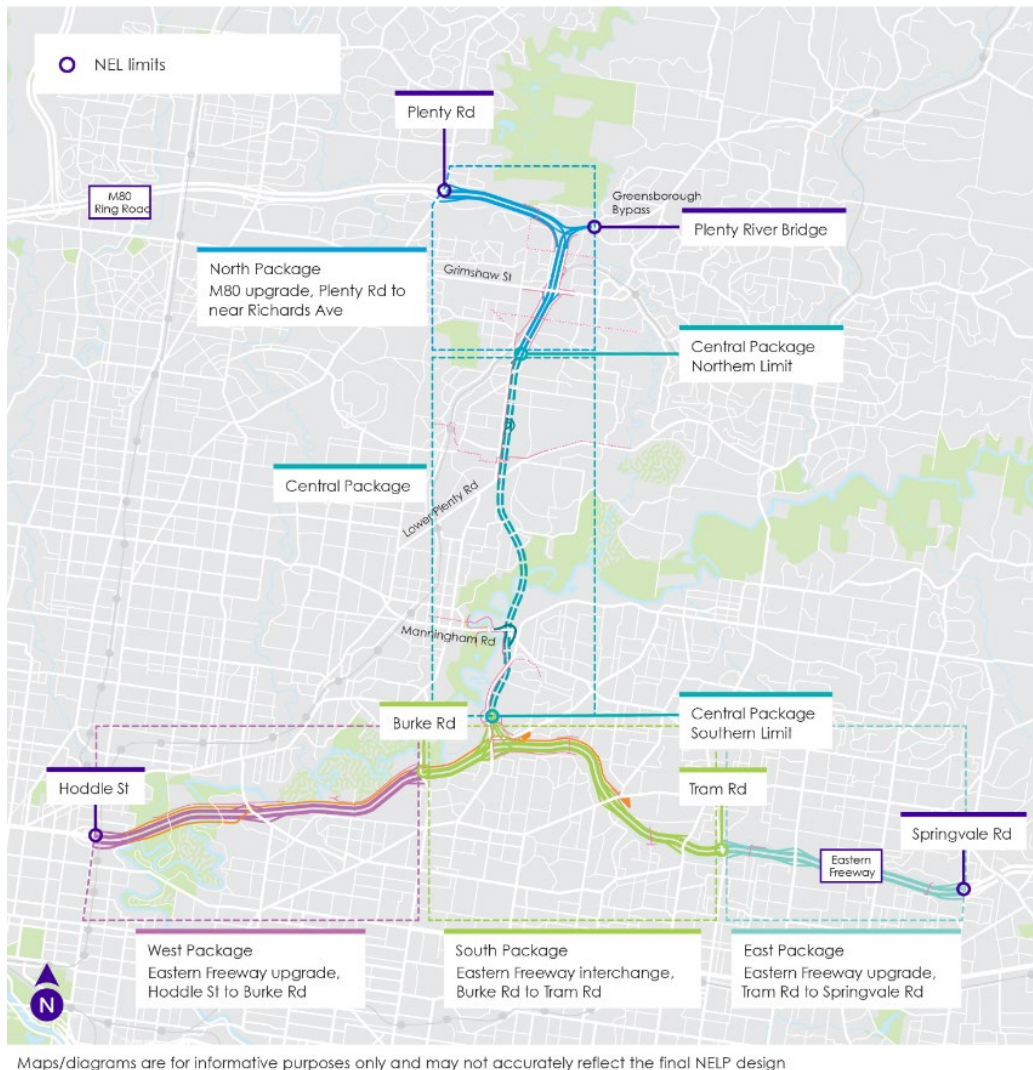


Figure 1: NEL Program

This construction compound will be utilised to facilitate works associated with the South Package. The construction activities supported by the Freeway Golf Course compound include the following:

- Construction of the Bulleen Road diversion through the acquired Boroondara Tennis Centre
- Construction of the Bulleen Road Interchange overpasses, as shown in the compound site plan [Figure 5](#).
- Upgrades to the Eastern Freeway, including freeway widening in zones 5100 and 5200
- Utilities relocations and upgrades to facilitate works.

2. Justification of location and use of Freeway Golf Course compound (Condition 4.12.2 (d))

2.1 Justification of Compound and Location

To support permanent works, EBTA have identified three main compound facilities which will support staff and workforce required to resource the Project. To determine the quantum and locality of each compound, construction zoning was assessed and compared to a generated staff and workforce histogram to determine peak personnel counts at each zone. Based on this analysis, EBTA found three areas of high activity in Zone 5100 (West Section), Zone 5200 (West Section) and Zone 5300 (East Section). These zones correlate with the technical complexity of scopes present at these locations, mainly due to overhead structures and road widening works. Due to the complexities of these areas, they inherently require the majority of the workforce to deliver the project. The Freeway Golf Compound services Zones 5100 and 5200.

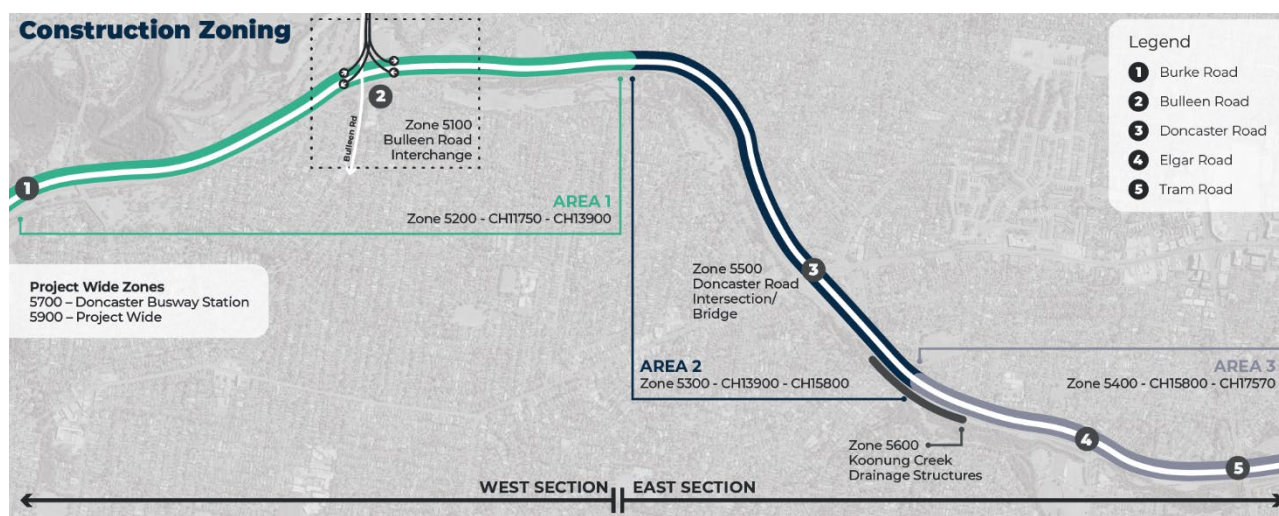


Figure 2: EBTA Construction Zones

The construction compound facility at Freeway Golf Course has been designed to accommodate a portion of the EBTA West Section Team, with a total of 88 staff and a workforce of 140. This number was determined through an assessment of the construction program required to deliver the project and the associated staff histogram that outlines the number of workers. The peak personnel count was taken in order to size the compound and its facilities.

Factors considered in the selection of the Freeway Golf Course compound included:

- The compound requires space for 228 workers to be on site during peak usage for the works close to the Bulleen Road Interchange, which the Freeway Golf location can achieve.
- Access is required for large vehicles delivering large equipment and bridge segments to site. The compound can be set up with access off the Eastern Freeway and egress directly onto Bulleen Road via a signalised intersection.
- There are no registered items of heritage significance within the compound footprint.
- The compound sits within the Cultural Heritage Management Plan (CHMP) 15576 Activity Area and the project boundary, and no areas of cultural heritage significance are located nearby to the compound.
- A large section of the compound footprint is an old golf course fairway which is currently a large grassed area free from trees and shrubbery. Utilising open space reduces the overall need for vegetation clearing.
- The area does not impede on any pedestrian foot traffic or bike lanes, with no shared user path diversion required.
- The compound will be required for use during outside normal hours works for construction of the Bulleen Road Interchange. The Freeway Golf Course location is separated from the nearest sensitive receptors by a large distance to the north west, and the Eastern Freeway to the south east.

- The area required to be obtained from Freeway Golf Course was needed regardless of the compound, for the construction of Permanent Works, including the Bulleen Road Interchange.
- The compound needs to be as close as possible to the works which is critical for safe and efficient construction of the works.

Table 2 describes the implementation of our Avoid, Minimise and Mitigate strategy in choosing Freeway Golf Course as the compound location.

Table 2: Details of implementation

Incorporated Document requirement	Details of implementation
Avoid	<ul style="list-style-type: none"> • The location of the Freeway Golf Course, being a distance from residential areas, avoids impacts to large numbers of sensitive receptors, as shown in section 4. • The location is unlikely to affect any residents, businesses and schools. • This location avoids impacts to open space and sporting and recreation areas through the use of a portion of the Freeway Golf Course has been temporarily occupied by the project. The selection of this space does not increase the amount of available open space impacted from the Project. • The location of the overflow car park, also being distant from residential areas, avoids impacts to large numbers of sensitive receptors. This location is unlikely to affect any residents, businesses and schools. The car park location is an existing cleared area, avoiding the need for tree removal, and has been temporarily occupied by the project, avoiding use of public open space.
Minimise	<ul style="list-style-type: none"> • A large portion of the footprint for the Freeway Golf Course compound is taken up by the alignment of the Permanent Works and facilitating crane pads, haul roads, etc. By utilising the adjacent space, it reduces the need for clearing excess vegetation in comparison to setting up a whole new site that will not be required permanently during operation of the Project. • The area chosen is largely open space from its previous use as a golf fairway, minimising tree removal required. • The compound has been designed to retain areas of tree canopy, with alterations to the haul road and car parking locations completed to avoid these areas. • The area minimises traffic impacts with access being available directly off the Eastern Freeway, and egress directly on to Bulleen Road, avoiding the need for trucks or site vehicles to be travelling on residential streets. Traffic impacts will be managed through a Worksite Traffic Management Plan considering impacts to all forms of transport, including construction vehicles and public pedestrians, cyclists, and drivers.
Mitigate	<ul style="list-style-type: none"> • The compound and overflow car park sits within the Land Subject to Inundation Overlay (LSIO), and partially within the 5% AEP flood zone. The compound building will be raised on minimum 400mm concrete blocks to raise it above the 5% AEP. Additional flood mitigation measures are included in Section 5.2.

2.2 Alternate locations consideration (Condition 4.12.2 (c))

EBTA completed a multi-criteria analysis of the following potential locations for this compound:

- Option A: Freeway Golf Course (proposed location)
- Option B: Musca Street Reserve.

Figure 3 gives context to the areas proposed and selected.

Other areas within the project footprint were considered however these were deemed not suitable as no other existing land parcels met the requirements of providing site facilities adjacent to critical work areas without significantly impacting residential areas or community open space.

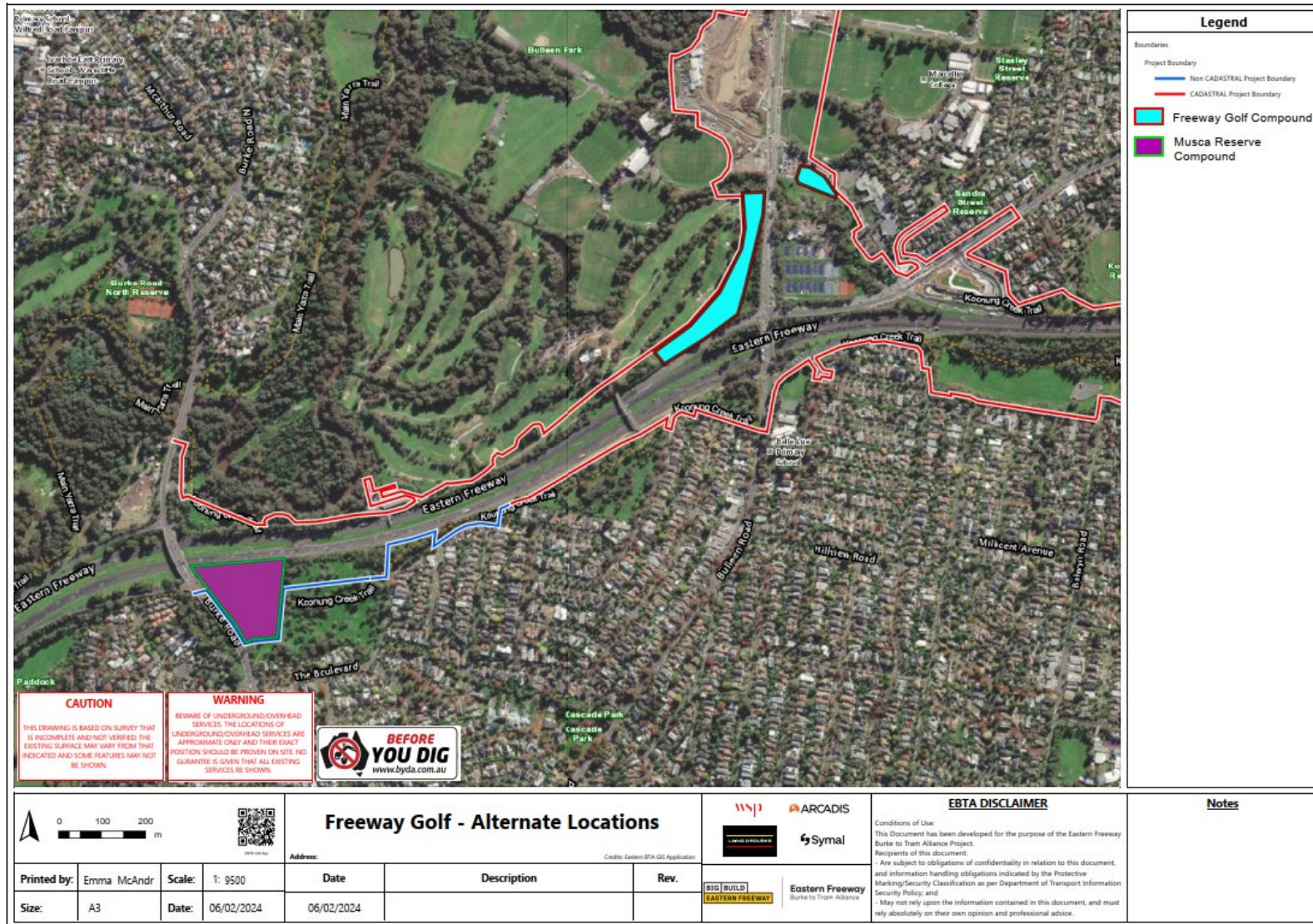


Figure 3: Alternative Compound Location

Table 3 outlines the key selection criteria used to compare and justify the choice of the proposed location.

Table 3: Comparison of locations

Description	Option A Freeway Golf Course (including overflow car park)	Option B Musca Street Reserve
Is the site within the approved project boundary?	Yes, both sites are wholly within the project boundary.	
Is the area available for use during the required construction period?	Yes	Yes
Is the area immediately adjacent to the construction zone?	Yes – Freeway Golf Course Compound is immediately adjacent. The overflow car park is on the other side of Bulleen Road to the east, accessible via Bulleen and Thompsons Road, requiring minimal travel.	No, travel along the Eastern Freeway to the Bulleen Interchange Construction Zone is approximately 8.3km, requiring a U-Turn at the Chandler Highway.
Does the area require vegetation removal?	Yes, vegetation clearing would be required for access, egress and compound footprints within Freeway Golf Course. No clearing is required for the overflow car park.	Yes, vegetation clearing would be required for access, egress and compound footprint.
Does the area impact on community groups?	No organised community activities were identified in the Freeway Golf site or overflow car park area.	No organised community activities were identified in the Musca Reserve site.
Does the area impact on residents?	Minor noise and visual impacts to the residential areas along Leonis Avenue and Columba Street. The site is separated from the nearest residential areas by the Eastern Freeway. Noise and visual impacts are not anticipated to impact residents on Ben Nevis Grove from the overflow car park. The car park is separated by Manningham Hotel and parking.	Yes, the compound footprint is adjacent to residential areas in the west and south.
Does the area impact on businesses?	No	No
Does the area impact on schools or childcare centres?	Belle Vue Primary is the closest school to the construction compound. Day time noise impacts to the school are expected to be negligible due to the separation from the freeway. Reduction of open space in the Koonung Creek Reserve will impact school activities. Marcellin College is the closest school to the overflow car park. Noise impacts are expected to be negligible due to the nature of the car park (i.e. parking vehicles only), and the closest school building being >200m away.	No
Is the area within the 100-year ARI flood extent?	Yes, the compound footprint is within the 1 in 100-year flood extent.	Yes, the compound footprint is within the 1 in 100-year flood extent.
Would the compound need to be moved during construction?	No	No

Description	Option A Freeway Golf Course (including overflow car park)	Option B Musca Street Reserve
Would the compound impede construction or timing?	No	Yes, noise wall construction along the freeway at this location would impact the compound access and egress. Round trip to and from the Bulleen Interchange is 9.9km, 9.9km longer than using Freeway Golf Course
Is there available access and egress points to the site that reduce significant traffic disruptions, especially when large trucks and deliveries are entering/exiting site?	Yes, access to the compound is available from the freeway outbound lanes with access and egress onto Bulleen Road. Existing access/egress to the overflow car park is available via Thompsons Road and Bulleen Road.	Yes, access and egress is available from the freeway.

The key reasons Freeway Golf has been selected for the preferred locations are as follows:

- The location is adjacent to the Bulleen Interchange construction site, reducing traffic counts on roads between compounds and construction sites.
- Having the compound adjacent to works also allows for maximal efficiency in delivery of the works.
- The area has a much lower impact to residential areas than those present at Musca Reserve, due to the separation to the nearest receptor by the Freeway.

Table 4 shows the site selection assessment for Freeway Golf Course. The criteria for implementation is as follows-

Avoid – impact is avoided in relation to this potential impact

Minimise – impact may occur, though the extent of the impact potential is to be minimised

Mitigate – impact may occur, and mitigation measures will be put in place in response to this impact.

Table 4: Freeway Golf Course (preferred location) Site Selection Assessment

Impact	Avoid	Minimise	Mitigate	Comment
Vegetation		Y		Compound has been situated in a largely open grassed area, resulting in a reduced clearing footprint
Residential	Y			Unlikely to impact any residences, as closest residents are located on southern side of Eastern Freeway (more than 300m away)
Open space	Y			Utilising area occupied by NEL Project. No impact on community open space.
Schools	Y			Unlikely to impact any schools, as Belle Vue Primary School is located on the southern side of Eastern Freeway (more than 300m away)
Community organisations	Y			Unlikely to impact any community organisations
Sporting and recreation areas	Y			Avoided impact to Freeway Golf Course as it takes up the space temporarily occupied by NELP. No further impact to nearby sporting and recreation areas.
Flood			Y	Flood risk is mitigated through the design of the compound and management controls implemented during construction and operation
Proximity to Works	Y			The compound will directly border the construction of the Bulleen Road Interchange

Impact	Avoid	Minimise	Mitigate	Comment
Business	Y			Unlikely to impact any businesses
Cultural Heritage	Y			No areas of cultural heritage significance in the area. Compound is within CHMP 15576 Activity Area and project boundary.

Table 5: Freeway Golf Course (preferred location) overflow car park Site Selection Assessment

Impact	Avoid	Minimise	Mitigate	Comment
Vegetation	Y			The site is an existing cleared, levelled area
Residential	Y			Unlikely to impact any residences, as the car park would be used for vehicle parking with minimal noise impacts, and the closest residents are approximately 100m away, with Manningham Hotel and car park located between the overflow car park and residents.
Open space	Y			Utilising area occupied by NEL Project. No impact on community open space.
Schools	Y			Unlikely to impact any schools, Marcellin College is located to the north, with playing ovals being the closest points to the car park. Marcellin College buildings are over 200m away
Community organisations	Y			Unlikely to impact any community organisations
Sporting and recreation areas	Y			No impact to nearby sporting and recreation areas.
Flood			Y	Flood risk is mitigated through the mobile nature of the car park, with vehicles able to be easily relocated out of the area in the event of a flood emergency situation.
Proximity to Works		Y		The overflow car park is on the eastern side of Bulleen Road, a short distance from the Freeway Golf Course Compound and Bulleen Interchange works.
Business	Y			Unlikely to impact any businesses – the overflow parking location will avoid the Manningham Club Hotel (on which the carpark land is privately owned by).
Cultural Heritage	Y			No areas of cultural heritage significance in the area. Car park is within CHMP 15576 Activity Area and project boundary.

3. Freeway Golf Course compound

3.1 Site context

The land in which the Freeway Golf Course compound sits is in the municipality of the City of Boroondara and includes recreational land previously in use for the golf course, with the overflow carpark within the municipality of Manningham City Council. The compound is within the project boundary and does not encroach on any specified no go zones outlined in Section 5 of the EMF.

The area surrounding the proposed compound location is primarily recreational open space being the Freeway Golf Course to the west, Bulleen Park to the north and the old Boroondara Tennis Centre to the east. Expanding further, there are three schools to the north, being Marcellin College, Carey Grammar and Trinity Grammar, and one to the south east, being Belle Vue Primary School. The Belle Vue traders shopping precinct is nearby on Bulleen Road, south of the freeway. Dense residential space surrounds these areas.



Figure 4: Surrounding Land Use

The operation of the compound will be in accordance with all relevant EPRs, as well as the Construction Environmental Management Plan (CEMP), the full suite of Project Plans, and the Freeway Golf Course Compound Worksite Environmental Management Plan (WEMP).

Uses for the construction compound include:

- Office amenities for white collar workforce. This includes space for 88 workers requiring desk space.
- Amenities including bathrooms, first aid, crib rooms for the entire workforce designated to the compound.
- Site safety briefings and prestart. Space for the entire workforce is required to adequately convey site safety briefings to the workforce at the start of each shift.
- Localised staff and visitor parking.
- Materials storage, including all relevant environmental controls required for specific materials.

3.2 Compound description

The Freeway Golf Course compound consists of single storey crib and amenity facilities raised on minimum 400mm concrete blocks to raise this out of the 5% AEP Flood zone. Approximate height of the compound buildings is 3.06m. The buildings will be raised up to 1200mm in sections to mitigate impacts from a 1 in 20-year flood event.

Access will be constructed directly off the Eastern Freeway with no egress back onto the Eastern Freeway. Access and egress will be constructed on to Bulleen Road, with an anticipated mid-2024 construction of a signalised intersection onto Bulleen Road to replace initial egress set-up. Once constructed, egress will be directly onto the Bulleen Road Traffic Diversion, as shown in Section 3.4.

The compound will include approximately 90 car parks in the main area, with approximately 100 extra overflow parking spaces available within the overflow parking location, north of the Bulleen Interchange works area (Land parcel 330). Access from the overflow car park to the main compound will be via light vehicles, and pedestrian access via existing and future shared use paths when the signalised intersection is operational.

Activities for both compound establishment and operation are outlined below.

Establishment

- | | |
|--------------------------------------|---|
| - Preliminary demolition works | - Bulk earthworks |
| - SUP diversion | - Hardstand and access road construction |
| - Temporary Fence installation | - Sprayed seal hardstand works |
| - Environmental control installation | - Tie into long term access at Eastern Freeway. |
| - Vegetation removal | |

Operation

- | | |
|-------------------------|---|
| - Plant movement | - Occupancy of buildings and site offices |
| - Personnel car parking | - Receiving of deliveries |

The construction of the compound will be undertaken in line with the principles of the Project Urban Design Strategy, section 7.2.

3.3 Duration (Condition 4.12.2 (b))

The Freeway Golf Course compound establishment works are anticipated to begin in Q3 2023. Once the compound is established, it will remain in place until the supported construction activities are completed, scheduled for Q3 2028, after which it will be demobilised.

Table 5 provides an indicative construction timeframe and activities required for compound establishment.

Table 5: Set-up activities and indicative timings

Compound	Occupation	Mobilisation duration	Work activities for compound establishment with indicative timeframes
Freeway Golf Course compound	October 2023 - Q4 2028	Commencing November 2023 for approximately 26 weeks	<p>Week 1:</p> <ul style="list-style-type: none"> Establishment of Environmental Controls Clearing and grubbing <p>Week 2-18:</p> <ul style="list-style-type: none"> Establishment of access roads and haul roads, compound hardstand, car park hardstands Site delineation erection with site delineations set out <p>Week 18-26</p> <ul style="list-style-type: none"> Erection of compound buildings Installation of decks, stairs, landings, ramps, connection to services

Initial access and egress set-up for the compound will be undertaken as Unavoidable Works during night shift.

Ongoing day works will be required for the construction of the compound, with sporadic night shifts where required for traffic closures and deliveries of large plant and equipment.

In general, compound operation will be within EPA Normal Working Hours as outlined in EPA Publication 1834: *Civil construction, building and demolition guide*, and below. This is in line with the Project EPRs.

Monday to Friday: 7am – 6pm inclusive

Saturday: 7am – 1pm inclusive

The operation of the compound will be 24 hours a day and up to seven days a week in peak construction periods.

All works required outside of normal working hours in relation to the construction and operation of the compound will need to fit the requirements set out in EPR NV3 Unavoidable Works Procedure.

Unavoidable Works are construction works outside of the normal working hours stipulated in NV3 which do not meet their corresponding out of normal working hours period noise guideline targets and pose an unacceptable risk to life or property or a major traffic hazard or include an activity which has commenced but cannot be stopped.

The Independent Environmental Auditor (IEA) must verify that the proposed Unavoidable Works meet the definition of Unavoidable Works for each instance they are undertaken. Details of Unavoidable Works must be made publicly available. For emergency Unavoidable Work, a rationale must be provided to the satisfaction of the IEA as soon as practicable.

3.4 Compound Site Plan (Condition 4.12.2 (a))

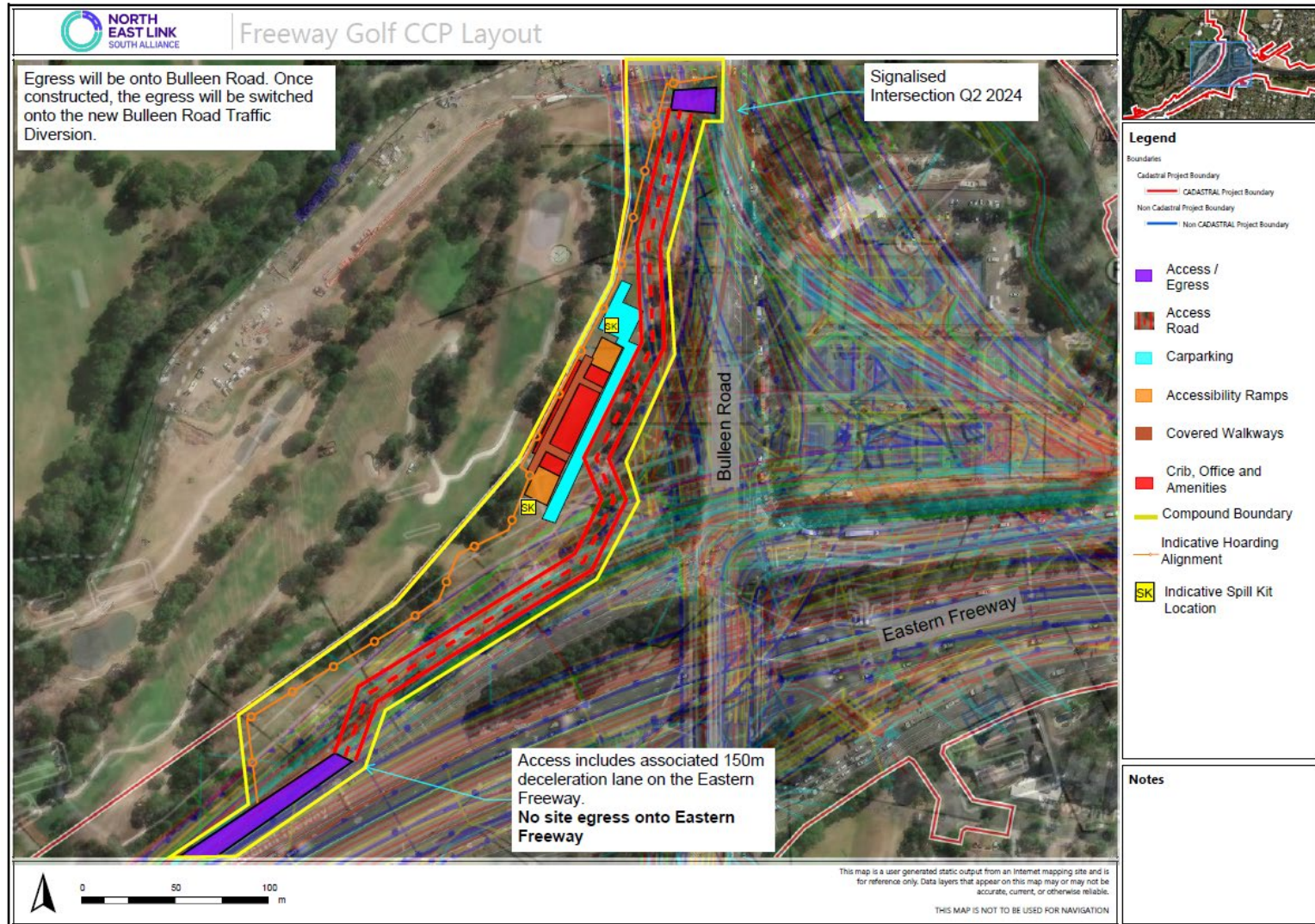


Figure 5: Indicative compound location and permanent infrastructure

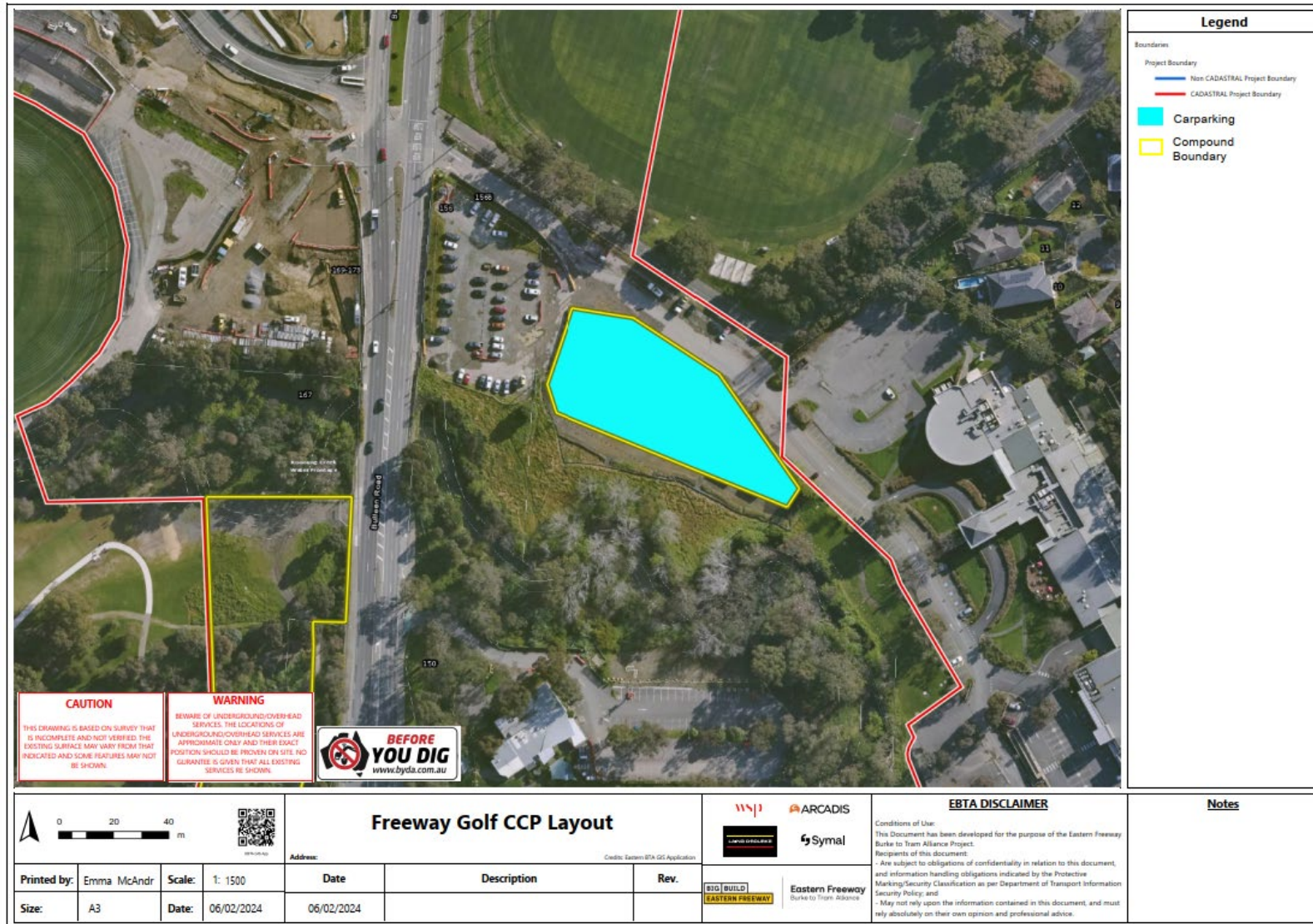


Figure 6: Overflow parking location

4. Management of potential impacts to sensitive users

4.1 Identification of sensitive receptors

The location of the Freeway Golf Course compound has been selected to be away from sensitive receptors as far as reasonably practicable. Several residential, business and community receptors have been identified in relative proximity to the proposed compound (Figure 6).

Due to the physical distance between the proposed Freeway Golf Course compound and these receptors and their further separation by the Eastern Freeway and Bulleen Road respectively, noise impacts are considered unlikely. Extensive noise modelling for construction and operation of the compound will be undertaken in order to further assess and mitigate impacts of noise to nearby receptors. This will be managed through a WEMP for the compound. The approach to managing community impacts resulting from the compound is outlined in section 7.

Nearest residents (opposite side of Freeway to compound location):

- Leonis Avenue
- Columba Street
- Highview Road
- Ben Nevis Grove (east of the overflow car park)

Businesses:

- Manningham Hotel
- Veneto Club

Community Facilities/Schools:

- Freeway Golf Course
- Belle Vue Primary School.
- Marcellin College
- Carey Bulleen Sports Complex
- Doncaster Aeromodellers Club



Figure 7 Freeway Golf Course compound - sensitive receptors

4.2 Risk assessment and identification of potential impacts

A preliminary risk assessment for this compound is presented in Table . This has informed the key risk management controls outlined in Section 5, [Table 7](#).

Table 6: Risk assessment

Relevant EPR	Environmental aspect	Potential risks	Initial risk level
AH1, HH2	Aboriginal and Historic Heritage	<ul style="list-style-type: none"> Unexpected discovery of cultural or historic heritage item, or potential disturbance or damage to any cultural or historic heritage item 	Low
AQ1	Air Quality	<ul style="list-style-type: none"> Generation of dust impacting amenity values of nearby areas Generation of dust impacting human health Generation of dust impacting ecological values 	Medium
AR1, AR2, AR3	Arboriculture	<ul style="list-style-type: none"> Over clearing of vegetation in excess of area required for compound construction and operation, or in excess of approved removal area Impact to vegetation during construction or operations marked for retention 	Medium
B4	Business	<ul style="list-style-type: none"> Impact and disruption caused to businesses in the area resulting from temporary occupation of the area 	Medium
FF1, FF2, FF3, FF4, FF5, FF8	Flora and Fauna	<ul style="list-style-type: none"> Over clearing of vegetation in excess of area required for compound construction and operation, or in excess of approved removal area Injury or death caused to fauna species during operations of the compound through machinery and plant movements Noise and vibration impacts to the Australian Grayling during construction or operation Lighting impacts to nocturnal species occupying areas adjacent to the compound during night works Impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora and habitat areas Removal of flora species subject to <i>Flora and Fauna Guarantee Act 1988</i> (FFG) Permits without approval 	Medium
LP1	Land Use Planning	<ul style="list-style-type: none"> Land used for construction and compound is in excess of what is required 	Low
LV2, LV3	Landscape and Visual	<ul style="list-style-type: none"> Light spill from compound and overflow car park impacting on sensitive receptors, including ecological communities adjacent to site 	Low
NV3, NV4, NV5, NV8, NV9	Noise and Vibration	<ul style="list-style-type: none"> Noise generated from the compound negatively impacting nearby receptors Vibration generated from haul road construction and compaction damaging infrastructure in close proximity to works, specifically utilities Compound operation to likely occur outside of normal working hours 	Medium
SC1, SC2, SC3, SC4, SC5, SC6	Social and Community	<ul style="list-style-type: none"> Negative impact to Freeway Golf Club and its users as a result of compound construction or operations through noise, access interruptions, dust Negative visual impact to golf course users due to visual impact of the compound Impacts to local businesses through traffic disruption 	Medium
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10	Surface Water	<ul style="list-style-type: none"> Adverse impacts to water quality on the Koonung Creek and Yarra River Adverse impacts to aquatic flora, fauna and habitat from construction water discharge 	High

Relevant EPR	Environmental aspect	Potential risks	Initial risk level
		<ul style="list-style-type: none"> Flooding of compound releases hazardous substances, spoil and construction waste into nearby watercourse Uncontrolled release of water not meeting <i>State Environment Protection Policy (Waters) 2018</i> (SEPP) parameters 	
SCC1, SCC2, SCC4, SCC5	Sustainability and Climate Change	<ul style="list-style-type: none"> Environmental impacts resulting from mismanagement of waste on site in both construction and operation of the compound Environmental impacts and impacts to sustainability credit ratings from inadequate compound set-up in regard to energy and water requirements and usage 	Low
T2	Traffic and Transport	<ul style="list-style-type: none"> Impacts to the community from traffic disruptions associated with the construction and operation of the compound, including equipment and material deliveries Impacts to existing traffic conditions through site access and egress and the construction of the signalised intersection on Bulleen Road 	Medium

4.3 Design and siting measures to reduce impacts

A multitude of measures have been incorporated into the design and layout of the compound to reduce impacts. Further impact reductions will be achieved through the site-specific impact assessments incorporated into the WEMP procedure.

The measures include:

- Car park, haul road and compound footprint layout has been situated to minimise tree removals by utilising open space occupied by the project.
- Access to the compound is to be constructed directly off the Eastern Freeway slip lane, avoiding any disruption for access through Freeway Golf or directly from Bulleen Road into site.
- The location chosen for the compound is land that is no longer used by the Freeway Golf Course (currently out of bounds to golfers), avoiding any impact to open space or recreation.
- The area is sited at a distance from residential receivers, reducing potential noise impacts from works.

Further controls minimising impacts from the compound to adjacent receptors are outlined in [Table 7](#).

5. Management of flood risk and environmental sensitivities

5.1 Flood risk and management

The compound and overflow car park sit within the Land Subject to Inundation Overlay (LSIO) which represents the 1 in 100-year flood extent, and partially within the 5% AEP flood zone. The compound building will be raised on minimum 400mm concrete blocks to raise it above the 5% AEP. Mapping for flood levels are shown in Appendix B.

The EBTA Flood Emergency Management Plan outlines key controls for all construction works on the project to follow in the event of a flood alert being issued. Key controls for flood mitigation include-

- Implementation of the area WTMP including controls to ensure egress points from site are maintained and kept clear in the event of evacuation being required.
- Daily monitoring of weather forecasts to ensure planning and site preparation in the event of heavy rain events. Key measures include:
 - o Removal of all hazardous chemicals from the area and relocation outside the 1 in 100-year flood extent
 - o Relocation of all mobile plant, vehicles and equipment outside the 1 in 100-year flood extent.
 - o Secure the site to ensure no dislodgment of remaining structures during inundation.
- In accordance with EPR SW6, flood risk should be appropriately assessed using modelling of the design of permanent and temporary works to demonstrate the resultant flood levels and risk profile in accordance with Melbourne Water Standards for Infrastructure Projects in Flood-Prone Areas (2019).

Additional flood mitigation measures are included in Section 5.2 under Surface Water and Flood.

5.2 Environmental sensitivities

A comprehensive list of environmental controls to mitigate environmental sensitivities is included in the Project Plans and the WEMP for the construction of the Freeway Golf Course compound.

The controls required for the establishment and operation of the Freeway Golf Course compound are summarised in Table . These have been informed by the risk identification outlined in Section 4, [Table 6](#).

Table 7: Residual risk assessment

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
Aboriginal and Historic Heritage (AH, HH)				
AH1, HH2	Unexpected discovery of cultural or historic heritage item, or potential disturbance or damage to any cultural or historic heritage item.	Low	<ul style="list-style-type: none"> • All works to be undertaken in accordance with CHMP 15576 • Cultural Heritage Inductions to be undertaken by all personnel engaged in ground disturbing works • Unexpected finds procedure to be included in the CEMP and WEMP and all site personnel inducted into requirements • Site induction to include project-wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart. 	Low
Air Quality (AQ)				
AQ1	<ul style="list-style-type: none"> • Generation of dust impacting amenity values of nearby areas • Generation of dust impacting human health • Generation of dust impacting ecological values 	Medium	<p>A full suite of controls to be informed by the Dust and Air Quality Monitoring and Management Plan and the compound establishment and operational WEMP.</p> <ul style="list-style-type: none"> • Dust to be managed on site with controls including soil binding polymers for open cut excavations and haul roads, water carts • Dust tracking and mud on roads to be minimised through stabilised access and egress set up during the construction of the compound area 	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
			<ul style="list-style-type: none"> Use of street sweepers where necessary Site induction to include project-wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart 	
Arboriculture (AR)				
AR1, AR2, AR3	<ul style="list-style-type: none"> Over clearing of vegetation in excess of area required for compound construction and operation, or in excess of approved removal area Impact to vegetation during construction or operations marked for retention 	Medium	<p>A full suite of controls to be informed by the Tree Removal Plan and Tree Protection Plan. Site specific Arborist and Ecological Assessments undertaken to further develop controls specific to the construction of the compound.</p> <ul style="list-style-type: none"> Any required pruning to be undertaken by a minimum AQF Level 3 Arborist Tree Protection Zone (TPZ) fencing to be erected prior to clearing and construction works for designated no go zones TPZ fencing to be established for protected trees within the compound area Site induction to include project-wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart Ecological assessment to advise the need for any necessary vegetation removal applications or permits for the removal of FFG listed species or areas of native vegetation Where a patch of native vegetation removal is required, survey markings are to be set out on site to confirm approved removal extent 	Low
Business (B)				
B4	<ul style="list-style-type: none"> Impact and disruption caused to businesses in the area resulting from temporary occupation of the area 	Medium	<ul style="list-style-type: none"> Traffic impacts on nearby businesses will be managed through the area WTMP Participation in business liaison groups outlining the program and works for the compound for notification purposes 	Low
Flora and Fauna (FF)				
FF1, FF2, FF3, FF4, FF5, FF8	<ul style="list-style-type: none"> Over clearing of vegetation in excess of area required for compound construction and operation, or in excess of approved removal area Injury or death caused to fauna species during operations of the compound through machinery and plant movements Noise and vibration impacts to the Australian Grayling 	Medium	<p>A full suite of controls to be informed by measures outlined in the CEMP, Site Specific Ecological Assessment, and compound establishment WEMP.</p> <ul style="list-style-type: none"> Where a patch of native vegetation removal is required, survey marks are to be set out on site to confirm approved removal extent Speed limits on site to be displayed to avoid accidental fauna collisions If a risk to fauna is identified on site, works are to pause until the fauna moves itself out of site. Alternatively, an accredited wildlife handler under the <i>Wildlife Act 1975</i> must be called to site to relocate the animal offsite. Ecological assessment to advise the need for any necessary vegetation removal 	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
	<p>during construction or operation</p> <ul style="list-style-type: none"> Lighting impacts to nocturnal species occupying areas adjacent to the compound during night works Impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora and habitat areas Removal of flora species subject to FFG Permits without approval 		<p>applications or permits for the removal of FFG listed species or areas of native vegetation</p> <ul style="list-style-type: none"> Site-Specific Ecological Impact Assessment will assess any relevant impacts and management measures required during construction and operation of the compound for the protection of the Australian Grayling, including consideration to the critical migration and breeding period between September and November. 	

Landscape and Visual (LV)

LV2, LV3	<ul style="list-style-type: none"> Light spill from compound or overflow car park impacting on sensitive receptors, including ecological communities adjacent to site. 	Low	<ul style="list-style-type: none"> Visual assessment during compound construction and operation to ensure no light spill is impacting nearby ecosystem or residents The selection of this area for a compound has reduced the risk of light spill impacting residents or businesses Use of directional lighting and visual assessment during car park establishment and operation to ensure no light spill is impacting nearby ecosystem or residents. The selection of the overflow car park area has reduced the risk of light spill impacting residents or businesses. 	Low
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Noise and Vibration (NV)

NV3, NV4, NV5, NV8, NV9	<ul style="list-style-type: none"> Noise generated from the compound negatively impacting nearby receptors Vibration generated from haul road construction and compaction damaging infrastructure in close proximity to works, specifically utilities Compound operation to likely occur outside of normal working hours 	Medium	<p>A full suite of controls is included in the Construction Noise and Vibration Management Plan (CNVMP), site-specific Noise and Vibration Assessment and the WEMP.</p> <ul style="list-style-type: none"> The location of this compound reduces the potential of noise impacts to nearby residents and businesses and was included in the selection criteria for the compound. The Noise Impact Assessment for this compound considers plant and machinery in operation for each construction and operation phase, the duration and timing of works, and existing ambient noise conditions to determine works specific controls required. These include: <ul style="list-style-type: none"> Recommended noise attenuation practices Tiered mitigation measures to be implemented for impacted receptors. <p>Key controls used on site to manage impacts of noise will include the following, with more detailed controls outlined in the site specific WEMPs and the CNVMP:</p>	Low
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Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
			<ul style="list-style-type: none"> Noise levels must meet the guidelines set in NV3 Should the need for Unavoidable Works occur during the construction or operation of the compound, the process outlined in section 3.3 is to be followed. Respite periods to be incorporated into the construction of the compound for high-impact noise generation as required Residents likely impacted by the works will be notified The mandatory site induction for workers will include a noise and behaviour section to ensure appropriate conduct by workers will minimise potential impacts to nearby receptors. <p>Noise monitoring will be undertaken based on the recommendations resulting from the noise modelling.</p> <p>Unattended noise monitoring will be undertaken throughout compound establishment and operation.</p> <p>In response to community complaints/enquiries, noise monitoring may be undertaken to ensure noise modelling impacts are accurate and all tiered mitigation methods active on site are appropriate in managing impacts.</p> <p>A vibration risk assessment for these works outlines the need for site specific controls in order to comply with NV8 and NV9:</p> <ul style="list-style-type: none"> Risk of vibration impacts for this site is a reason the area was chosen, away from high-risk permanent infrastructure and sensitive receptors Controls outlined to protect existing underground services will be included in the WEMP, including minimum clearance distance from the use of heavy vibratory rollers and existing services. 	
Surface Water and Flood (SW)				
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10	<ul style="list-style-type: none"> Adverse impacts to water quality on the Koonung Creek and Yarra River Adverse impacts to aquatic flora, fauna and habitat from construction water discharge Flooding of compound releases hazardous substances, spoil and construction waste into nearby watercourse Uncontrolled release of water not meeting SEPP parameters 	High	<p>A full suite of controls for surface water management is included in the Surface Water Management and Monitoring Plan and the WEMP. Key controls for the compound include:</p> <ul style="list-style-type: none"> All site entry drainage within the compound footprint to be protected with appropriate sediment controls Run-off on site to be managed to prevent any water draining directly into nearby waterbodies All dangerous good and chemicals are to be stored in banded containers clearly labelled on site Spill kits will be located at indicative locations shown in Figure 5, and as per the WEMP 	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
			<ul style="list-style-type: none"> No refuelling of equipment is to occur within 10m of waterways Monitoring for flood events will be done through the Bureau of Meteorology (BoM) weather stations, which can be accessed from the BoM website (www.bom.com.au). Alternatively, phone apps such as Vic Emergency can be set up to deliver real-time notifications to site personnel to warn of upcoming flood risk. If a flooding event is predicted, controls outlined in the Flood Emergency Management Plan are to be followed. Where a flood event is forecast, the site is to be made safe where time allows. <ul style="list-style-type: none"> Securing all material to be retained on site Relocation of all chemicals and hazardous material away from site or moved outside of the 100-year ARI flood extent. All plant and equipment to be relocated outside of 100-year ARI flood extent. Inlets to the stormwater system used by the project sites (or those immediately downgradient from project sites) will be regularly inspected for blockages and build up and cleaned as required to maintain performance. The WTMP will include measures to prevent vehicle access and egress points being impacted or blocked. This allows for immediate evacuation in the event a flood alert is issued at extreme short notice. The extent of exposed soil and ground disturbance should be minimised to the greatest extent practicable, in order to assist with sub-soil uptake and reduce water velocity from heavy rainfall events Weather must be monitored during concrete/asphalt prime/tac coat works to ensure there is sufficient time for curing compound to set prior to predicted inclement weather such as flooding 	
Land Use Planning (LP)				
LP1	<ul style="list-style-type: none"> Land used for construction and compound is in excess of what is required 	Low	<ul style="list-style-type: none"> Area occupied for the compound will remain within the NELP temporarily occupied parcel of land only 	Low
Social and Community (SC)				
SC1, SC2, SC3, SC4, SC5, SC6	<ul style="list-style-type: none"> Negative impact to Freeway Golf Club and its users as a result of compound construction or operations through noise, access interruptions, dust 	Medium	<ul style="list-style-type: none"> Dust and noise impacts to nearby receptors will be managed through the controls listed previously in this table, as well as the WEMP A reason this compound was selected is the limited interface with businesses nearby Site delineation design to be influenced by Freeway Golf Course and Boroondara 	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
	<ul style="list-style-type: none"> Negative visual impact to golf course users due to visual impact of the compound Impacts to local businesses through traffic disruptions 		Council input to reduce visual impact of compound on golf course users.	
Sustainability and Climate Change (SCC)				
SCC1, SCC2, SCC4, SCC5	<ul style="list-style-type: none"> Environmental impacts resulting from mismanagement of waste on site in both construction and operation of the compound Environmental impacts and impacts to sustainability credit ratings from inadequate compound set-up in regard to energy and water requirements and usage 	Low	<p>Waste management controls are included in the CEMP and the site-specific WEMP.</p> <ul style="list-style-type: none"> Waste segregation, including putrescible waste, to be in place within the compound to ensure waste is disposed of into the correct stream All waste to be disposed of regularly on site for housekeeping Compound to be monitored for energy and fuel usage during operations <p>All construction compounds connected to mains will be offset with 100% Greenpower. For those not connected to mains, low carbon power solutions are to be investigated and implemented where feasible. All long-term compounds will also feature rainwater capture for use in non-potable water applications. Further details on the broader energy and water reduction targets and strategy are detailed in the Sustainability Management Plan and associated IS Rating Implementation Sub-Plan.</p> <p>The compound will be compliant with the RCLG Site Facilities Requirements in accordance with EBTA IS Rating Implementation Subplan, criteria Wfs-4 of the IS v2.1 Technical Manual.</p>	Low
Traffic and Transport (T)				
T2	<ul style="list-style-type: none"> Impacts to the community from traffic disruptions associated with the construction and operation of the compound, including equipment and material deliveries 	Medium	<ul style="list-style-type: none"> Community notifications to be distributed to affected residents in advance of significantly impactful works A Worksite Traffic Management Plan and supporting information will be developed for the compound operation addressing the traffic engineering characteristics, with due consideration to all modes of movements including access and egress, car parking (including overflow), construction vehicle movement and public pedestrians and cyclists. Inductions and pre-start briefings to include behavioural requirements for access and egress to site, including keeping access areas clear for incoming traffic. WTMP to include controls to prevent any potential bank up of traffic at the site access point to maintain movement through the Bulleen Road exit ramp. 	Low

6. Site demobilisation and restoration (Condition 4.12.2 (f))

Where temporary materials or structures are being removed during demobilisation, reuse opportunities will be explored. The area occupied by the compound will be reinstated as per the final agreed designs for the Project. This includes reinstating the area to equivalent condition as when occupancy commenced.

Demobilisation will be undertaken to achieve the requirements of the approved Urban Design and Landscape Plan (UDLP). Occupied land will be returned to the relevant owner/s where it does not form part of the permanent footprint of the project.

Completion is expected in 2028 with the compound to be demobilised at the completion of the Project or the completion of the related area activities.

7. Communications, stakeholder and community engagement

7.1 Stakeholder and community engagement approach

EBTA has consulted with Freeway Golf Course Management, Boroondara Council, Manningham Council, Department of Transport and Planning and nearby residents and businesses prior to Ministerial approval of this plan to seek feedback on the proposed use of the compound and evaluate concerns and suggestions. This feedback has been incorporated into the CCP and compound layout plan.

Businesses, local schools and highly potentially impacted residents nearby have been door knocked and provided with a notification as part of wider pre-engagement for compounds in the area, although impacts are expected to be minimal (noting that the nearest residents are located on the opposite side of the Eastern Freeway, more than 300m away).

Businesses:

- Manningham Hotel
- Dan Murphy's
- Businesses located on Bulleen Road

Schools:

- Marcellin College
- Belle Vue Primary School

Highly impacted residents:

- Leonis Avenue
- Columba Street
- Ursa Street
- Highview Road

The following information has been shared as part of the consultation:

- The compound will enable EBTA construction works in the area
- It will also support our workers by providing amenities and facilities required for employees, as well as an office, pathways, access roads, hardstands for sheds compound buildings and car parking, laydown and storage areas, a car park and waste and recycling facilities.
- The compound location and work activities within have been located to avoid impacts to residents and environmental impacts where possible. However, there may still be impacts such as dust, noise, vegetation removal, lights at night, light construction vehicles, and trucks in the area when work commences.
- EBTA will implement mitigations to reduce impacts such as hoardings, minimising noise at the source, light shields, traffic management, preventing dust and water runoff, concrete/asphalt/sealed areas to minimise the impacts as far as practicable.
- Hours of work, including details of the site requiring 24/7 access and operation will be 24 hours a day and up to seven days a week in peak construction periods

Further engagement will be undertaken with the above stakeholders, resident golf clubs, sports clubs within Bulleen Sports Complex and the local community once ministerial approval is obtained to provide detailed information on establishment of construction compounds, including Freeway Golf.

The following key stakeholders will be advised of plans for the construction compound in regular meetings:

- Melbourne Water
- Community Liaison Groups
- Business Liaison Groups

- Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation.

7.2 Contact numbers

Big Build Contact Centre: 1800 105 105

7.3 Complaint management

Enquiries and complaints will be managed in accordance with the process set out in section 6.1 of the Communications and Community Engagement Plan.

NELP's nominated stakeholder management database is Consultation Manager. Project interactions with stakeholders, including those relating to enquiries and complaints, will be recorded in Consultation Manager in accordance with any relevant Major Transport Infrastructure Authority (MTIA) guidelines and processes.

Table 8: Complaint management requirements and responsibilities

Expectations	How we will meet the expectations (Minimum Requirements)	Key contributor	Deliverables
Procedures are established for effectively dealing with community enquiries and complaints. In adherence to EPR EMF4	<p>EBTA will use a three-tiered complaint and enquiry management process, consistent with the MTIA Complaint Management Procedure Guide which enables complaints and enquiries to be registered and resolved quickly and provides opportunities for stakeholder concerns to be considered further if they are not satisfied with our initial response.</p> <p>A copy of the MTIA Complaint Management Policy can be found on the Big Build Website.</p>	<p>Communications and Community Engagement Team</p> <p>Functional Lead(s)</p>	<p>Communications and Community Engagement Plan and associated deliverables</p>
Enquiries and complaints are recorded, acknowledged, and resolved in a timely manner as per EPR EMF4.	<p>The Big Build Contact Centre will act as the point of entry for complaints and enquiry management for most matters. It will determine if the complaint or enquiry is in relation to the Burke to Tram Road works, allocate a case reference number, record the complaint or enquiry details and assess whether the complaint or enquiry is high or low priority.</p> <p>Where the Big Build Contact Centre resolves the case immediately, the case will be considered closed and the case referred to EBTA with a 'For your information' event assigned.</p> <p>Where a case cannot be resolved immediately, the Big Build Contact Centre will refer the case to EBTA for action and response.</p> <p>Where a complaint or enquiry cannot be resolved on the spot, EBTA's Head of Communications and Community Engagement, or delegate, will be responsible for:</p> <ul style="list-style-type: none"> • Analysing the complaint or enquiry to determine its nature, how it should be dealt with and who should be involved • Resolving or investigating the complaint or enquiry with the EBTA team as well as considering possible remedies for the complaint (which might include an explanation or an apology) • Providing a response within the required timeframes. 	<p>Communications and Community Engagement Team</p> <p>Functional Lead(s)</p>	<p>Monthly report of all enquiries and complaints</p> <p>Maintain records of all correspondence and resolutions via Consultation Manager</p>

8. Review

Reviews and alterations to this CCP may be required during operation of the compound should requirements of the Project change, or as directed by the State or when there is a change that significantly increases environmental risk.

Any updates to this CCP will require re-verification from the IEA and be subject to the satisfaction of the Minister for Planning.

Appendix A: IEA verification



North East Link Freeway Packages
Independent Environmental Auditor

Review and Verification Report:

North East Link South Alliance

Construction Compound Plan -
Freeway Golf Course

North East Link Program

13 February 2024

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Document Classification: KPMG Confidential

Official: Sensitive



Document review and approval

Revision	Revision Detail	Author	Date	Reviewed and Approved by
1.0	Final Report	[REDACTED]	11/09/23	[REDACTED]
2.0	Final Report following NELSA revisions to Construction Compound Plan - Freeway Golf Course (Rev D)	[REDACTED]	30/10/23	[REDACTED]
3.0	Final Report following NELSA revisions to Construction Compound Plan - Freeway Golf Course (Rev 01)	[REDACTED]	13/02/24	[REDACTED]

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Inherent Limitations

This report has been prepared as outlined in the Scope and Approach Section. The services provided in connection with this engagement comprise an advisory engagement, which is not subject to assurance or other standards issued by the Australian Auditing and Assurance Standards Board and consequently no opinions or conclusions intended to convey assurance have been expressed.

Due to the inherent limitations of any internal control structure, it is possible that fraud, error or non-compliance with laws and regulations may occur and not be detected. Further, the internal control structure, within which the control procedures that have been subject to the procedures we performed operate, has not been reviewed in its entirety and, therefore, no opinion or view is expressed as to its effectiveness of the greater internal control structure. The procedures performed were not designed to detect all weaknesses in control procedures as they are not performed continuously throughout the period and the tests performed on the control procedures are on sample basis. Any projection of the evaluation of control procedures to future periods is subject to the risk that the procedures may become inadequate because of changes in conditions, or that the degree of compliance with them may deteriorate.

No warranty of completeness, accuracy or reliability is given in relation to the statements and representations made by, and the information and documentation provided by the North East Link Program (NELP) and the North East Link South Alliance (NELSA), consulted as part of the process. KPMG has indicated within this report the sources of the information provided. We have not sought to independently verify those sources unless otherwise noted within the report.

KPMG is under no obligation in any circumstance to update this report, in either oral or written form, for events occurring after the report has been issued in final form. The findings in this report have been formed on the above basis.

Third Party Reliance

This report is solely for the purpose set out in the Scope and Approach Section and for NELP's information, and is not to be used for any other purpose or distributed to any other party without KPMG's prior written consent.

This report has been prepared at the request of the NELP, a division of the Major Transport Infrastructure Authority (an administrative office in relation to the Department of Transport and Planning) in accordance with the terms of KPMG's engagement contract dated 27 June 2023. Other than our responsibility to NELP, neither KPMG nor any member or employee of KPMG undertakes responsibility arising in any way from reliance placed by a third party (including, but not limited to, the NELSA) on this report. Any reliance placed is that party's sole responsibility.

1. Introduction

The North East Link (NEL) Freeway Packages (NEL FP) is being delivered under the NEL Program (NELP) Environmental Management Framework (EMF), approved by the Minister of Planning, which details accountabilities for the implementation of the Environmental Performance Requirements (EPRs) in the development and delivery (including operation) of the NELP. The EPRs are a suite of performance-based environmental standards and outcomes that apply to the design, construction and operation of the NELP.

NELP has appointed KPMG as the Independent Environmental Auditor (IEA) for the NEL Freeway Packages, in accordance with Section 2, *Roles and Responsibilities*, of the EMF.

The IEA scope of work for the Review and Verification assessment includes a desktop review of the Alliance Partner's environmental management and design documentation to assess compliance with the Program contract, including the EMF, EPRs, conditions of program approvals, and that works are in general accordance with the approved Urban Design Strategy (as applicable to the document(s) subject to review)

For the purposes of the IEA services, 'review and verify' means assessment and testing of an Alliance partner's environmental management and design documentation to meet the intent of the EMF and EPRs, conditions of project approvals and in general accordance with the Urban Design Strategy (UDS). Any references to 'review and verify' in this report have not been used in the context of their respective meanings under assurance, audit and other standards issued by the Australian Auditing and Assurance Standards Board. As such, no opinions or conclusions intended to convey assurance or an audit opinion have been expressed in this report.

This IEA Review and Verification Report is associated with the Review and Verification assessment of the document detailed in *Table 1* and provides the:

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

Table 1 - Document subject to IEA Review and Verification assessment

Document	Construction Compound Plan – Freeway Golf Course (Document Number: NEL-STH-NSA-5900-EPA-PLN-0001; Revision 01.03; Dated: 09/02/2024) (the Document) (the IEA notes that the date provided for Revision 01.03 of the Document, within the Document's Revision Control, is incorrectly provided as 09/02/2023).
Freeway package	The South Package consists of an upgrade to the section of the Eastern Freeway between Burke and Tram Roads, and addition of an elevated freeway interchange located near the southern portal of the Central Package.



Package Alliance	NEL South Alliance (NELSA) - an Alliance comprising Laing O'Rourke Australia Construction Pty Ltd, Symal Infrastructure Pty Ltd, WSP Australia Pty Ltd and Arcadis Australia Pacific Pty Ltd, which has been engaged by NELP to execute the South Freeway Package scope of works described above.
Date of IEA assessment	18 July 2023 – 13 February 2024
Other relevant information	A full list of supporting NELSA project documentation reviewed as part of this review and verification scope, is provided in Appendix A.

2. Scope and Approach

Review of the Document and consideration of applicable Program contract requirements associated with the following:

- EMF;
- EPRs;
- In general accordance with the approved Urban Design Strategy (insofar as it is applicable to the Document assessed); and,

The Review and Verification Assessment of the Document included the following approach:

- For the first revision of the Document submitted to the IEA, review the Document:
 - Against the Program contract requirements to assess whether the Document addresses and considers the Program contract requirements; and,
 - Assessing whether consultation, as and where specified by the EMF and EPRs, had been undertaken during preparation of the Document.
- For subsequent revisions of the Document submitted to the IEA, review of the Document considering whether comments from the previous IEA review had been adequately addressed, such that the Document complied with Program contract requirements.
- Findings and observations arising from review of each revision of the Document were represented as comments on a Comment Register (refer to Section 3 and Appendix B).
- Comments arising from review of each revision of the Document were subsequently returned to NELP, and from NELP to NELSA, to be addressed accordingly.
- When the IEA considered all comments to have been addressed by NELP and NELSA, provision of this Review and Verification Report to NELP.

Details of the Document revisions subject to this Review and Verification assessment are provided in Table 2.

Table 2 - Construction Compound Plan – Freeway Golf Course revisions subject to this IEA Review and Verification Assessment

Revision	Remarks scope of documents	Date submitted by NELP and NE	Date IEA review ^c	ified by EA
C	Initial revision submitted to the IEA for review	18/07/23	27/07/2	
D	Subsequent revision submitted to the IEA for review following IEA comment o	14/08/23	16/08/23	
01	Subsequent revision submitted to the IEA for review following Department of Transport and Planning comm	27/10/23	30/10/23	3
01.01	Subsequent revision submitted to the IEA for review following amendment to include updated overflow loca	19/01/24	24/01/24	N
01.02	Subsequent revision submitted to the IEA for review following IEA comment o	31/01/24	01/02/24	
01.03	Subsequent revision submitted to the IEA for review following IEA comment on Rev 01.02	12/02/24	13/02/24	13/02/24



3. IEA Review Findings

Findings identified during the Review and Verification assessment of the Construction Compound Plan – Freeway Golf Course were made directly, as comments, into a Comment Register (refer to Appendix B).

The IEA has assessed NELSA's Construction Compound Plan – Freeway Golf Course (Document Number: NEL-STH-NSA-5900-EPA-PLN-0001; Revision 01.03; Dated: 09/02/24; the IEA notes that the date provided for Revision 01.03 of the Document, within the Document's Revision Control, is incorrectly provided as 09/02/2023) against the requirements of the program contract, including the EMF and EPRs, conditions of Program approvals, and in general accordance with the approved Urban Design Strategy (insofar as it is applicable to the Document assessed). Any issues and non-compliances identified in previous revisions of the Document reviewed by the IEA have been closed out.



Appendix A - Documents Reviewed

Table A1 - Documents Reviewed

Doc #	Revision	Document Name	by NELP ELNA to IEA
Refer to Section 2, Table 2 for details of Document revisions subject to IEA Review and Verification Assessment.			
01	Revision A, dated 27/07/23 (Teambinder Reference: DRAC-STH-NEL-0546)	Memorandum: Flood Impact Assessment – Freeway Public Golf Course Reserve site compound (North East Link South Alliance)	09/08/23



Appendix B - Review and Verification Assessment Comment Register

Appendix B - Review and Verification Assessment Comment Register

North East Link Program

Desi							s	Reference Contract Clause, Standard, ation or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	Section 4.12.1 of the Incorporated Document requires the Freeway Golf Course Compound Plan (FGCCP) to be prepared to the satisfaction of the Minister for Planning, prior to its use and development. In regards to p4/31, Table 1, 4.12.1, 'Where Addressed' column, the IEA notes no evidence of Ministerial Approval is provided for FGCCP within the document. Please confirm that Ministerial Approval has been received for the FGCCP and evidence is referenced and included within the document.	27-07-23	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Eastern Freeway: Burke to Tram Alliance	Ministerial Approval is obtained following IEA approval as per Table 6-2 of the EMF	10-08-23	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	B	N/A	01.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	IEA acknowledged	16-08-23	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	02	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	Section 4.12.2 (e) of the Incorporated Document requires that the FGCCP demonstrates that, "the categories of works proposed within the compounds are appropriate having regard to whether the land is flood prone, including any flood modelling where appropriate..." In regards to p7/31, Table 2, 'Mitigate', it is stated that the, "...compound sits within the Land Subject to Inundation Overlay (LSIO), and partially within the 5% AEP flood zone. The compound building will be raised on minimum 400mm concrete blocks to raise it above the 5% AEP." It is recognised that flood maps are included in Appendix B; however, only a plan view is shown (no section showing freeboard). Please provide further clarity on the effectiveness of the use of 400mm concrete blocks to raise buildings to mitigate the 5% AEP event.	27-07-23	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	02.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Eastern Freeway: Burke to Tram Alliance	No cross section is available, however, flood modelling undertaken indicates that when the compound building is raised 400mm (note this is the minimum proposed), it is flood free in the 5% AEP. Flood depth outside the office boundary in the 5% AEP is variable, giving variable freeboard, with a minimum of 0.09m maintained. Please refer to flood memorandums provided via Team Binder (2/08/23)	10-08-23	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	B	N/A	02.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	NELSA Flood Memo (27/7/23) states, "In the 5% AEP design storm event, the office buildings and associated utilities to the west are predicted to flood. The predicted flood depths on the office pads range between 0.2 m to 0.4 m (see Figure 6). The flood depth at the southern car park is predicted to reach up to 0.5 m." Also note that, "Based on the assessment, the work does not increase overall flood risk in the catchment or modify the flow regime of any waterways."	16-08-23	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	03	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	In Table 6 (p17/31), Risk Assessment, the IEA notes the initial risk level for the five Noise and Vibration EPRs is 'Medium' whereas in Table 7 (p21/31), the initial risk level for Noise and Vibration EPRs is stated as 'Low'. Please correct.	27-07-23	O	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	03.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Eastern Freeway: Burke to Tram Alliance	Updated Table	10-08-23	O	N/A	LPE	O	

Appendix B - Review and Verification Assessment Comment Register

Project: North East Link Program
 Document No: NEL-STH-FIEA-5900-EPA-CRS-0001

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	B	N/A	03.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	IEA acknowledged	N/A	16-08-23	O	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	04	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	The IEA notes that the projected impact of climate change on rainfall intensity, and associated flood modelling, has not been considered.	Incorporated Document section 4.12.2 (e)	27-07-23	O	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	04.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Eastern Freeway: Burke to Tram Alliance	Climate change impacts on rainfall intensity and associated flooding, is not considered applicable to allow for in the case of temporary works. Temporary works are of a short nature, whereas climate change allowance in flood modelling is for a 100 year impact. E.g. we have made an allowance of 20% increase in flooding for the 1% AEP.	Incorporated Document section 4.12.2 (e)	10-08-23	O	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	B	N/A	04.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	IEA acknowledged	Incorporated Document section 4.12.2 (e)	16-08-23	O	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	05	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	Incorporated Document section 4.12.2 (f) requires inclusion of, "Measures to restore the former use of the land used for construction once these activities are complete." The IEA notes that Section 6 of the document aims to address site demobilisation and restoration but does not include further details on any specific measures beyond that the, "...area occupied by the compound will be reinstated as per the final agreed designs for the Project." Once reinstatement measures are identified, the impact of reinstatement measures on any environmental sensitivities and associated EPRs should be considered. This is not currently covered in the document (i.e. CL category may become more material if reinstatement measure involves movement of earth, or LP pending post-project delivery land-use type).	Incorporated Document section 4.12.2 (f)	27-07-23	N	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	05.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Eastern Freeway: Burke to Tram Alliance	Specific measures have not been included to enable flexibility for the land to be reinstated in consultation with the relevant land manager and returned works schedule. This approach is consistent with CCPs for other packages of works (i.e. early works, central) and as such for the purpose of this document no further detail is deemed required. All reinstatement and land planning would be undertaken in line with relevant legislation, EPRs and returned work schedules.	Incorporated Document section 4.12.2 (f)	10-08-23	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	B	N/A	05.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	IEA acknowledged	Incorporated Document section 4.12.2 (f)	16-08-23	N	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	C	N/A	06	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	IEA acknowledges receipt of Construction Compound Plan – Freeway Golf Course (Document Number: NEL-STH-NSA-5900-EPA-PLN-0001; Revision 01; Dated: 25/10/23) and had no further comments.	General Comment	30-10-23	C	N/A	LPE	C	Yes

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 Document No: NEL-STH-FIEA-5900-EPA-CRS-0001

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	08	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d) states that the CCP must include "Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas)".Table 7, Landscape and Visual section of the CCP outlines a potential risk being "Light spill from compound impacting on sensitive receptors, including ecological communities adjacent to site".The IEA notes that the Key Controls relate to the Construction Compound, but it is not clear if impacts from the overflow car park have been considered. It is further unclear if lighting will be provided for the overflow car park.Please provide additional information on how the visual impacts from the overflow car park have been addressed.	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	24-01-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	08.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	Lighting (directional towers) will be in use in the carpark as required during night periods. Controls are applicable to both compound and carpark areas - updated for clarity (Table 6 and 7).	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	31-01-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	E	N/A	08.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	IEA comment addressed	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	01-02-24	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	09	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d) states that the CCP must include "Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas)".Table 7, Surface Water and Flood section of the CCP includes a Key Control being "Run-off on site to be managed to prevent any water draining directly into nearby waterbodies".The IEA notes that this section of the table provides "Key controls for the compound". Noting that the location of the overflow car park is to the north of Koonung Creek, please provide information on drainage controls required for the overflow car park, including controls under flood event conditions.	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	24-01-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	09.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	The carpark area has been reviewed and additional drainage controls are not required - note this area will be used for parking only and spray sealed. In a flood event the controls detailed in the WEMP and Flood Emergency Management Plan would be followed (as per section 5).	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	31-01-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	E	N/A	09.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	IEA comment addressed	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	01-02-24	D	N/A	LPE	C	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	10	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d) states that the CCP must include "Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas)". Table 7, Social and Community section of the CCP indicates a potential risk as being "Impacts to local businesses through traffic disruptions". The IEA notes that Key Controls listed indicate that "A reason this compound was selected is the limited interface with businesses nearby". The impact of the overflow car park on the Manningham Hotel is not referenced in the Key Control. The IEA notes that access to the overflow car park is available through the Hotel site, along Thompsons Road. Please provide information on how traffic impacts to the Manningham Hotel have been addressed as relates to the overflow car park.	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	24-01-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	10.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	The overflow carpark can also be accessed directly from Bulleen Road, not only Thompsons Road. Traffic impacts to Manningham Hotel are not anticipated due to the overflow carpark being used for light vehicle parking, as such only light vehicles would be accessing via Thompsons Rd and using the existing two way access road to access the car park.	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	31-01-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	E	N/A	10.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	IEA comment addressed	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	01-02-24	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	07	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d) states that the CCP must include "Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas)". Table 7, Business section of the CCP outlines a potential risk of "Impact and disruption caused to businesses in the area resulting from temporary occupation of the area". The IEA notes that a Key control listed is that "Traffic impacts on nearby businesses will be managed through the compound WTMP". Please confirm whether the overflow car park area will be included within the scope of the compound WTMP, to address traffic impacts on the Manningham Hotel and nearby businesses.	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	24-01-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	07.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	Overflow carpark is included in WTMP-5100-0001 Stage B1 Enabling, Permanent Works and Diversion Construction (Bulleen Road).	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	31-01-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	E	N/A	07.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	Please update the CCP to reflect this (please action in conjunction with comment 11.02).	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	01-02-24	D	N/A	LPE	O	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	E	N/A	07.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	Updated - please note there is only one WTMP for the area (as per above ref) which includes the compound and overflow carpark (and Bulleen Rd). Update throughout to "Area WTMP" rather than "Compound WTMP".	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	12-02-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	F	N/A	07.01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	IEA comment addressed.	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	13-02-24	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	11	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d) states that the CCP must include "Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas)". Table 7, Traffic and Transport section of the CCP includes controls relating to construction and operation of the compound, with a specific control relating to maintaining traffic movements through the Bulleen Road on ramp. The IEA notes that there is no mention of the overflow car park in the Key Controls. Please confirm whether the overflow car park is included in the Key Controls provided and whether any additional controls on Bulleen Road around the overflow car park are required.	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	24-01-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	11.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	Updated to specify overflow carpark - controls on Bulleen Rd around the overflow carpark will be included in the WTMP-5100-0001 Stage B1 Enabling, Permanent Works and Diversion Construction (Bulleen Road).	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	31-01-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	E	N/A	11.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	The IEA notes that the overflow car park has been added to the relevant section of Table 7. However, it is noted that the WTMP for the compound is still the single reference. Please update to reflect the use of two WTMPs or reword to allow flexibility.	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	01-02-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	E	N/A	11.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	As per comment 07.01.01 response - there is only one WTMP. Removed reference to "Compound WTMP" and updated with "Area WTMP".	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	12-02-24	D	N/A	LPE	O	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	Section 4.12.1 of the Incorporated Document requires the Freeway Golf Course Compound Plan (FGCCP) to be prepared to the satisfaction of the Minister for Planning, prior to its use and development. In regards to p4/31, Table 1, 4.12.1, 'Where Addressed' column, the IEA notes no evidence of Ministerial Approval is provided for FGCCP within the document. Please confirm that Ministerial Approval has been received for the FGCCP and evidence is referenced and included within the document.	27-07-23	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Eastern Freeway: Burke to Tram Alliance	Ministerial Approval is obtained following IEA approval as per Table 6-2 of the EMF	10-08-23	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	B	N/A	01.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	IEA acknowledged	16-08-23	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	02	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	Section 4.12.2 (e) of the Incorporated Document requires that the FGCCP demonstrates that, "the categories of works proposed within the compounds are appropriate having regard to whether the land is flood prone, including any flood modelling where appropriate..." In regards to p7/31, Table 2, 'Mitigate', it is stated that the, "...compound sits within the Land Subject to Inundation Overlay (LSIO), and partially within the 5% AEP flood zone. The compound building will be raised on minimum 400mm concrete blocks to raise it above the 5% AEP." It is recognised that flood maps are included in Appendix B; however, only a plan view is shown (no section showing freeboard). Please provide further clarity on the effectiveness of the use of 400mm concrete blocks to raise buildings to mitigate the 5% AEP event.	27-07-23	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	02.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Eastern Freeway: Burke to Tram Alliance	No cross section is available, however, flood modelling undertaken indicates that when the compound building is raised 400mm (note this is the minimum proposed), it is flood free in the 5% AEP. Flood depth outside the office boundary in the 5% AEP is variable, giving variable freeboard, with a minimum of 0.09m maintained. Please refer to flood memorandums provided via Team Binder (2/08/23)	10-08-23	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	B	N/A	02.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	NELSA Flood Memo (27/7/23) states, "In the 5% AEP design storm event, the office buildings and associated utilities to the west are predicted to flood. The predicted flood depths on the office pads range between 0.2 m to 0.4 m (see Figure 6). The flood depth at the southern car park is predicted to reach up to 0.5 m." Also note that, "Based on the assessment, the work does not increase overall flood risk in the catchment or modify the flow regime of any waterways."	16-08-23	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	03	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	In Table 6 (p17/31), Risk Assessment, the IEA notes the initial risk level for the five Noise and Vibration EPRs is 'Medium' whereas in Table 7 (p21/31), the initial risk level for Noise and Vibration EPRs is stated as 'Low'. Please correct.	27-07-23	O	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	03.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Eastern Freeway: Burke to Tram Alliance	Updated Table	10-08-23	O	N/A	LPE	O	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	04	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	The IEA notes that the projected impact of climate change on rainfall intensity, and associated flood modelling, has not been considered.	Incorporated Document section 4.12.2 (e)	27-07-23	O	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	04.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Eastern Freeway: Burke to Tram Alliance	Climate change impacts on rainfall intensity and associated flooding, is not considered applicable to allow for in the case of temporary works. Temporary works are of a short nature, whereas climate change allowance in flood modelling is for a 100 year impact. E.g. we have made an allowance of 20% increase in flooding for the 1% AEP.	Incorporated Document section 4.12.2 (e)	10-08-23	O	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	B	N/A	04.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	IEA acknowledged	Incorporated Document section 4.12.2 (e)	16-08-23	O	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	05	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	Incorporated Document section 4.12.2 (f) requires inclusion of, "Measures to restore the former use of the land used for construction once these activities are complete." The IEA notes that Section 6 of the document aims to address site demobilisation and restoration but does not include further details on any specific measures beyond that the, "...area occupied by the compound will be reinstated as per the final agreed designs for the Project." Once reinstatement measures are identified, the impact of reinstatement measures on any environmental sensitivities and associated EPRs should be considered. This is not currently covered in the document (i.e. CL category may become more material if reinstatement measure involves movement of earth, or LP pending post-project delivery land-use type).	Incorporated Document section 4.12.2 (f)	27-07-23	N	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	A	N/A	05.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Eastern Freeway: Burke to Tram Alliance	Specific measures have not been included to enable flexibility for the land to be reinstated in consultation with the relevant land manager and returned works schedule. This approach is consistent with CCPs for other packages of works (i.e. early works, central) and as such for the purpose of this document no further detail is deemed required. All reinstatement and land planning would be undertaken in line with relevant legislation, EPRs and returned work schedules.	Incorporated Document section 4.12.2 (f)	10-08-23	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	B	N/A	05.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N/A	Freeways IEA	IEA acknowledged	Incorporated Document section 4.12.2 (f)	16-08-23	N	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	C	N/A	06	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	IEA acknowledges receipt of Construction Compound Plan – Freeway Golf Course (Document Number: NEL-STH-NSA-5900-EPA-PLN-0001; Revision 01; Dated: 25/10/23) and had no further comments.	General Comment	30-10-23	C	N/A	LPE	C	Yes

Appendix B - Review and Verification Assessment Comment Register

Project: North East Link Program
 Document No: NEL-STH-FIEA-5900-EPA-CRS-0001

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	08	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d) states that the CCP must include "Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas)".Table 7, Landscape and Visual section of the CCP outlines a potential risk being "Light spill from compound impacting on sensitive receptors, including ecological communities adjacent to site".The IEA notes that the Key Controls relate to the Construction Compound, but it is not clear if impacts from the overflow car park have been considered. It is further unclear if lighting will be provided for the overflow car park.Please provide additional information on how the visual impacts from the overflow car park have been addressed.	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	24-01-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	08.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	Lighting (directional towers) will be in use in the carpark as required during night periods. Controls are applicable to both compound and carpark areas - updated for clarity (Table 6 and 7).	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	31-01-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	E	N/A	08.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	IEA comment addressed	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	01-02-24	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	09	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d) states that the CCP must include "Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas)".Table 7, Surface Water and Flood section of the CCP includes a Key Control being "Run-off on site to be managed to prevent any water draining directly into nearby waterbodies".The IEA notes that this section of the table provides "Key controls for the compound". Noting that the location of the overflow car park is to the north of Koonung Creek, please provide information on drainage controls required for the overflow car park, including controls under flood event conditions.	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	24-01-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	09.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	The carpark area has been reviewed and additional drainage controls are not required - note this area will be used for parking only and spray sealed. In a flood event the controls detailed in the WEMP and Flood Emergency Management Plan would be followed (as per section 5).	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	31-01-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	E	N/A	09.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	IEA comment addressed	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	01-02-24	D	N/A	LPE	C	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	10	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d) states that the CCP must include "Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas)". Table 7, Social and Community section of the CCP indicates a potential risk as being "Impacts to local businesses through traffic disruptions". The IEA notes that Key Controls listed indicate that "A reason this compound was selected is the limited interface with businesses nearby". The impact of the overflow car park on the Manningham Hotel is not referenced in the Key Control. The IEA notes that access to the overflow car park is available through the Hotel site, along Thompsons Road. Please provide information on how traffic impacts to the Manningham Hotel have been addressed as relates to the overflow car park.	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	24-01-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	10.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	The overflow carpark can also be accessed directly from Bulleen Road, not only Thompsons Road. Traffic impacts to Manningham Hotel are not anticipated due to the overflow carpark being used for light vehicle parking, as such only light vehicles would be accessing via Thompsons Rd and using the existing two way access road to access the car park.	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	31-01-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	E	N/A	10.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	IEA comment addressed	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	01-02-24	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	07	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d) states that the CCP must include "Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas)". Table 7, Business section of the CCP outlines a potential risk of "Impact and disruption caused to businesses in the area resulting from temporary occupation of the area". The IEA notes that a Key control listed is that "Traffic impacts on nearby businesses will be managed through the compound WTMP". Please confirm whether the overflow car park area will be included within the scope of the compound WTMP, to address traffic impacts on the Manningham Hotel and nearby businesses.	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	24-01-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	07.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	Overflow carpark is included in WTMP-5100-0001 Stage B1 Enabling, Permanent Works and Diversion Construction (Bulleen Road).	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	31-01-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	E	N/A	07.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	Please update the CCP to reflect this (please action in conjunction with comment 11.02).	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	01-02-24	D	N/A	LPE	O	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	E	N/A	07.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	Updated - please note there is only one WTMP for the area (as per above ref) which includes the compound and overflow carpark (and Bulleen Rd). Update throughout to "Area WTMP" rather than "Compound WTMP".	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	12-02-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	F	N/A	07.01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	IEA comment addressed.	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	13-02-24	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	11	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d) states that the CCP must include "Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas)". Table 7, Traffic and Transport section of the CCP includes controls relating to construction and operation of the compound, with a specific control relating to maintaining traffic movements through the Bulleen Road on ramp. The IEA notes that there is no mention of the overflow car park in the Key Controls. Please confirm whether the overflow car park is included in the Key Controls provided and whether any additional controls on Bulleen Road around the overflow car park are required.	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	24-01-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	D	N/A	11.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	Updated to specify overflow carpark - controls on Bulleen Rd around the overflow carpark will be included in the WTMP-5100-0001 Stage B1 Enabling, Permanent Works and Diversion Construction (Bulleen Road).	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	31-01-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	E	N/A	11.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Freeways IEA	The IEA notes that the overflow car park has been added to the relevant section of Table 7. However, it is noted that the WTMP for the compound is still the single reference. Please update to reflect the use of two WTMPs or reword to allow flexibility.	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	01-02-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0001	E	N/A	11.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	As per comment 07.01.01 response - there is only one WTMP. Removed reference to "Compound WTMP" and updated with "Area WTMP".	North East Link Incorporated Document (dated December 2019), Section 4.12.2 (d)	12-02-24	D	N/A	LPE	O	

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Appendix B: Flood Mapping (Condition 4.12.2 (e))



Figure 8: 5% AEP Flood

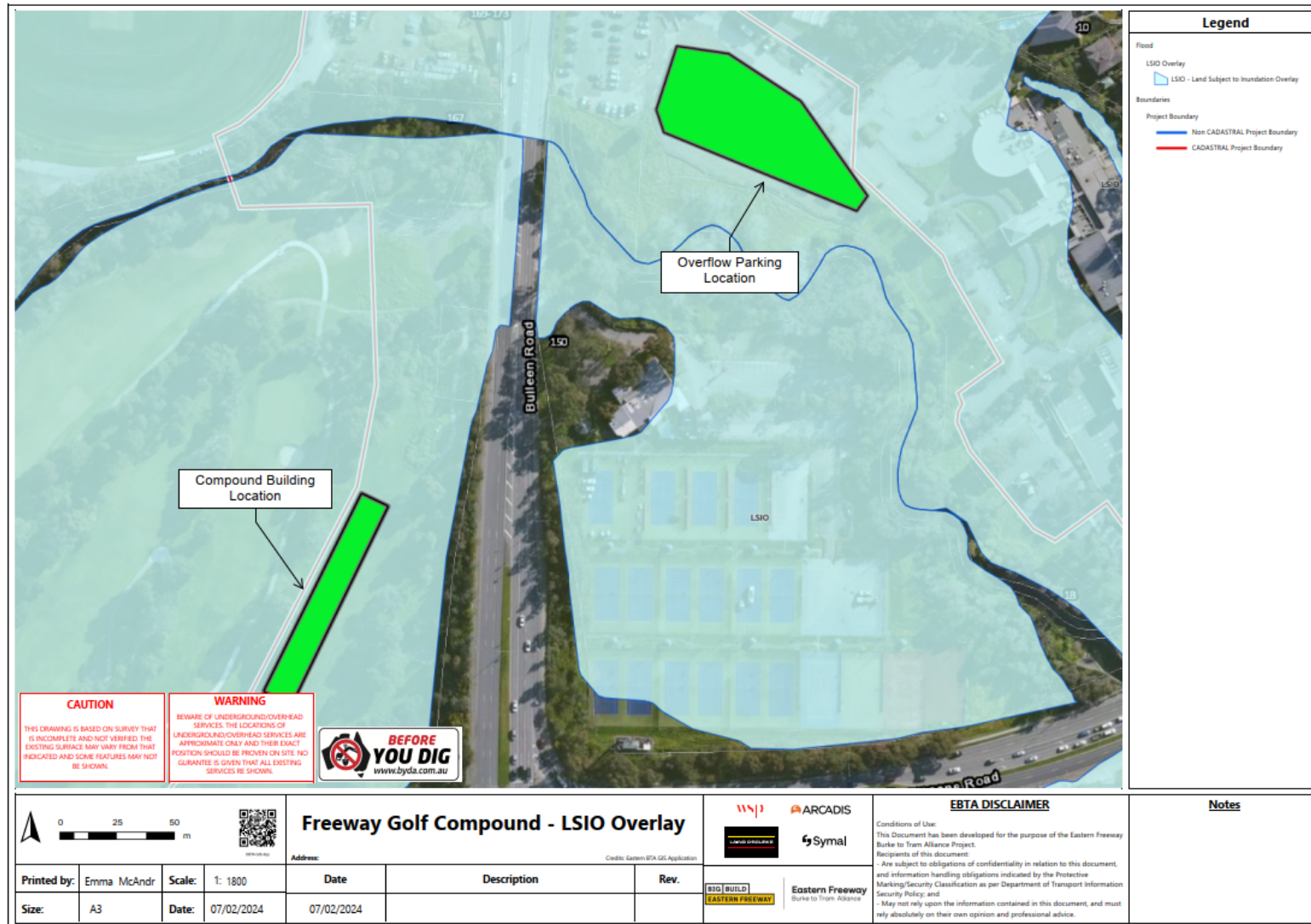


Figure 9: 100-year ARI Flood Zone (LSIO)

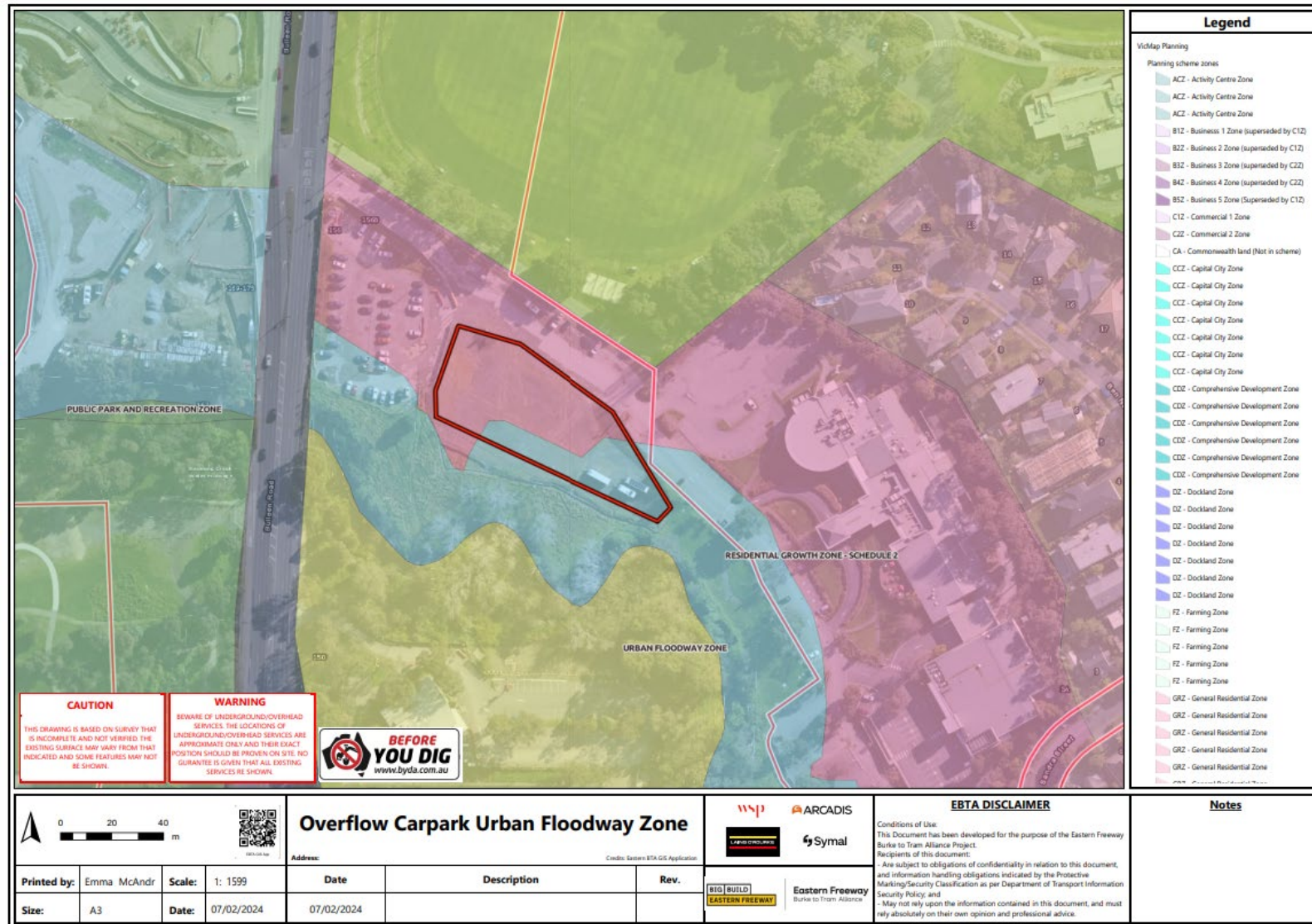


Figure 10: Urban Floodway Zone