BIG BUILD EASTERN FREEWAY

Eastern Freeway
Burke to Tram Alliance

EASTERN FREEWAY – BURKE TO TRAM ALLIANCE

Construction Compound Plan – Bulleen Interchange

Document number:	NEL-STH-NSA-5900-EPA-PLN-0004
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PLANNING AND ENVIRONMENT ACT 1987

BOROONDARA PLANNING SCHEME, MANNINGHAM PLANNING SCHEME

NORTH EAST LINK PROJECT INCORPORATED DOCUMENT, DECEMBER 2019 (AMENDED SEPTEMBER 2023)

ENDORSED PLAN

SHEET 1 OF 66

SIGNED

FOR
MINISTER FOR PLANNING

DATE: 10/04/2025

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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
EMF	Environmental Management Framework
EPR	Environmental Performance Requirement
FFG Act	*Flora and Fauna Guarantee Act 1988*
IEA	Independent Environmental Auditor
LSIO	Land Subject to Inundation Overlay
LV	Light Vehicle
MRPV	Major Roads Projects Victoria
NEL	North East Link
EBTA	Eastern Freeway– Burke to Tram Alliance
NOP	Non-Owner Participant
SEPP	*State Environment Protection Policy (Waters) 2018*
TPZ	Tree Protection Zone
UDLP	Urban Design and Landscape Plan
WEMP	Worksite Environmental Management Plan

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1. Introduction

1.1 Plan purpose

The purpose of this Construction Compound Plan (CCP) is to comply with the requirements in the Incorporated Document December 2019 (amended September 2023) for the North East Link (NEL) South Package (the Project), specifically clauses 4.12.1 and 4.12.2 and regulate the use of the Bulleen Interchange 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 compounds 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 amendment comprises 2 no. modifications.

1. Modification of the previously approved North Dog Leg (NDL) location which sits within the former Boroondara Tennis Centre – moving several sheds from their current location to the “NDL Modification area” as per Figure 3
2. Additional area labelled “Northwest” as per Figure 4.

The Incorporated Document GC223 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:	
	a. A plan showing the location and layout of each compound and the categories of works and operations proposed within each compound.	Sections 3.1, 3.2 and 3.4
	b. The estimated duration of activity within each compound.	Section 3.4
	c. Demonstration that any compound proposed on land which is not to be permanently acquired are reasonably required in the location in which they are proposed, including demonstration that alternatives which reduce the impact of the compounds on such land are not feasible or practical.	Section 2 and 2.1
	d. Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas).	Section 2.1 Section 4 Section 5.2 Table 4
	e. Demonstration that the categories of works proposed within the compounds are appropriate, have regard for whether the land is flood prone, including any flood modelling where appropriate, or has any particular environmental sensitivity, and that the works will be suitably managed to address any flood risk.	Section 5.1
	f. Measures to restore the former use of the land used for construction once these activities are complete.	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.	Section 3.3

Section	Content requirements	Where addressed
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 EPRs included in the approved EMF.	Sections 1.1, 3.1, 4.2, 5.2

1.2 Purpose of the compounds

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.

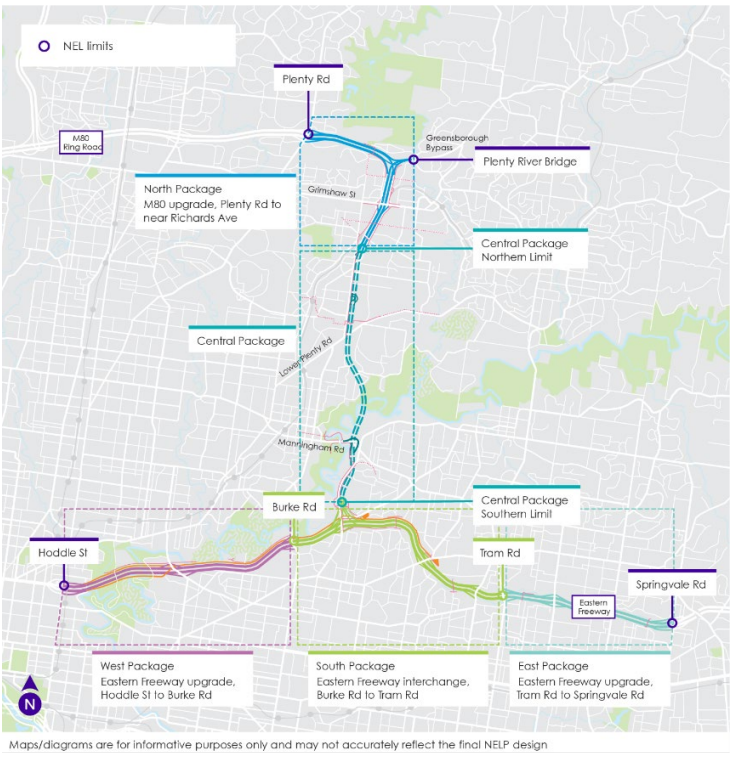

Figure 1: NEL Program

These construction compounds will be utilised to facilitate works associated with the South Package, specifically the area of the Bulleen Interchange. The main scopes supported by the compound are:

- Construction of the Bulleen Road interchange structures and further allow for construction works to continue on enabling works and overhead structures including;
  - Removal and replacement of drainage structures
  - Utility relocations
  - Overhead road structures
  - Pavement works
  - Piling pads
  - Retaining walls
  - Flood mitigation structures
  - Installation of new culvert structures

2. Justification of location and use of Bulleen Interchange compounds (Condition 4.12.2(d))

In addition to the long-term site compounds, the Eastern Freeway – Burke to Tram Alliance (EBTA) will establish small compound facilities within the Project boundary. These facilities are to provide direct access to amenities and crib facilities for the workforce at high volume work zones, which removes the need for constant travel to the larger long-term compounds. This allows for less traffic on local roads and a shorter construction program.

The Bulleen Interchange Construction Compound is required to facilitate works in Zone 5100 as shown in Figure 2.

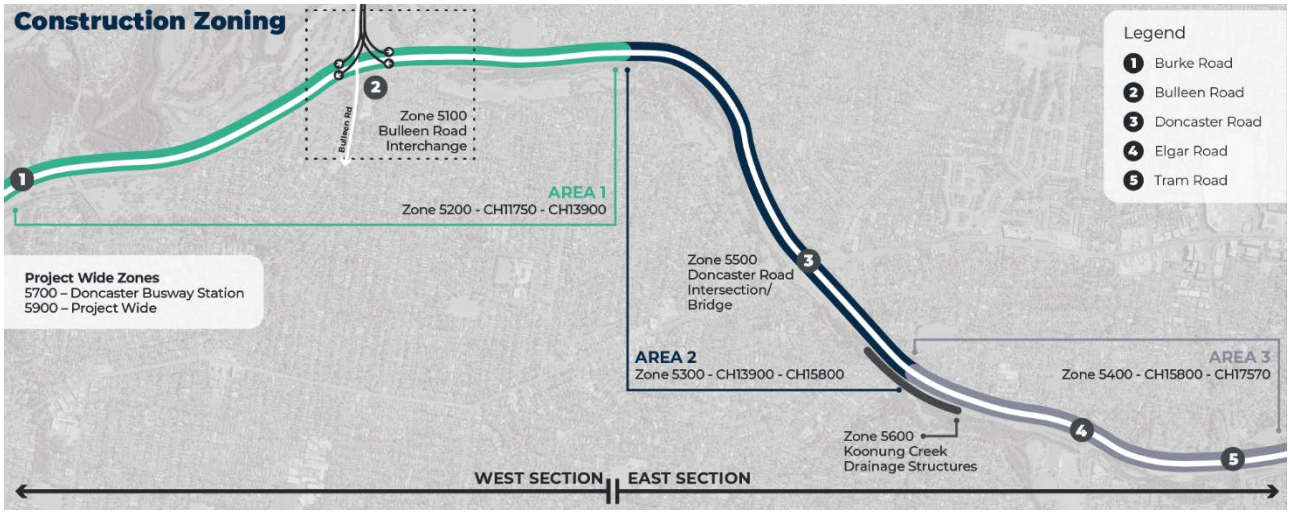

Figure 2: EBTA Construction Zones

Reposition of Bulleen Interchange Compound (North of Dog Leg)

The North of Dog Leg (NDL) facility will be repositioned due to a change in construction footprint (piers are required to be constructed where the current compound is situated) and will be in place until the cessation of works in the area. The compound was previously approved to accommodate up to 96 workers during peak construction. 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 Bulleen Interchange compound included:

- The compound requires space for up to 96 workers to be on site close to the Bulleen Road Interchange.
- Access is required for heavy vehicles delivering large equipment and bridge segments to site. The compound can be set up with clear access off Bulleen Road in both stages of traffic setups.
- 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 CHMP project boundary.
- The area was formerly tennis courts, minimising vegetation clearing required for the establishment of the compound.
- The area does not impede on any pedestrian foot traffic or bike lanes, with no shared use path diversion required.
- The compound will be required for use during night works for construction of the Bulleen Road Interchange. The location is separated from the nearest sensitive receptors by a large distance to the northwest, and the Eastern Freeway to the southeast.
- The area is within the final footprint of the works, and so does not take up any additional open space outside of the design footprint.
- The compound needs to be as close as possible to the works which is critical for safe and efficient construction of the works.

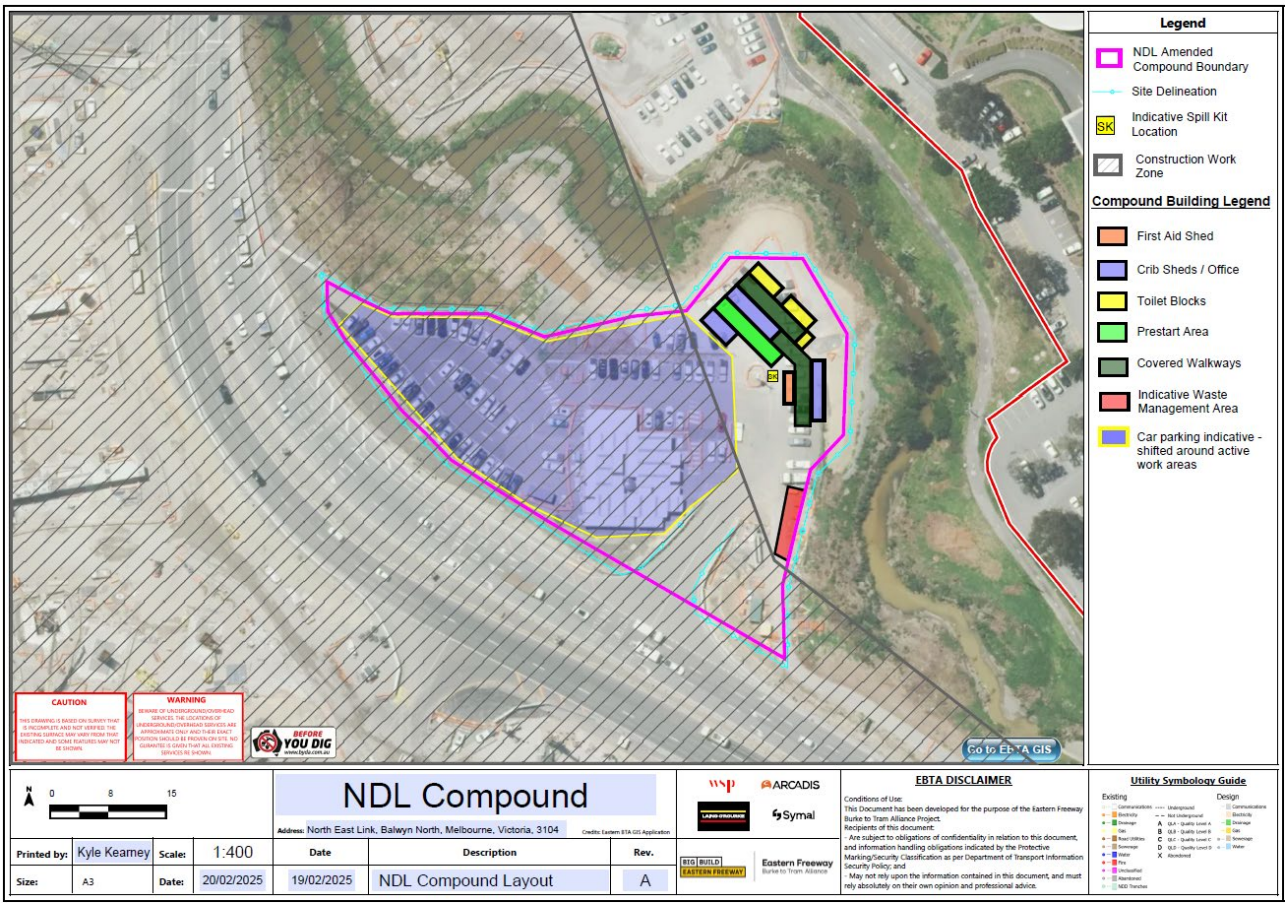

Figure 3: Indicative Modified NDL Compound Layout

Addition of Northwest Compound

This area is currently used as a construction area and will host temporary caravans (cribbing and toilets), a first-aid shed and a waste management area until the cessation of works in the area. The area will provide cribbing facilities for the workforce in the northwest as per Figure 4. The area will have capacity for 20 workers and 20 carparks. The location of this compound will reduce traffic movements in the area and support the workforce in the immediate area of works.

Figure 4 shows an indicative setup of the Northwest compound footprint, which will be moved around within the Northwest Compound boundary, as the workfront changes in this area.

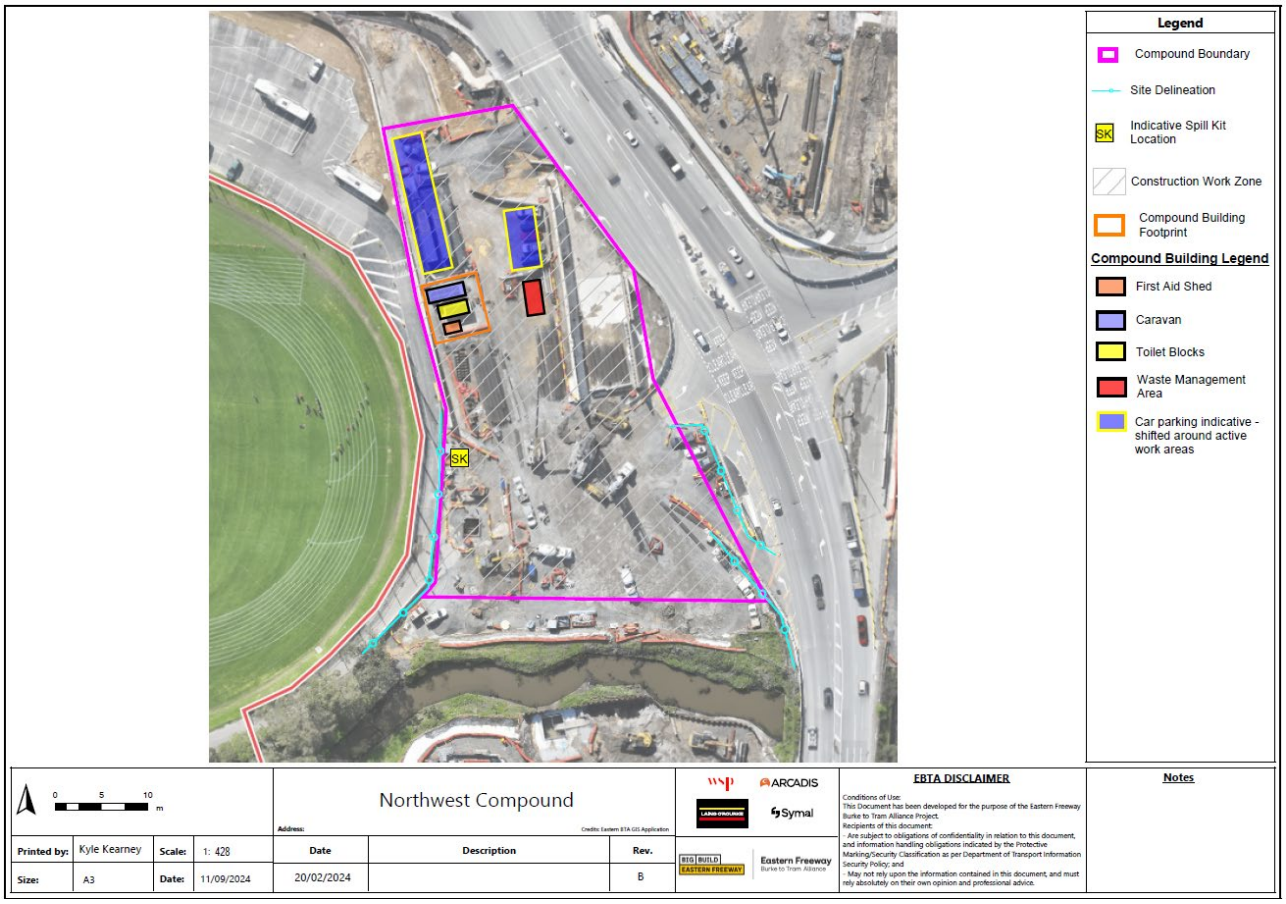

Figure 4: Indicative Northwest Compound Layout

Table 2 describes the implementation of our Avoid, Minimise and Mitigate strategy in choosing the 2 compounds at Bulleen Interchange.

Table 2: Details of implementation

Incorporated Document requirement	Details of implementation
Avoid	• The location of the compounds avoid impacts to large numbers of sensitive receptors, as shown in section 4. • The NDL compound and the Northwest Compound are unlikely to affect any residents, businesses and schools. • The two compounds sit within the works zones for the Bulleen Interchange structures avoiding the occupation of open space used by the community. • The locations chosen for the compounds avoids the requirement to relocate the compound footprint during works. The NDL compound has to be repositioned on the same land area due to piers being constructed in the current position. • These locations avoid impacts to open space and sporting and recreation areas through the use areas that will be closed for the construction of the Project. The selection of these spaces does not increase the amount of available open space impacted from the Project. • These locations avoid impacts to open space and sporting and recreation areas through the use of areas that falls within the Project boundary. • The compounds are utilising space requiring clearing for permanent works in lieu of clearing additional areas nearby, avoiding the need for vegetation removal on the project.
Minimise	• The areas minimise traffic impacts with access being available directly from Bulleen Road and Thompsons Road, avoiding the need for trucks or site vehicles to be travelling on residential streets.

Incorporated Document requirement	Details of implementation
	• The compounds are positioned to be directly within the works zone, minimising traffic impacts from workers travelling between sites.
Mitigate	• The compounds sit within the Land Subject to Inundation Overlay (LSIO). Controls outlined in the Flood Emergency Management Plan and Worksite Environmental Management Plan mitigate the risk of flood impacts to our works and the surrounding environment. The Northwest Compound elements (first-aid shed, caravans and waste management area) will be removed from the area in the event of an imminent flood.

2.1 Alternate locations consideration (Condition 4.12.2 (c) and (d))

The proposed compounds included in this CCP were compared against increasing the size of one of EBTA's four larger compounds (Freeway Golf Course, Koonung Creek Reserve, Doncaster Road, Bulleen Interchange Compound). The most appropriate of these to be increased in size is the Freeway Golf Course Compound or Bulleen Interchange due to their close proximity to the works and lower community impacts.

The location of the Freeway Golf Course Compound and Bulleen Interchange Compound is shown in Figure 5 – and included in *NEL-STH-NSA-5900-EPA-PLN-0001 Construction Compound Plan – Freeway Golf Course*. Reasons for selecting the proposed NDL modification and the Northwest compound are as follows:

- The Bulleen Interchange area compounds have direct access to the works and will be a busy construction area for a large portion of the works. The proposed compounds are expected to have a minimal increase in noise impact to the surrounding receivers.
- Freeway Golf Course (FGC) CCP is required to be increased due to the increase in workforce working out of that compound. The proposed increase to FGC (part of the original separated CCP to be submitted) will not accommodate the additional numbers required by the NDL compound. In addition, the travel route between NDL compound, Northwest compound and the FGC compound require extended travel routes as there are no left and right turns out of all these areas, increasing traffic counts around the Bulleen interchange and Thompsons Road area and up to Manningham Road.
- The current configuration, including the proposed increase of the Freeway Golf course compound, does not have the capacity to support the works that Northwest and NDL compounds are able to support. Additionally, Freeway Golf Course is unable to accommodate the associated traffic movements and carparking.

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

- Option A: Northwest of creek
- Option B: Freeway Golf Course Compound
- Option C: NDL Modified

Figure 5 gives context to the areas proposed and selected.

No other areas within the project footprint were considered to be suitable as the main requirements of these compounds is to support the workforce in the most efficient manner, which is directly accessible to the workfront. Available land parcels in proximity of these work areas have been utilised for compounds by either Central Package (Former Bulleen Swim Centre) or South Package. Other land parcels in proximity of the work area would significantly impact residential areas or community open space, therefore were not considered

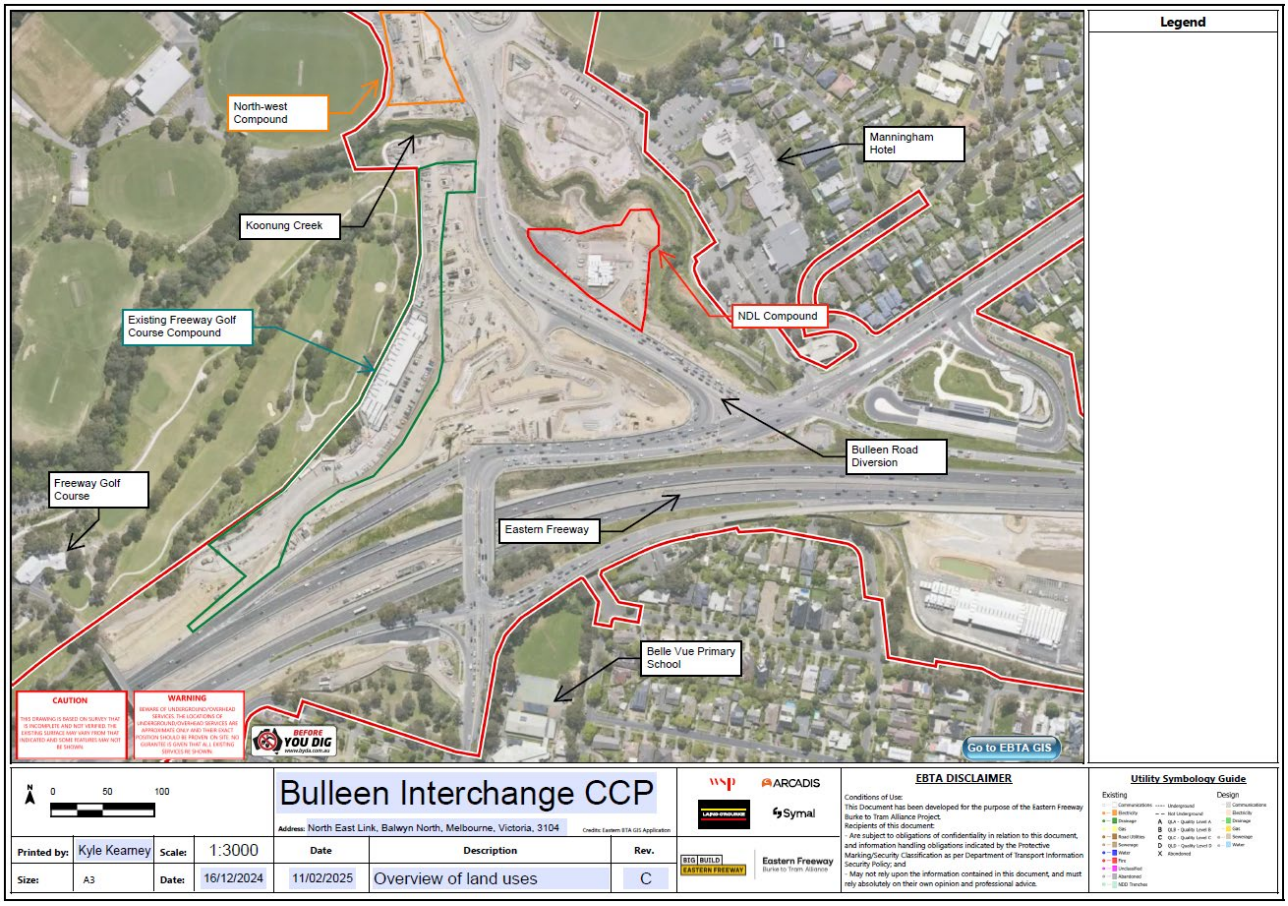

Figure 5: Alternative Compound Location – North Dog Leg (NDL), Northwest Compound and Freeway Golf Course

Table 3 outlines the key selection criteria used to select the proposed location.

Table 3: Location criteria used to select the proposed location.

Description	Option A	Option B	Option C
	Northwest of Creek	**Freeway Golf Course**	**NDL Modified**
Is the site within the approved project boundary?	Yes	Yes	Yes
Is the area available for use during the required construction period?	Yes.	Yes	Yes
Is the area immediately adjacent to the construction zone?	Yes	No	Yes
Does the area require vegetation removal?	No	No	No
Does the area impact on community groups?	No.	No	No
Does the area impact on residents?	Residential impact is considered unlikely due to the location of these compounds. Noise impact will be evident primarily from permanent construction works.	Residential impact is considered unlikely due to the location of these compounds. Noise impact will be evident primarily from permanent works.	Residential impact is considered unlikely due to the location of these compounds. Noise impact will be evident primarily from permanent works.
Does the area impact on businesses?	No, the area is closed to the public.	No, the area is closed to the public	No, the area is closed to the public
Does the area impact on education facilities or childcare centres?	Noise impacts are likely from the permanent works construction, not compound operations.	Noise impacts are likely from the permanent works construction, not compound operation	Noise impacts are likely from the permanent works construction, not compound operation
Is the area within the LSIO flood extent?	Yes, the whole area is within the Land Subject to Inundation extent.	Yes, the area is partially within the Land Subject to Inundation extent.	Yes, the whole area is within the Land Subject to Inundation extent.
Would the compound need to be moved during construction?	Yes, given the nature of the temporary caravans and construction staging the compound will need to be shifted to accommodate works.	Likely due to permanent footprint being within the FGC area, the site utilisation areas will need to change as construction progresses	No
Would the compound impede construction or timing?	No	No	No

Description	Option A	Option B	Option C
	Northwest of Creek	**Freeway Golf Course**	**NDL Modified**
Is the area large enough for the required facility?	Yes	No, not in the current phase of the project and utilisation of the area for construction	Yes
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, directly off Bulleen Road.	Yes, directly off Bulleen Road and the Eastern Freeway outbound before Bulleen Off Ramp	Yes, directly off Bulleen Road

The key reasons Northwest and NDL Modified locations have been selected for the preferred locations are as follows:

- The areas are directly within the northern Bulleen work scope construction footprint, maximising efficiency of program to construct the permanent overhead structures in the area.
- The compounds are directly adjacent to the work front and provide the least overall impact to traffic movement in the vicinity.

3. Bulleen Interchange Compounds

3.1 Site context

The land in which the NDL modified compound sits is in the municipality of the City of Boroondara. The land in which the Northwest compound sits is within Manningham Council. Both compounds sit within the project boundary and do not encroach on any specified no go zones outlined in Section 5 of the EMF.

The area surrounding the proposed compound locations are recreational open and private land space, the Freeway Golf Course to the west, Bulleen Park and Marcellin College Sports Grounds to the north, the newly constructed Bulleen Park and Ride facility to the east, and the Manningham Hotel to the Northeast. Belle Vue Primary School is located to the south of the proposed compound across the Freeway. Residential properties surround these areas.

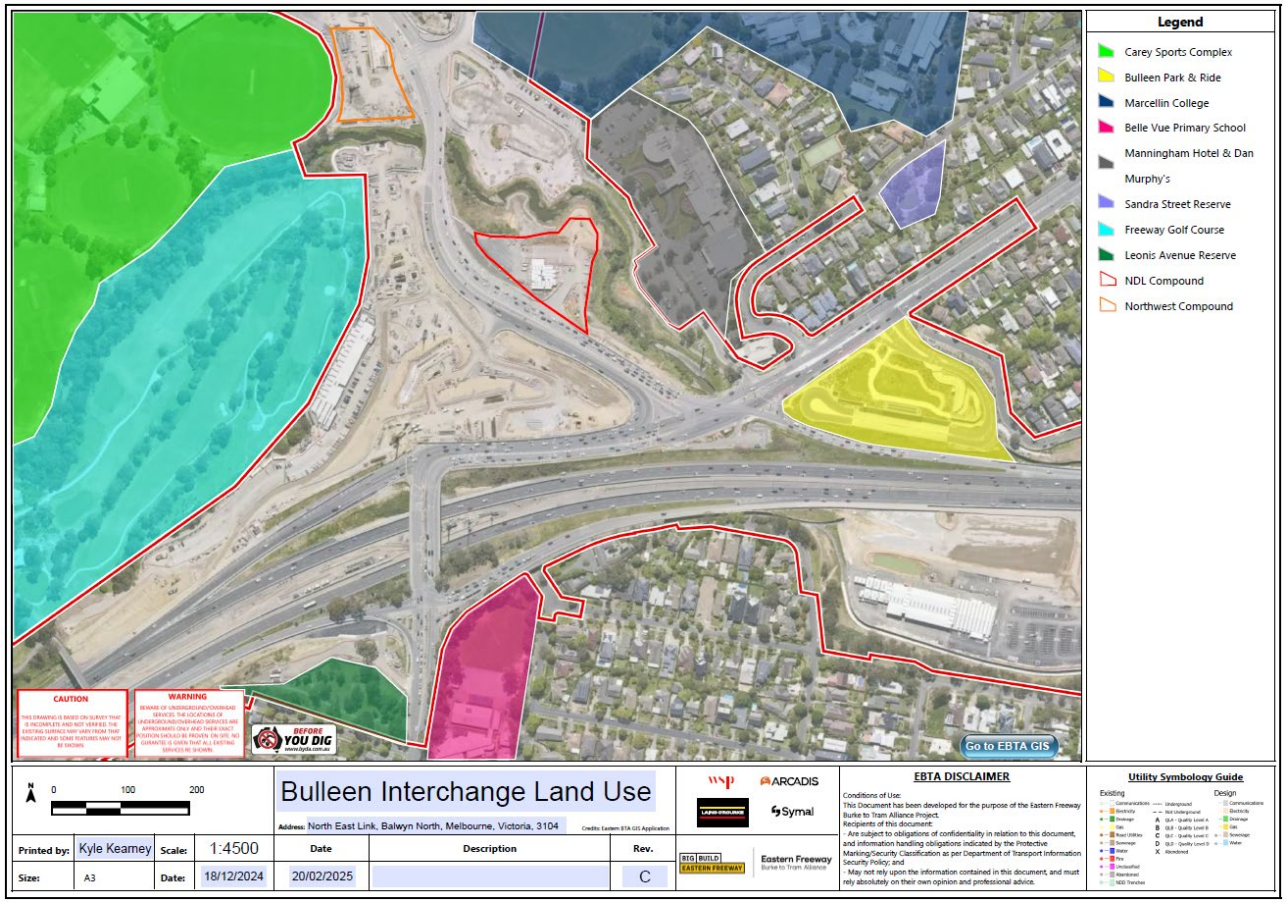

Figure 6: Surrounding Land Use

The operation of these compounds will be in accordance with all relevant NELP EPRs, as well as the Construction Environmental Management Plan (CEMP), the full suite of Project Plans, and Bulleen Interchange CCP Worksite Environmental Management Plan (WEMP).

Uses for the site compounds include:

- Amenities including bathrooms, first aid, crib rooms for the workforce.
- 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 and waste management areas.
- Materials storage, including all relevant environmental controls required for specific materials.

3.2 Compound Description

This CCP represents a modification of the NDL Compound (workforce of 96) to allow bridge construction and the addition of the Northwest of Koonung Creek Compound (workforce of 20) to facilitate construction of bridges at the Central Package Interface.

Modified NDL will be comprised of crib sheds (bathrooms and lunchrooms) with first aid facilities, car parking and waste management areas. The sheds will be raised approximately 0.2m above the hardstand and the building heights are approximately 3 metres high, resulting in a bulk height of approximately 3.2m above the hardstand. These compounds have been situated to avoid the need for the construction workforce to travel between compounds.

The Modified NDL Compound will include approximately 96 carparks with an internal capacity for 96 members of workforce whilst the Northwest compound will be comprised of temporary caravans and first aid sheds designed to accommodate 20 members of workforce, inclusive of 20 car parks.

Establishment

- Additional Site Fencing for NDL, no additional fencing required for Northwest Compound
- Minor earthworks for the modified NDL Compound
- Minor Hardstand and access road extension for the modified NDL compound
- Minor Car park hardstand reconfiguration construction works for the modified NDL compound
- Augmentation of environmental controls as required

Operation

- Plant movement
- Personnel car parking
- Receival of deliveries
- Occupancy of buildings / caravans

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

3.3 Compound Staging (Condition 4.12.2 (b) and (Condition 4.12.2.3)

The current NDL compound will be demobilised and shifted directly to the Northeast, which is part of this CCP. Access will remain in its current state as a left in – left out of Bulleen Road Southbound.

The Northwest compound (temporary caravans, first-aid shed and waste management area) will be established in one exercise. Access will be left in- left out of Bulleen Road Northbound.

3.4 Duration

The NDL compound will be modified in Q1 2025 to facilitate the construction of overhead structures and will operate until approximately Q4 of 2026.

The Northwest compound will also be established in Q1 2025 and will operate until approximately Q4 2026.

Table 4 provides an indicative construction timeframe and activities required for compound establishment.

Table 4: Setup activities and indicative timings

Compound	Occupation	Mobilisation duration	Work activities with indicative timeframes
NDL	October 2023 – Project End Modification in February 2025	4 no. weeks	Week 1 – 4 • Demobilisation of compound buildings to shift • Erection of compound buildings • Installation of decks, stairs, landings, ramps, connection to services and fit out.
Northwest	February 2024 – Project end	1 week	Put temporary caravans, first-aid shed and waste management area in place

Ongoing day works will be required for the construction of the compounds, 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 compounds 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 compounds will be managed in accordance with EPR NV3 Unavoidable Works Procedure or permits to work out of hours.

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.

3.5 Compound Site Plan (Condition 4.12.2 (a))

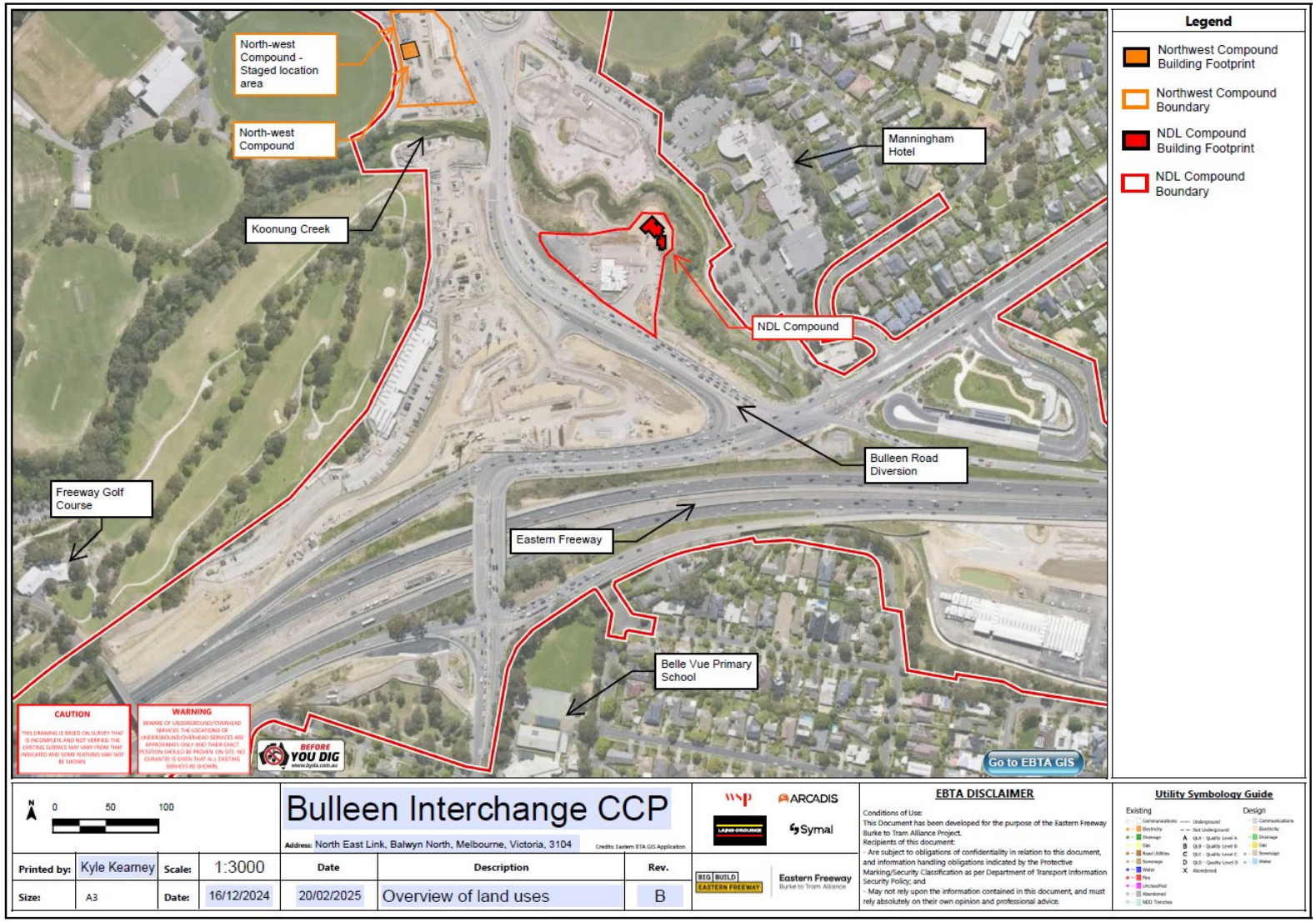

Figure 7: Indicative compound locations and construction site

4. Management of potential impacts to sensitive users

4.1 Site Selection Assessment

Table 5 shows the site selection assessment for the Modified NDL and Northwest compounds. This assessment has been undertaken to reduce potential impacts associated with the compounds as identified in Section 2. The criteria for implementation are 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 5: Bulleen Interchange (2 no. preferred locations) Site Selection Assessment

Impact	Avoid	Minimise	Mitigate	Comment
Vegetation	Y			No tree removals required for the establishment of the compounds.
Residential	Y			The compounds are not in the immediate vicinity of residents.
Open space	Y			The compounds do not impact on available open space.
Schools	Y (NDL Modified and Northwest)			NDL Modified and Northwest compounds avoid impact on schools.
Community organisations	Y			The compounds avoid all impacts to community organisations.
Sporting and recreation areas	Y			The compounds avoid all impacts to sporting/recreation grounds.
Flood			Y	The compounds are located in the Land Subject to Inundation Overlay (LSIO) boundary. Refer to Appendix AA. NDL compound will be anchored down on concrete blocks and the caravans at Northwest will be moved if a flood is imminent.
Proximity to Works	Y			The compounds are directly adjacent to works.
Business	Y			Potential impact on Manningham Hotel due to increased traffic around Hotel car park.
Cultural Heritage	Y			Compounds are within the CHMP 15576 Activity Area and the project boundary.

4.2 Identification of Sensitive Receptors

The location of both Bulleen Interchange compounds have 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 compounds.

Due to the physical distance between the proposed compounds and these receptors and their further separation by the Eastern Freeway and Koonung Creek open space 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 WEMPs for the compounds. The approach to managing community impacts resulting from the compounds is outlined in Section 7.

Nearest residents:

- Sandra Street
- Ben Nevis Grove
- Leonis Avenue
- Columba Street
- Ursa Street
- Viewpoint Road
- Mountain View Road
- Highview Road

Businesses:

- Manningham Hotel
- Dan Murphy's
- BWS

Community Facilities/Schools:

- Freeway Golf Course
- Belle Vue Primary School
- Marcellin College
- Carey Sports Complex
- Bulleen Park and Ride

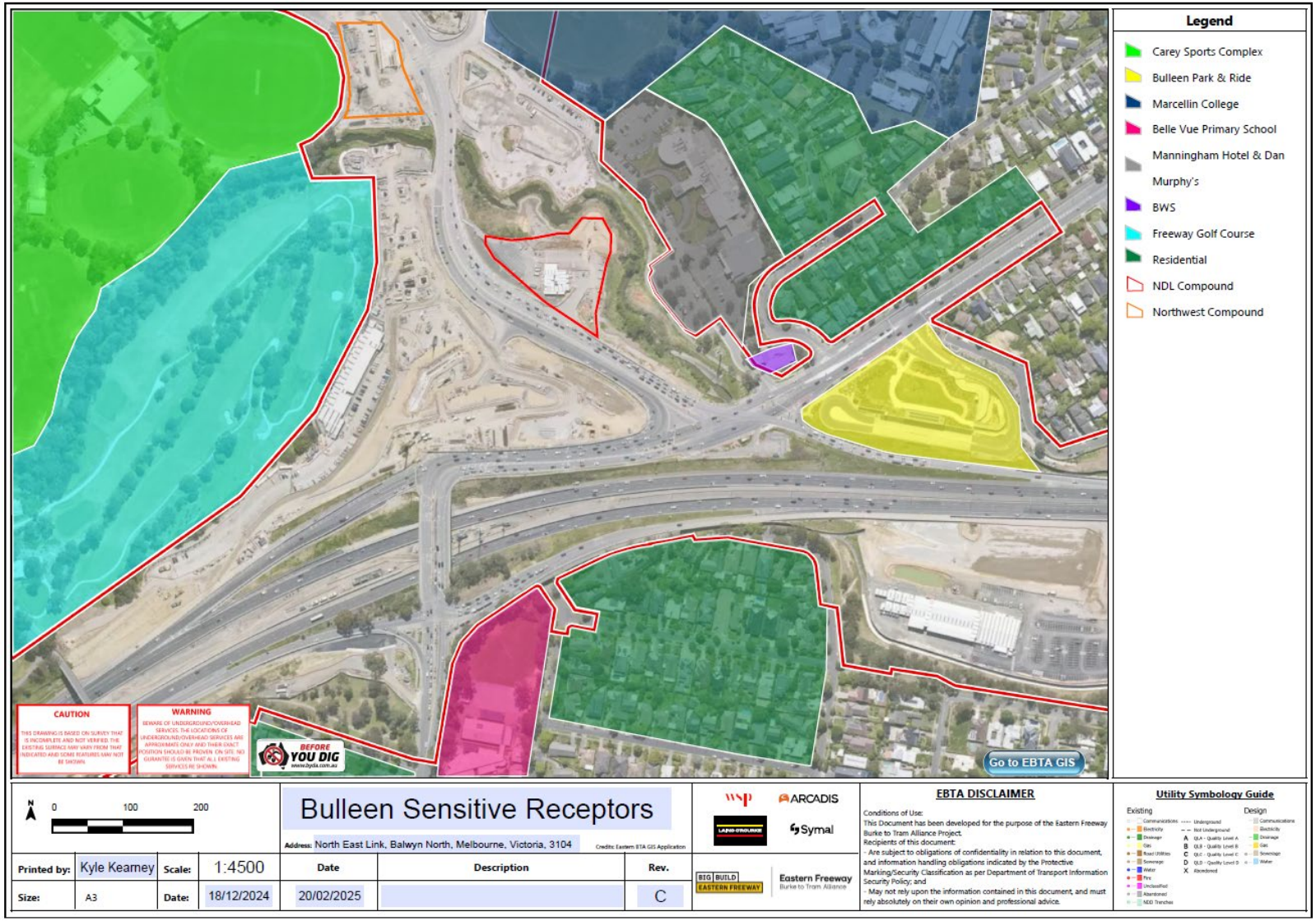

Figure 8: Bulleen Interchange compounds - sensitive receptors

4.3 Risk assessment and identification of potential impacts

A preliminary risk assessment for the compounds is presented in Table 6. 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	• Unexpected discovery of cultural or historic heritage item, or potential disturbance or damage to any cultural or historic heritage item	Low
AQ1	Air Quality	• Generation of dust impacting amenity values of nearby areas • Generation of dust impacting human health • Generation of dust impacting ecological values	Low
AR1, AR2, AR3	Arboriculture	• Impact to vegetation during construction or operations marked for retention	Low
B4, B8	Business	• Impact and disruption caused to businesses in the area resulting from temporary occupation of the area	Low
CL1, CL5	Contamination and Soil	• Incorrect disposal of spoil generated from site compound establishment. • Mismanagement of hazardous substances on site resulting in substance spills, impacting environmental and human health	Low
FF1, FF2, FF3, FF4, FF5, FF8	Flora and Fauna	• Injury or death caused to fauna species during operation of the compounds through machinery and plant movements. • Noise and vibration impact to the Australian Grayling during construction or operation • Lighting impacts to nocturnal species occupying areas adjacent to the compounds during night works • Impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora, and habitat areas	Low
LP1	Land Use Planning	• Land used for construction and compound being in excess of what is required. • Land used for construction and compounds being occupied for longer than necessary to facilitate construction.	Low
LV2, LV3	Landscape and Visual	• Light spill from compounds impacting on sensitive receptors, including ecological communities adjacent to site	Low
NV3, NV4, NV5, NV8, NV9	Noise and Vibration	• Noise generated from the compounds 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	Low
SC1, SC2, SC3, SC4, SC5, SC6	Social and Community	• Impacts to local businesses through traffic disruption • Negative impact to Manningham Hotel and its patrons as a result of NDL compound construction or operations, through noise or dust • Negative visual impact to Manningham Hotel patrons due to visual impact of NDL compound following the relocation approximately 30 metres closer	Medium
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10	Surface Water	• Adverse impacts to water quality on the Koonung Creek. • Adverse impacts to aquatic flora, fauna, and habitat from construction water discharge • Flooding of compounds releases hazardous substances, spoil and construction waste into nearby watercourse	High

Relevant EPR	Environmental aspect	Potential risks	Initial risk level
		• Uncontrolled release of water not meeting *State Environment Protection Policy (Waters) 2018* (SEPP) parameters	
SCC1, SCC2, SCC4, SCC5	Sustainability and Climate Change	• Environmental impacts resulting from mismanagement of waste on site in both construction and operation of the compounds. • Environmental impacts and impacts to sustainability credit ratings from inadequate compound set up regarding energy and water requirements and usage	Low
T2	Traffic and Transport	• Impacts to the community from traffic disruptions associated with the construction and operation of the compounds, including equipment and material deliveries.	Low

4.4 Design and siting measures to reduce impacts.

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

The measures include:

- The locations chosen for the compounds are within the construction footprint, avoiding any impact to open space or recreation.
- The areas are sited at a distance from residential receivers and businesses, reducing potential noise impacts from works.
- The compounds are located directly adjacent to the work zone, reducing traffic volumes on roads for worker travel to and from the compounds.
- The compounds have been positioned to minimise the requirement for relocations to facilitate permanent works.

Further controls minimising impacts from the compounds to adjacent receptors are outlined in Table 7.

5. Management of flood risk and environmental sensitivities (Condition 4.12.2 (d)

5.1 Flood risk and management (Condition 4.12.2 (e)

As these compounds are located within the 100-year ARI flood plain, the Flood Emergency Management Plan and the Worksite Environmental Management Plan include controls to mitigate the risk of flood to the compounds, operations and the surrounding environment.

The relocation of the existing compound and the addition of the temporary caravans has been included in temporary works flood modelling. The temporary works flood modelling indicated there was no increase in flood risk and accordingly flood hazard from the proposed works in accordance with SW6.

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 site 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:
  - Removal of all hazardous chemicals from the area and relocation outside the 1 in 100-year flood extent
  - Relocation of all mobile plant and equipment outside the 1 in 100-year flood extent.
  - 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).

Further explanation of flood management is included in section 5.2.

5.2 Environmental sensitivities (Condition 4.12.5)

A comprehensive list of environmental controls to mitigate environmental sensitivities is included in the Project Plans and the WEMP for the construction of the Bullen Interchange compounds.

The controls required for the establishment and operation of the Bulleen Interchange compounds are summarised in Table 7. These have been informed by the risk identification outlined in Section 4, Table 6.

Table 7: Residual risk assessment

Relevant EPRs to Compounds	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	• 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	• Generation of dust impacting amenity values of nearby areas	Low	A full suite of controls to be informed by the Dust and Air Quality Monitoring and Management Plan and the compounds establishment and operational WEMPs.	Low

Relevant EPRs to Compounds	Potential risks	Initial risk level	Key controls	Residual risk level
	• Generation of dust impacting human health • Generation of dust impacting ecological values		• 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 areas. • 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	• Impact to vegetation during construction or operations marked for retention	Low	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 compounds. • 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. • 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 any site-specific requirements for threatened species protection. • Tree clearing works are to follow the EBTA Permit to Clear, with a MRPV approved Tree Removal and Protection Proposal received prior to clearing works commencing. The Worksite Environmental Management Plan will further outline controls required during clearing works.	Low
Business (B)				
B4, B8	• Impact and disruption caused to businesses in the area resulting from temporary occupation of the area	Low	• EBTA participation in business liaison groups outlining the program and works for the compounds for notification purposes.	Low
Contamination and Soil (CL)				
CL1, CL5	• Mismanagement of hazardous substances on site resulting in	Low	• Implementation of a Spoil Management Plan and Worksite Environmental Management Plan	Low

Relevant EPRs to Compounds	Potential risks	Initial risk level	Key controls	Residual risk level
	substance spills, impacting environmental and human health			
Flora and Fauna (FF)				
FF1, FF2, FF3, FF4, FF5, FF8	• Injury or death caused to fauna species during operation of the compounds through machinery and plant movements. • Noise and vibration impact to the Australian Grayling during construction or operation • Lighting impacts to nocturnal species occupying areas adjacent to the compounds during night works • Impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora, and habitat areas	Low	A full suite of controls to be informed by measures outlined in the CEMP, Site Specific Ecological Assessment, and compound establishment WEMPs. • 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 *Wildlife Act 1975* must be called to site to relocate the animal offsite • 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 • Site-Specific Ecological Impact Assessment will assess any relevant impacts and management measures required during construction and operation of the compounds for the protection of the Australian Grayling, including consideration to the critical migration and breeding period between September and November	Low
Landscape and Visual (LV)				
LV2, LV3	• Light spill from compounds impacting on sensitive receptors, including ecological communities adjacent to site	Low	• Visual assessment during compounds' construction and operation to ensure no light spill is impacting nearby ecosystem or residents • The selection of areas for the compounds has reduced the risk of light spill impacting residents or businesses	Low
Noise and Vibration (NV)				
NV3, NV4, NV5, NV8, NV9	• Noise generated from the compounds negatively impacting nearby receptors. • Vibration generated from haul road construction and compaction damaging infrastructure in close proximity to works, specifically utilities	Low	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. • The location of the compounds reduces the potential of noise impacts to nearby residents and businesses and was included in the selection criteria for the compounds. • The Noise Impact Assessment for the compounds consider plant and machinery in operation for each construction and operation phase, the duration and timing of works, and existing ambient noise	Low

Relevant EPRs to Compounds	Potential risks	Initial risk level	Key controls	Residual risk level
	• Compound operation to likely occur outside of normal working hours		conditions to determine works specific controls required. These include: • Recommended noise attenuation practices • Tiered mitigation measures to be implemented for impacted receptors. 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: • Noise level assessments against the guidelines set in NV3. • Should the need for unavoidable works occur during the construction or operation of the compounds, the process outlined in Section 3.3 is to be followed. • Respite periods to be incorporated into the construction of the compounds 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. Noise monitoring will be undertaken based on the recommendations resulting from the noise modelling. • 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. • Unattended noise monitoring will be undertaken throughout compound establishment and operation. A vibration risk assessment for these works outlines the need for site specific controls in order to comply with NV8 and NV9: • 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 (SW)				

Relevant EPRs to Compounds	Potential risks	Initial risk level	Key controls	Residual risk level
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10	• Adverse impacts to water quality on the Koonung Creek. • Adverse impacts to aquatic flora, fauna, and habitat from construction water discharge • Flooding of compounds releases hazardous substances, spoil and construction waste into nearby watercourse • Uncontrolled release of water not meeting SEPP parameters	High	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 compounds include: • All site entry drainage within the footprint of the compounds to be protected with appropriate sediment controls • Run-off on site to be managed to ensure compliant discharges to waterways and stormwater • All dangerous good and chemicals are to be stored in bunded containers clearly labelled on site • Spill kits will be located at indicative locations shown in Figures 3, 4 & 5, and as per the WEMP • No refuelling of equipment is to occur within 20m of waterways unless a risk review has been undertaken to determine potential requirement for higher order controls • Compound buildings to anchored with concrete blocks to prevent displacement • 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. • 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 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 extent of exposed soil and ground disturbance should be minimised to the greatest extent	Low

Relevant EPRs to Compounds	Potential risks	Initial risk level	Key controls	Residual risk level
			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 Where constructing adjacent to watercourses, impacts to bank stability must be assessed and managed to prevent bank erosion or failure.	
Land Use Planning (LP)				
LP1	• Land used for construction and compounds is in excess of what is required	Low	Areas occupied for the compounds will remain within the NELP acquired parcel of land only	Low
Social and Community (SC)				
SC1, SC2, SC3, SC4, SC5, SC6	• Impacts to local businesses through traffic disruptions • Negative impact to Manningham Hotel and its patrons as a result of NDL compound construction or operations, through noise or dust • Negative visual impact to Manningham Hotel patrons due to visual impact of NDL compound following the relocation approximately 30 metres closer	Medium	• Traffic impacts from the compounds will be managed through a WTMP considering all forms of transport, including pedestrians, cyclists and road traffic. • Dust and noise impacts to nearby receptors will be managed through the controls listed previously in this table, as well as the WEMP. • Expected visual impacts have been advised to nearby stakeholders. Ongoing consultation will enable impacts to be discussed and minimised following compound completion.	Low
Sustainability and Climate Change (SCC)				
SCC1, SCC2, SCC4, SCC5	• Environmental impacts resulting from mismanagement of waste and potable water on site in both construction and operation of the compounds. • Environmental impacts and impacts to sustainability credit ratings from inadequate compound set up regarding energy	Low	Waste management controls are included in the CEMP and the site-specific WEMP. • Waste segregation, including putrescible waste, to be in place within the compounds to ensure waste is disposed of into the correct stream. • All waste to be disposed of regularly on site for housekeeping • Compounds to be monitored for energy and fuel usage during operations. All site 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	Low

Relevant EPRs to Compounds	Potential risks	Initial risk level	Key controls	Residual risk level
	and water requirements and usage		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. The compounds 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.	
Traffic and Transport (T)				
T2	• Impacts to the community from traffic disruptions associated with the construction and operation of the compounds, including equipment and material deliveries.	Low	• 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 operation of the compounds addressing the traffic engineering characteristics, with due consideration to all modes of movements including access and egress, carparking, 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. • The compounds have been situated in relation to our works to avoid the need for construction workforce to travel between compounds.	Low

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

Completion is scheduled for Q2 2027 with the compounds to be demobilised at the completion of the Project or the completion of the related area activities. Demobilisation will be undertaken to achieve the requirements of the approved Urban Design and Landscape Plan (UDLP).

Where temporary materials or structures are being removed during demobilisation, reuse opportunities will be explored. The areas occupied by the compounds will be reinstated as per the final agreed designs for the Project, primarily occupied by the footprint of the permanent works.

7. Communications, stakeholder and community engagement

7.1 Stakeholder and Community Engagement Approach

EBTA has consulted with both Boroondara City Council and Manningham Council, as well at the Department of Transport and Planning in the preparation of this CCP. Feedback from each party has been assessed, responded to, and incorporated into the CCP.

The following information will be shared with the local community post compound approvals as part of the compound consultation:

- The compounds will support EBTA construction works in the area and contain amenities and facilities required for employees, as well as an office, pathways, hardstands for sheds and parking, laydown and storage areas, a car park and waste and recycling facilities.
- The site compound locations 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 vehicles, and trucks in the area when work commences.
- EBTA will implement mitigations such as light shields, concrete/asphalt/sealed areas to minimise the impacts as far as practicable.
- Impacts of the construction works outside of the compounds will be managed through a WEMP.

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

- City of Boroondara
- Melbourne Water
- Department of Transport and Planning
- Community Liaison Groups
- Business Liaison Groups
- Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation.

EBTA will also consult the following local businesses and stakeholders:

Businesses:

- Manningham Hotel
- Belle Vue Traders

Community Facilities/Schools:

- Freeway Golf Course
- Belle Vue Primary School.
- Marcellin College
- Carey Grammar

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	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. A copy of the MTIA Complaint Management Policy can be found on the Big Build Website	Communications and Community Engagement Team Functional Lead(s)	Communications and Community Engagement Plan and associated deliverables
Enquiries and complaints are recorded, acknowledged, and resolved in a timely manner as per EPR EMF4.	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 Eastern Freeway Burke to Tram works, allocate a case reference number, record the complaint or enquiry details, and assess whether the complaint or enquiry is high or low priority. 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. Where a case cannot be resolved immediately, the Big Build Contact Centre will refer the case to EBTA for action and response. 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: • 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.	Communications and Community Engagement Team Functional Lead(s)	Monthly report of all enquiries and complaints Maintain records of all correspondence and resolutions

8. Review (Condition 4.12.2 (a) and (Condition 4.12.4)

Reviews and alterations to this CCP may be required during operation of the compounds 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: Flood Risk Mapping

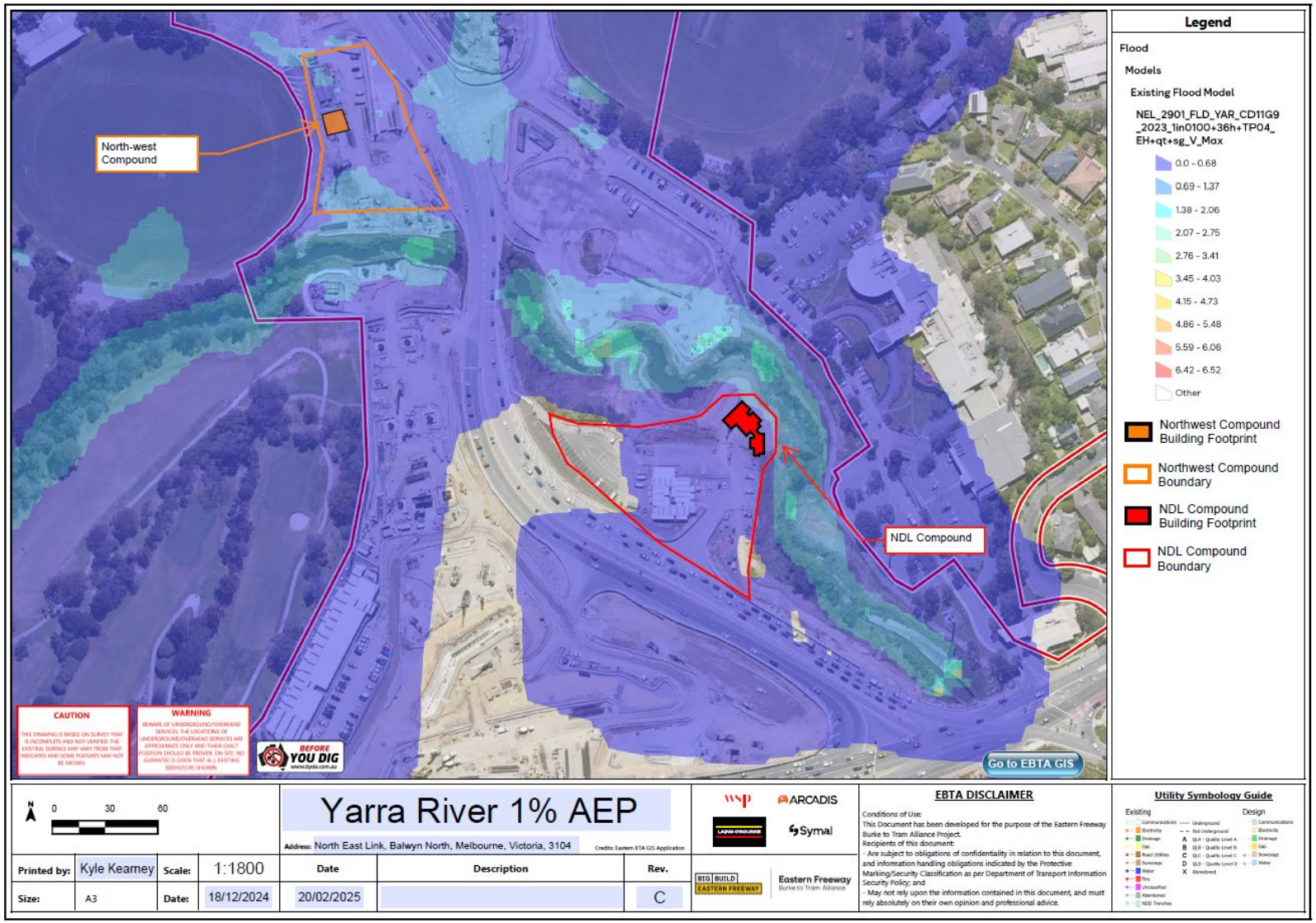

Figure 9: 1% AEP Flood Zone – Yarra River

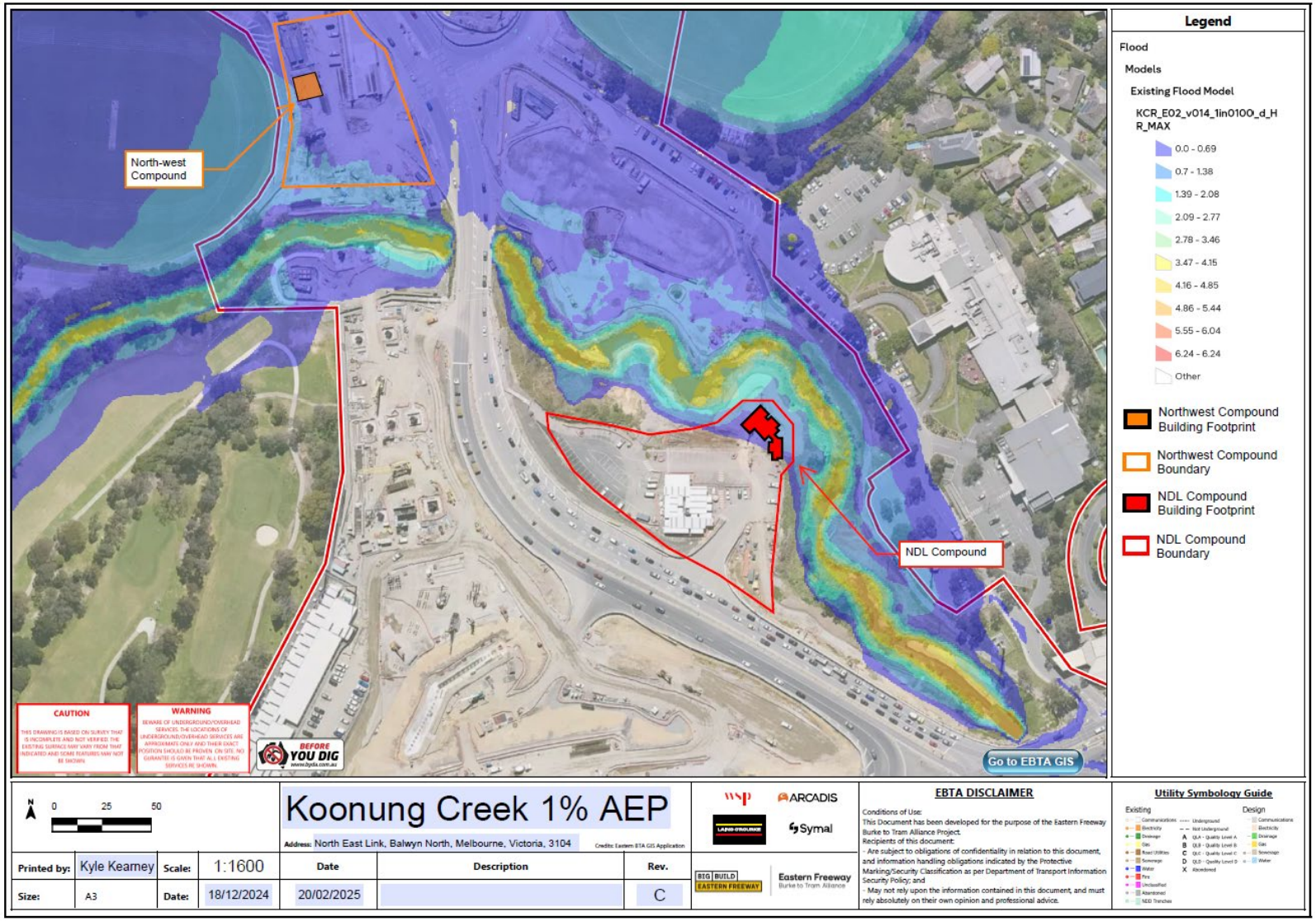

Figure 10: 1% AEP Flood Zone – Koonung Creek

Figure 11: LSIO Flood Zone

Appendix B: IEA verification

North East Link Freeway Packages
Independent Environmental Auditor

Review and Verification Report:

Eastern Freeway - Burke to Tram Alliance

Construction Compound Plan – Bulleen Interchange

Major Road Projects Victoria

12 March 2025

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 EFBTA revisions to Construction Compound Plan – Bulleen Interchange (Revision D)	[redacted]	30/10/23	[redacted]
3.0	Final Report following EFBTA revisions to Construction Compound Plan – Bulleen Interchange (Revision 01)	[redacted]	05/02/24	[redacted]
4.0	Final Report following EFBTA revisions to Construction Compound Plan – Bulleen Interchange (Revision 01.03)	[redacted]	12/03/25	[redacted]

Contents

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 entirely 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 Major Road Projects Victoria (MRPV) and the Eastern Freeway – Burke to Tram Alliance (EFBTA), 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 MRPV'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 MRPV, a division of the Victorian Infrastructure Delivery Authority (an administrative office in relation to the Department of Transport of Planning), in accordance with the terms of KPMG's engagement contract dated 27 June 2023. Other than our responsibility to MRPV, 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 Eastern Freeway Burke to Tram Alliance (EFBTA)) 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 by Major Road Projects Victoria (MRPV) 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.

MRPV 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 – Bulleen Interchange (Document Number: NEL-STH-NSA-5900-EPA-PLN-0004; Revision 03; Dated: 11/03/25) (the Document).
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	Eastern Freeway – Burke to Tram Alliance (EFBTA) - an Alliance comprising MRPV, Laing O'Rourke Australia Construction Pty Ltd, Symal Infrastructure Pty Ltd, WSP Australia Pty Ltd and Arcadis Australia Pacific Pty Ltd, which is delivering the South Freeway Package scope of works described above.
Date of IEA assessment	12 July 2023 – 12 March 2025
Other relevant information	A full list of supporting EFBTA 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; and
- In general accordance with the approved Urban Design Strategy (insofar as it is applicable to the Document assessed).

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 MRPV, and from MRPV to EFBTA, to be addressed accordingly.
- When the IEA considered all comments to have been addressed by MRPV and EFBTA, provision of this Review and Verification Report to MRPV.

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

Table 2 - Construction Compound Plan – Bulleen Interchange revisions subject to this IEA Review and Verification Assessment

Revision	Remarks scope of documents	Date submitted by MRPV and EFBTA to IEA	Date IEA review comments provided to MRPV and EFBTA	Date Verified by IEA
C	Initial revision submitted to the IEA for review	18/07/23	27/07/23	N/A
D	Subsequent revision submitted to the IEA for review following IEA comment	14/08/23	18/08/23	11/09/23
01	Subsequent revision submitted to the IEA for review following Department of Transport and Planning (DTP) comment on Rev D	27/10/23	30/10/23	30/10/23
01.01	Subsequent revision submitted to the IEA for information only following EFBTA updates to include NDL Modification, Northeast compound and Northwest compound (Pending provision of supporting Flood Modelling information)	25/09/24	N/A	N/A
01.02	Subsequent revision submitted to the IEA for review.	09/01/25	21/01/25	N/A
01.03	Subsequent revision submitted to the IEA for review following IEA comment on Rev 01.02.	30/01/25	30/01/25	05/02/25
02	Subsequent revision submitted to the IEA for information only (Issued For Use version).	14/02/25	N/A	N/A
02.01	Subsequent revision submitted to the IEA for review following EFBTA responses to DTP RFI.	26/02/25	28/02/25	N/A

02.02	Subsequent revision submitted to the IEA for review following IEA comment on Rev 02.02.	04/03/25	07/03/25	N/A
03	Subsequent revision submitted to the IEA for verification (Issued For Use version).	12/03/25	N/A	12/03/25

3. IEA Review Findings

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

The IEA has assessed EFBTA's Construction Compound Plan – Bulleen Interchange (Document Number: NEL-STH-NSA-5900-EPA-PLN-0004; Revision 03; Dated: 11/03/25) 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	Date submitted by MRPV and EFBTA 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	Flood Impact Assessment – BTC Site Compound (Document No: NEL-STH-NSA-5900-CTW-MEM-0002, Filename: DRAC-DRAC-STH-NEL-0546-NEL-STH-NSA-5900-CTW-MEM-0002.A.IFR) (Eastern Freeway – Burke to Tram Alliance)	14/08/23
02	No revision details provided, dated 29/01/25	Memorandum – Flood Modelling Summary – CCP – for FGC, NDL and Leonis Avenue (Eastern Freeway – Burke to Tram Alliance)	30/01/25
03	No revision details provided, dated 24/02/25	Memorandum – Flood Modelling Summary – CCP – for FGC, NDL and Leonis Avenue (Eastern Freeway – Burke to Tram Alliance)	26/02/25
04	Date requested 18/02/25, Due Date 25/02/25, as received by the IEA on 26/02/25	Request for Further Information: SPF-2361 Bulleen Interchange CCP Amendment (Department of Transport and Planning)	26/02/25
05	Date requested 18/02/25, Due Date 25/02/25, as received by the IEA on 04/03/25	Request for Further Information: SPF-2361 Bulleen Interchange CCP Amendment (Department of Transport and Planning)	26/02/25

Appendix B - Review and Verification Assessment Comment Register

Appendix B. Review and Verification Assessment Comment Register

Project: North East Link Program

Document No NEL-STH-FIEA-5900-EPA-CRS-0004

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-0004	B	N/A	01	N/A	N/A	Freeways IEA	Incorporated Document section 4.12.1 requires the CCP to be approved by the Minister for Planning. Section 1.1 of the document states that this has been addressed in the plan, however no approval dcoumentation has been included to support the statement. This provision is outstanding.	Incorporated Document section 4.12.1	27-07-23	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	01.01	N/A	N/A	Eastern Freeway: Burke to Tram Alliance	Ministerial Approval is obtained following IEA approval as per Table 6-2 of the EMF	Incorporated Document section 4.12.1	11-08-23	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	01.01.01	N/A	N/A	Freeways IEA	IEA Acknowledged	Incorporated Document section 4.12.1	18-08-23	D	N/A	LPE	C	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	02	N/A	N/A	Freeways IEA	Incorporated Document section 4.12.2 (e) requires demonstration that the use of the compound appropriately regards flood risk and other environmental sensitivities. Section 5.1 of the document states that the compound is located within the 100-year ARI flood plain, and flags flood related risks as high for the compound. Mitigation measures are proposed to reduce the risk level and includes raising buildings by 1m, however the effectiveness of this mitigation measure has not been suitably demonstrated by flood modelling. Excerpts maps from flood modelling have been provided in appendix B however only a plan view is shown (no section showing freeboard), and modelling is undertaken against a 5% AEP. Justification has not been provided to support the use of 5% AEP for flood modelling for the compound given it is located within a 100-year flood plan. It is noted that the AEP equivelent of a 100 ARI is 1%AEP considered in accordance with 'ARR New ARR Probability Terminology Table 1' should be considered.	Incorporated Document section 4.12.2 e)	27-07-23	N	N/A	LPE	O	Yes

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	02.01	N/A	N/A	Eastern Freeway: Burke to Tram Alliance	Flood modelling has been provided to the IEA since the provision of these comments, indicating the compound are not believed to to have any impact on the catchment flooding conditions within or outside the project boundary. Note modeling did not consider any elevation of the compound, therefore the applicability of the flood modelling and mitigation measures remain. The CCP has been updated to reflect that the compound may be raised between 300mm - 1.2m based on a risk based approach to the compound building.	Incorporated Document section 4.12.2 e)	11-08-23	N	N/A	LPE	O	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	02.01.01	N/A	N/A	Freeways IEA	IEA acknowledges NELSA Flood Memo 2 (27/7/23) states, "these compounds are not believed to have any impact on the catchment flooding conditions either within or outside the project boundary. The work does not increase overall flood risk in the catchment nor modify the flow regime of any waterways." IEA acknowledges Table 2 in CCP has been updated to state, "The compound sits within the Land Subject to Inundation Overlay (LSIO). To mitigate the risk of flood impacts to our works and the surrounding environment, the compound building has been designed to sit on tall concrete blocks between 300mm and 1.2m. This will assist in mitigating flood risk to the compound, in addition to the controls outlined in the Flood Emergency Management Plan and Worksite Environmental Management Plan."	Incorporated Document section 4.12.2 e)	18-08-23	N	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	03	N/A	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-0004	B	N/A	03.01	N/A	N/A	Eastern Freeway: Burke to Tram Alliance	Climate change impacts on rainfall intensity and associated flooding, is not appropriate to allow for in the case of temporary works. Temporary works are of a short nature, whereas cliamte change allowance in flood modelling is for a 100 year impact. E.g. we have made an allowance of 20% inrease in flooding for the 1% AEP.	Incorporated Document section 4.12.2 e)	11-08-23	O	N/A	LPE	O	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	03.01.01	N/A	N/A	Freeways IEA	IEA acknowledged	Incorporated Document section 4.12.2 e)	18-08-23	O	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	04	N/A	N/A	Freeways IEA	Incorporated Document section 4.12.2 (e) requires demonstration that the use of the compound appropriately regards flood risk and other environmental sensitivities. Details on the flood vulnerability of surrounding compounds have not been provided. This information is considered relevant to understand the impact of flood risk on the construction activities serviced by this compound, and any redundancy available in surrounding compounds during a flood event. We note that irrespective of compound building being raised, the compound site may not be usable in a flood event.	Incorporated Document section 4.12.2 e)	27-07-23	N	N/A	LPE	O	Yes

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	04.01	N/A	N/A	Eastern Freeway: Burke to Tram Alliance	Since the receipt of these comments, the flood modelling has been transmitted to NELP to be provided to the IEA (2/08/23). The flood risk of each compound is addressed in the relevant compound plan. If the compound is flooded it likely that the works area will be flooded accordingly and the protocols of the Flood Emergency Management Plans will be in place. Workers would not be moved to other compounds in a flood event, as this would impact the occupancy modelling. Workers generally go home when the worksite is flooded. No update required as the CCP references the Flood Emergency management Plan.	Incorporated Document section 4.12.2 e)	11-08-23	N	N/A	LPE	O	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	04.01.01	N/A	N/A	Freeways IEA	IEA acknowledges receipt of Flood Memo 2 (27/7/23) which provides a, "summary of flood impact assessment for the Boroondara Tennis Centre (BTC) site compounds and hardstands proposed in the Temporary Works design." IEA acknowledges in section 3.2 of CCP (Rev D), Compound description, that, "The facility to the north will be raised between 300mm and 1.2m (approximately) above the current surface level to mitigate risks from flooding events. Building heights are approximately 3m, resulting in a bulk height for the northern compound of 4m." IEA acknowledges Table 2 and sections 5.1 and 5.2 of the CCP (Rev D) makes reference to and outlines the main components of the Flood Emergency Management Plan.	Incorporated Document section 4.12.2 e)	18-08-23	N	N/A	LPE	C	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	05	N/A	N/A	Freeways IEA	Incorporated Document section 4.12.2 (f) requires inclusion of measures to restore the former use of the land once activities are completed. Section 6 of the document acknowledges this requirement, but does not provide any measures - and only references areas occupied by the compound will be re-instated per final agreed designs. 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 (ie 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-0004	B	N/A	05.01	N/A	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) 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 and EPRs.	Incorporated Document section 4.12.2 f)	11-08-23	N	N/A	LPE	O	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	05.01.01	N/A	N/A	Freeways IEA	IEA acknowledged	Incorporated Document section 4.12.2 f)	18-08-23	N	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	C	N/A	06	N/A	N	Freeways IEA	IEA acknowledges receipt of Construction Compound Plan – Bulleen Interchange (Document Number: NEL-STH-NSA-5900-EPA-PLN-0004; Revision 01; Dated: 25/10/23) and had no further comments.	General Comment	30-10-23	C	N/A	LPE	C	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	E	N/A	07	NEL-STH-NSA-5900-EPA-PLN-0004	N	Freeways IEA	Section 8.2 Environmental management documents of the North East Link Environmental Management Framework (Endorsed on the 21 July 2021, dated 12 July 2021) includes the requirement "SW6 - Minimise risk from changes to flood levels, flows and velocities. Permanent works and associated temporary construction works must not increase overall flood risk at relevant locations or modify the flow regime of waterways without the acceptance of the relevant flood plain manager, drainage authority or asset owner (typically Melbourne Water) and in consultation with other relevant authorities (e.g. Council, Department of Transport, Parks Victoria, SES, emergency services). ..." In line with previous assessments and flood impact assessment methodology, the CCP is required to be updated to include reference to assessment of flood hazard. The current assessment provided in Appendices A and B shows an increase in flood afflux in certain areas, which could be considered an increase in risk and requiring approval from the "relevant flood authority". Please clarify this within the CCP.	Section 8.2 Environmental management documents of the North East Link Environmental Management Framework (Endorsed on the 21 July 2021, dated 12 July 2021) - SW6	21-01-25	D	N/A	LPE	O	Yes

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	E	N/A	07.01	NEL-STH-NSA-5900-EPA-PLN-0004	N	Eastern Freeway: Burke to Tram Alliance	The Flood memo, provided as an attachment, has been updated to show there is no increase in Flood Hazard. Section 5.2 has been updated to state there is no increase in Flood Hazard.	Section 8.2 Environmental management documents of the North East Link Environmental Management Framework (Endorsed on the 21 July 2021, dated 12 July 2021) - SW6	30-01-25	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	E	N/A	07.01.01	NEL-STH-NSA-5900-EPA-PLN-0004	N	Freeways IEA	FIEA comment addressed.	Section 8.2 Environmental management documents of the North East Link Environmental Management Framework (Endorsed on the 21 July 2021, dated 12 July 2021) - SW6	05-02-25	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	E	N/A	08	NEL-STH-NSA-5900-EPA-PLN-0004	N	Freeways IEA	It is noted that Rev 01.02 of CCP - Bulleen Interchange includes the removal of the addition of the 'Northeast Compound', however Section 2.1 'Alternate Locations Consideration', states "Reasons for selecting the proposed NDL modification and the Northeast compound are as follows." Please confirm if this should be updated to reflect 'Northwest compound'.	General	21-01-25	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	E	N/A	08.01	NEL-STH-NSA-5900-EPA-PLN-0004	N	Eastern Freeway: Burke to Tram Alliance	Updated to "Northwest compound"	General	30-01-25	D	N/A	LPE	O	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	E	N/A	08.01.01	NEL-STH-NSA-5900-EPA-PLN-0004	N	Freeways IEA	FIEA comment addressed.	General	05-02-25	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	E	N/A	09	NEL-STH-NSA-5900-EPA-PLN-0004	N	Freeways IEA	S6.2 of the Environmental Management Framework (Endorsed on the 21 July 2021, dated 12 July 2021) states "Documents and plans must include a sufficient level of detail to demonstrate, to the satisfaction of NELP and the Independent Environmental Auditor, compliance with the EPRs and how this would be achieved. Where this detail is contained in subordinate documents such as work method statements, these subordinate documents must be submitted for review" The FIEA read the CCP and notes the risk assessment and identification of potential impacts (i.e. Section 4.2 Risk assessment and identification of potential impacts) has not been updated to reflect or include the changes to the CCP scope of work, in particular with the reduction of carpark spaces. Given the additional scope is a material change to the CCP, to ensure compliance with the EPRs please provide subordinate documents or commentary to demonstrate how compliance will be achieved with regards to the updated scope for the CCP.	S6.2 of the North East Link Environmental Management Framework (Endorsed on the 21 July 2021, dated 12 July 2021) - SW6	21-01-25	D	N/A	LPE	O	Yes

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	E	N/A	09.01	NEL-STH-NSA-5900-EPA-PLN-0004	N	Eastern Freeway: Burke to Tram Alliance	Section 4.3 Risk Assessment has been updated. The traffic impact is still considered to be low and does not require changing as removal of carspaces keeps the risk traffic interruption low at NDL. The addition of 20 carspaces at Northwest is still considered to be low. The update of the Bulleen Interchange WEMP details how the EPRs will maintained through the implementation of this revision and is not required to be detailed within the CCP.	S6.2 of the North East Link Environmental Management Framework (Endorsed on the 21 July 2021, dated 12 July 2021) - SW6	30-01-25	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	E	N/A	09.01.01	NEL-STH-NSA-5900-EPA-PLN-0004	N	Freeways IEA	FIEA comment addressed.	S6.2 of the North East Link Environmental Management Framework (Endorsed on the 21 July 2021, dated 12 July 2021) - SW6	05-02-25	D	N/A	LPE	O	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	G	N/A	10	NEL-STH-NSA-5900-EPA-PLN-0004	N	Freeways IEA	Under S 4.1 (Business), the comment section has been updated to remove the following: "No anticipated impacts to businesses from NDL Modified and Northwest compounds." The removal of this is contrary to the Request for Further Information SPF-2361 Bulleen Interchange CCP Amendment, dated 25/02/25, whereby EFBTA states that "The operation of the Northwest Compounds and the modified NDL compound are not foreseen to have any impacts (on business/ social and community sensitive receptors)." Please clarify the discrepancies above so far as it relates to whether there are any anticipated impacts to business/ social and community sensitive receptors.	General Comment	28-02-25	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	G	N/A	10.01	NEL-STH-NSA-5900-EPA-PLN-0004	N	Eastern Freeway: Burke to Tram Alliance	The DTP requested clarification on why 4 receivers were removed from the CCP which was addressed in the RFI. The RFI (3/03/25) has been updated to remove Belle Vue Primary from the RFI as being removed as a sensitive receiver. Belle Vue Primary remains in the CCP as a sensitive receiver. Manningham Hotel and Club remains a sensitive receiver as described in Table 5. NO update to the CCP requried.	General Comment	04-03-25	D	N/A	LPE	O	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	G	N/A	10.01.01	NEL-STH-NSA-5900-EPA-PLN-0004	N	Freeways IEA	FIEA comment addressed.	General Comment	07-03-25	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	G	N/A	11	NEL-STH-NSA-5900-EPA-PLN-0004	N	Freeways IEA	In the Request for Further Information SPF-2361 Bulleen Interchange CCP Amendment, dated 25/02/25, there is misalignment in EFBTA's response to adjusting the Surface Water risk rating, i.e., "Surface water was incorrectly reduced to a low initial risk and this has been reinstated to High...The Surface Water risks have been reduced to a Medium as there is more occupation on the worksite adjoining the banks of the Koonung Creek. Northwest Compound abuts the northern bank of Koonung Creek and the modified NDL occupies additional area abutting the south bank of the Koonung Creek...Table 7 risks (Surface Water) have been updated to Medium." S4.3 Risk assessment and identification of potential impacts and S5.2 Environmental sensitivities (Condition 4.12.5) have listed the initial risk for surface water as 'High'. Please clarify the discrepancies on the intended risk ratings (Intention for Medium or High) for Surface Water between the CCP and the DTP RFI.	General Comment	28-02-25	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	G	N/A	11.01	NEL-STH-NSA-5900-EPA-PLN-0004	N	Eastern Freeway: Burke to Tram Alliance	Amended DTP RFI updated. No change to CCP required.	General Comment	04-03-25	D	N/A	LPE	O	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	G	N/A	11.01.01	NEL-STH-NSA-5900-EPA-PLN-0004	N	Freeways IEA	FIEA comment addressed.	General Comment	07-03-25	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	G	N/A	12	NEL-STH-NSA-5900-EPA-PLN-0004	N	Freeways IEA	S3.2 Compound Description states "The hardstand will be raised to mitigate risks from 5% AEP flooding events. Building heights are approximately 3 metres". Figures 9 and 10 only show the 1% AEP area for the Yarra River and Koonung Creek respectively. Please provide the 5% AEP maps within the CCP as supporting evidence to show efficacy of the controls proposed to manage flood risk.	EPR SW6	28-02-25	D	N/A	LPE	O	Yes

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	G	N/A	12.01	NEL-STH-NSA-5900-EPA-PLN-0004	N	Eastern Freeway: Burke to Tram Alliance	Section 3.2 has been amended to only address the compound description. The previous reference to 4 metres was not associated with any flood water height, it was to state what the bulk height of the compound would be. EBTA has clarified in Section 3.2 the sheds will be raised approximately 0.2m and the buidlings will be 3 metres high resulting in a bulk height of approximately 3.2m. Previous reference to immunity from a 5% flood immunity was in relation to the buildings being immune to a 5% event. The flood modelling shows that the model is based on the hardstand, not the hight on which the sheds are placed. The higher blocks were required for insurance purposes of the buildings as required by a potential supplier. The supplier selection is being re-examined and the only reason for the blocks was required by one supplier, not required by the flood modelling. This was the reason for changing the CCP to remove the reference to having sheds on blocks. If the buildings flooded because they were not placed on blocks, this would not cause more flood impact to the surrounding community, it would mean the buildings are flooded. The flood modelling is clear that the hardstand has been placed through the flood model, not the height to which the buildings are elevated. For reference, flood mitigation measures are referenced throughout the document, such as Section 4.1. Table 2 has been updated as per the description above, Table 5 has been updated to state the compound will be anchored by blocks to prevent the sheds moving. 5% maps are not required to be provided as this was only relevant for elevation of the buildings (according to one supplier) and not to address flood risk to the community.	EPR SW6	04-03-25	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	G	N/A	12.01.01	NEL-STH-NSA-5900-EPA-PLN-0004	N	Freeways IEA	FIEA comment addressed.	EPR SW6	07-03-25	D	N/A	LPE	C	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	G	N/A	13	NEL-STH-NSA-5900-EPA-PLN-0004	N	Freeways IEA	S3.2 Compound Description previously proposed for the following "The sheds will be raised approximately 1 metre above the current surface level to mitigate risks from 5% AEP flooding events. Building heights are approximately 3 metres, resulting in a bulk height of approximately 4 metres for the Modified NDL compound." The updated CCP now proposes for the following "The hardstand will be raised to mitigate risks from 5% AEP flooding events. Building heights are approximately 3 metres." Following the updates above, there is no reference the proposed increase in height of the hardstand and the resulting final height above ground level. Please clarify this within the CCP to show efficacy of the controls proposed to manage flood risk.	EPR SW6	28-02-25	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	G	N/A	13.01	NEL-STH-NSA-5900-EPA-PLN-0004	N	Eastern Freeway: Burke to Tram Alliance	As per comment 13, the reference to the height of the blocks and the building was to describe the bulk height of the building and clarify any flood information, or efficacy of the controls to manage flood risk. The hardstand height has not been changed since the previous verified version. The hardstand has been modelled as per the Flood Memo in the supporting documentation and not any height of blocks on which the sheds may be placed.	EPR SW6	04-03-25	D	N/A	LPE	O	

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Project: North East Link Program

Document No NEL-STH-FIEA-5900-EPA-CRS-0004

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-0004	G	N/A	13.01.01	NEL-STH-NSA-5900-EPA-PLN-0004	N	Freeways IEA	FIEA comment addressed.	EPR SW6	07-03-25	D	N/A	LPE	C	

Total Items: 37