BIG BUILD EASTERN FREEWAY

Eastern Freeway
Hoddle to Burke Alliance

EASTERN FREEWAY – HODDLE TO BURKE ALLIANCE

CHANDLER MAIN COMPOUND PLAN

CHANDLER CONSTRUCTION COMPOUND PLAN

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PLANNING AND ENVIRONMENT ACT 1987

BOROONDARA PLANNING SCHEME

CONDITION 4.12 OF THE NORTH EAST LINK PROJECT INCORPORATED DOCUMENT DECEMBER 2019 (AMENDED SEPTEMBER 2023)

ENDORSED PLAN

SHEET 1 to 109

SIGNED

FOR
MINISTER FOR PLANNING

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Definitions

Acronyms and abbreviations

Acronyms/ abbreviation	Meaning
AEP	Annual Exceedance Probability
CCEP	Communications and Community Engagement Plan
CCP	Construction Compound Plan
CEMP	Construction Environmental Management Plan
CHMP	Cultural Heritage Management Plan
CLG	Community Liaison Group
CNVMP	Construction Noise and Vibration Management Plan
DAQMMP	Dust and Air Quality Monitoring and Management Plan
DTP	Department of Transport and Planning
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
NEL	North East Link
EHBA	Eastern Freeway Upgrades – Hoddle to Burke Alliance
SMP	Spoil Management Plan
SEPP	State Environment Protection Policy
SWMP	Surface Water Management Plan
TPZ	Tree Protection Zone
TMLG	Transport Management Liaison Group
TMP	Transport Management Plan
WEMP	Worksite Environmental Management Plan
VIDA	Victorian Infrastructure Delivery Authority

1. Introduction

1.1. Purpose of the Plan

The 'North East Link Project Incorporated Document – December 2019 (amended September 2023)' (Incorporated Document) allows the land shown as SCO12 on the planning scheme maps of the Boroondara Planning Scheme (Project Land) to be used and developed for the North East Link (NEL) Project. The Incorporated Document has the effect of exempting the use and development of construction compounds from permit requirements under the Planning Scheme, subject to the conditions of the Incorporated Document being adhered to.

The purpose of this Construction Compound Plan (CCP) is to comply with the conditions of the Incorporated Document and regulate the use and development of the Chandler Main construction compound at Yarra Boulevard, Kew.

The CCP describes the:

- Location of the compound at Yarra Boulevard and why the site was chosen in consideration of alternative locations.
- Proposed activities, location and compound layout, hours of operation and potential environmental and community impacts of the Chandler Main construction compound. This includes impact mitigation and management controls associated with the construction and operation of the Compound that will support the construction of the NEL Eastern Freeway Upgrade Hoddle to Burke project ('the Project').

1.1.1. Incorporated Document Requirements

The conditions of the Incorporated Document are being met through the preparation of this CCP including:

- The CCP is to be prepared in accordance with the requirements of Clause 4.12 of the Incorporated Document to the satisfaction of the Minister for Planning.
- Following the Minister for Planning acceptance of this plan, the current version of this plan must be published on the Project website.
- The CCP may be prepared and approved in stages but a CCP for any stage must be approved before the commencement of use or development for that stage.

Clause 4.12 of the Incorporated Document outlines conditions for CCPs, including content requirements. These are referenced in Table 1 and show where each condition is addressed in this Plan.

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 CCP
4.12.2	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 Appendix A
	b. The estimated duration of activity within each compound.	Section 3.3.

Section	Content requirements	Where addressed
	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
	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 4.3
	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.	Section 4.4
	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 1.1.1
4.12.4	A CCP may be amended from time to time, to the satisfaction of the Minister for Planning.	Section 9
4.12.5	All construction compounds must be located and operated in accordance with the approved CCP and EPRs included in the approved EMF.	Appendix B

1.1.2. Environmental Management Framework

Victorian Infrastructure Delivery Authority Roads (VIDA Roads) was responsible for developing and obtaining approval of the Environmental Management Framework (EMF) including Environmental Performance Requirements (EPRs) for the Project under condition 4.5 of the Incorporated Document. The development of the EMF and the EPRs was informed by the NEL Environment Effects Statement (EES) and EES approval process. This process included community feedback and public submissions to the independent Inquiry and Advisory Committee (IAC) which culminated in the IAC report to the Minister for Planning, for the Minister's assessment of environmental effects.

The EMF forms one component of the overall governance framework for delivery of the Project. The EMF provides a transparent framework to manage the environmental effects of the Project in order to meet statutory requirements, protect environmental values and sustain stakeholder confidence.

The EMF prescribes:

- Accountabilities for the implementation of the EPRs during development and delivery of the Project
- The Environmental Management System (EMS) and management plans that must be prepared and implemented by each NEL Package Contractor to manage the environmental effects of the Project.

The EPRs presented in the EMF, define the minimum environmental outcomes that must be achieved during design, construction and operation of the Project. A listing of each EPR relevant to this CCP,

and how these EPRs are addressed by the Eastern Freeway Upgrades – Hoddle to Burke Alliance (EHBA) in the implementation of the CCP, is provided in Appendix B.

The definitive requirements of the EPR related plans relevant to the construction compound are incorporated within the Worksite Environmental Management Plan (WEMP) applicable to this compound. The WEMP details the specific requirements and controls to avoid and mitigate environmental impacts resulting from the compound activities.

1.1.3. Independent Environmental Auditor

EPR EMF3 '*Audit and report on environmental compliance'* requires that an Independent Environmental Auditor (IEA) is appointed to review and verify Project management plans and documentation and to undertake environmental audits of compliance with and implementation of the EPRs and environmental plans.

The EMF requires that the IEA review and verify contractor's compliance with the Incorporated Document, EMF, Environmental Strategy, EPR required plans, and WEMP. The IEA will provide verification that this CCP complies with the requirements of these approvals and documents.

The IEA verification of the CCP can be found in Appendix C.

1.2. Purpose of the Compound

1.2.1. North East Link Ring Road Completion Overview

The aim of the North East Link is to complete the missing link in Melbourne's orbital freeway between an upgraded Eastern Freeway and the M80 Ring Road. 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.

The EHBA consortium – comprising VIDA Roads, Seymour Whyte, John Holland, Jacobs and Mott MacDonald – has been awarded the contract by VIDA Roads to deliver the Hoddle to Burke section of the Eastern Freeway Upgrades.

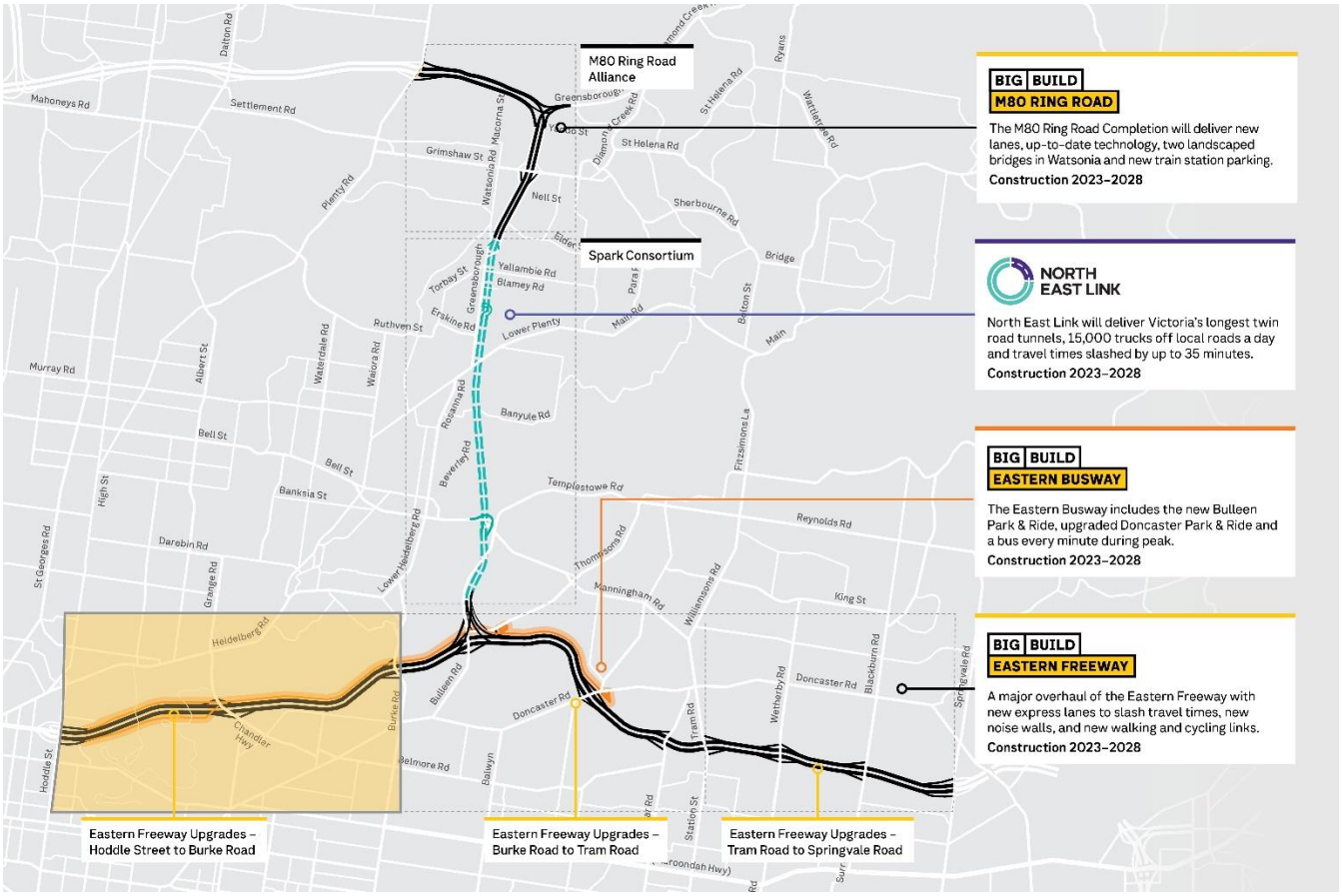


Figure 1: NEL Packages

The Project will upgrade 5.8 kilometres of the Eastern Freeway between Hoddle Street in Collingwood and Burke Road in Balwyn North. This upgrade will provide a safer, more efficient transport network for Melbourne. This is shown in Figure 2.

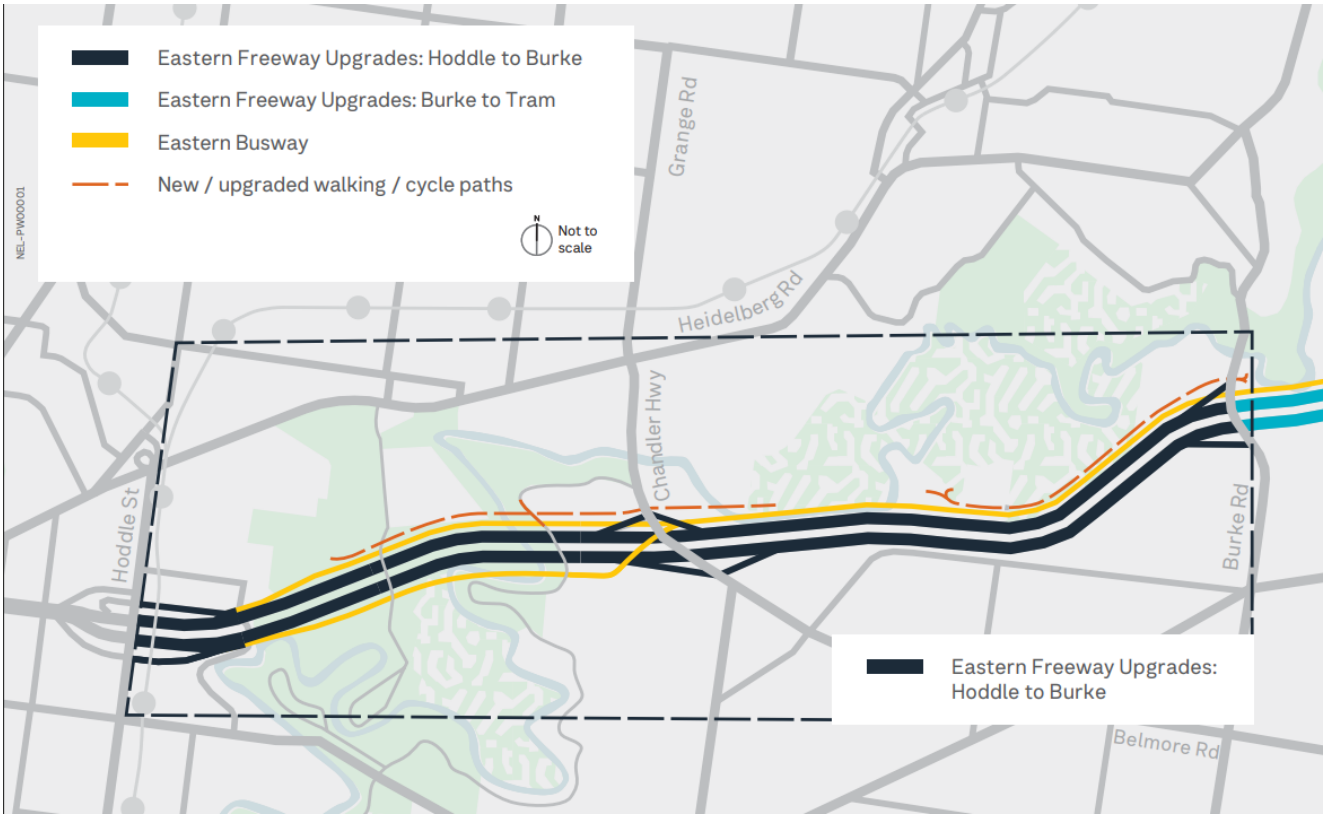


Figure 2: NEL Eastern Freeway Upgrades – Hoddle to Burke package extent

Construction works for the Hoddle to Burke package encompass:

- An additional lane in each direction from Chandler Highway to Burke Road
- Installation of new roadside barriers improving safety for the travelling public
- Construction of a new dedicated busway
- Building bus overpasses at the Chandler Highway interchange and at the Burke Road exit ramp bridge
- Developing nearly 4 kilometres of new shared use paths connecting to the Main Yarra Trail and the existing road network
- New dedicated walking and cycling steel truss bridge over the Yarra River
- Upgrading barriers on several existing bridges
- Installing new infrastructure including noise walls, retaining walls, stormwater drainage and lighting systems.

1.2.2. Purpose of the Chandler Main Compound

The Chandler Main compound will support the construction works including but not limited to:

- Mainline freeway construction
- Freeway widening including associated civil works such as drainage, barrier, pavements.
- Major bridge structures and associated civil structures such as retaining walls, noise walls.
- Utilities relocation and upgrades to facilitate works.

The operation of the compound to service the construction works will be supported by short term construction work areas providing ancillary facilities that will be utilised throughout the construction phase. These facilities include, but not limited to, temporary storage/laydown areas, minor portable crib sheds and ablutions/washing facilities.

Additional construction compounds will also be needed to complete the Hoddle to Burke Project due to multiple construction activities occurring concurrently across this Project, requiring localised support facilities to mobilise personnel, equipment and materials within each of the construction work areas.

2. Justification of Location and Use of Compound

The choice to locate the construction compound at Yarra Boulevard was informed by the following factors and constraints:

- **Land use:** The site is located within the NEL Project Boundary, on land previously used as a DTP depot.
- **Flooding:** The site avoids flood overlays and is located out of the 100-year Annual Exceedance Probability (AEP) Flood Zone.
- **Sensitive Uses:** The site avoids impacts to recreational land uses, educational facilities and avoids impacts to existing street parking.
- **Business Impacts:** The site minimises impacts to community and businesses by maintaining existing access to and from the Eastern Freeway on-ramp during operation.
- **Cultural heritage and historic heritage:** No known cultural heritage is present within the Chandler Main Compound (as per the NEL Cultural Heritage Management Plan CHMP # 15576). No registered historic heritage is present within the compound footprint.
- **Efficiency:** The compound is located immediately adjacent to the construction works which is critical to the safe and efficient construction. The compound will be able to facilitate works for the duration of the Project, negating the need to demobilise and re-establish the compound elsewhere during construction.
- **Transport impacts:** The area does not impede on any pedestrian foot traffic or bike lanes, with no shared user path diversion required. Using this location minimises traffic disruptions in local streets by allowing access and egress directly onto the Eastern Freeway
- **Flora and Fauna/Arboriculture:** A large section of the compound footprint is existing buildings and hardstand areas associated with the prior depot use so requirement for tree clearing and vegetation removal for the purpose of the compound is reduced through selection of this particular site. Design of the haul road alignment for access/egress to avoid vegetation removal as far as reasonably practicable, with avoidance of trees of high retention value prioritised. A Tree Protection Zone (TPZ) will be installed to avoid impacts to protected vegetation.
- **Site Capacity:** As documented in the NEL Environment Effects Statement, the site is the only viable location of sufficient size[1] between Hoddle Street and Burke Road to accommodate a main compound for this particular package. The site avoids impacts on existing street parking by

[1] The road reserve land immediately to the northern side of the freeway within the NEL Project Land is not of sufficient size to accommodate a main package compound, and will become a construction site for the permanent road infrastructure. Road reserve land in this location and in proximity to the Yarra River is subject to flooding and therefore less suitable for a compound. Smaller construction compounds will be established on the land not required for the permanent works. These compounds will be subject to future applications under Clause 4.12 of the Incorporated Document.

providing adequate parking for 530 compound workers as well as 10 additional car parking spaces for visitors to the community hub building. The compound is able to maintain operability until project completion and is not subject to further movement due to being separated from the project footprint.

2.1. Alternative Compound Locations

Several alternative sites for the main compound for the Project were identified and assessed as shown in Table 2. These include:

- Option A: Chandler (Yarra Boulevard)
- Option B: Burke (East)
- Option C Hays Paddock

Table 2 provides a summary of the alternative compound locations in regards to supporting the needs for construction works and potential for impacts to sensitive receptors. In reviewing alternative sites for compound locations, Option A – Chandler Highway provides best outcomes across the key factors and constraints for Compound operations and was also identified as a potential construction compound location as part of the North East Link Environmental Effects Statement. Option A is the proposed option for the compound for minimal impacts to surrounding sensitive receptors and efficiency being located immediately adjacent to the construction works which is critical to safe and efficient construction.

Figure 3: Alternative Compound Locations

Table 2: Comparison of locations

Description	Option A Chandler Preferred Location	Option B Burke East	Option C Hays Paddock Reserve
Land use	The site was land previously used as a DTP depot. The site is located within the NEL Project Boundary.	The site is an existing publicly owned reserve. Located outside of the NEL Project boundary requiring planning approval to be obtained.	The site is an existing publicly owned reserve. Located outside of the NEL Project boundary requiring planning approval to be obtained.
Proximity to construction works	The site is immediately adjacent to construction zone to be supported by the compound.	The site is significantly separated (>2km) from the relevant construction works to be supported.	The site is significantly separated (>2km) from the relevant construction works to be supported.
Sensitive Users	Yes Residents border the compound to the south. No organised community activities were identified in the Chandler location. The closest school to this location is Peppercorn Early Learning Centre, approximately 950m away.	Yes Residents border the compound to the south. No organised community activities were identified in the Burke East location. The closest school to this location is Bellevue Kindergarten, approximately 850m away.	Yes Residents border the compound to the east. Hays paddock is utilised by a Soccer club, Archery range, cricket, football clubs and informal recreational users. The closest school to the compound is Kew High School, approximately 750m away.
Cultural and historic heritage	No Site contains no recorded cultural heritage to be protected.	Site would be subject to further cultural heritage assessment and approval.	Site would be subject to further cultural heritage assessment and approval.
Flooding	No The construction compound is not subject to flood zones or overlays. This is a key reason for this option being the preferred site.	Yes The construction compound is subject to flood zones or overlays.	Yes The entire Hays Paddock site is within the 1 in 100-year flood extent.
Flora & Fauna and Arboriculture	Yes Requires tree and vegetation removal to allow construction of the temporary facility. Impacts will be minimised by retaining trees where possible. This option can utilise a large portion of open space to reduce overall vegetation removal.	Yes Requires significant tree and vegetation removal to allow construction of the temporary facility. Impacts will be minimised by retaining trees where possible. Within the Significant Landscape Overlay under the local planning scheme.	Yes Requires significant tree and vegetation removal to allow construction of the temporary facility. Impacts will be minimised by retaining trees where possible. Within the Significant Landscape Overlay under the local planning scheme.
Transport impacts	Direct access to the site for light vehicles via Wiltshire	Direct access to the site will need to be established from	This location would likely cause traffic disruption in local

Description	Option A Chandler Preferred Location	Option B Burke East	Option C Hays Paddock Reserve
	Drive, heavy vehicles will access the worksite directly onto the Eastern Freeway on ramp. The area does not impede on any pedestrian foot traffic or bike lanes, with no shared user path diversion required. Using this location minimises traffic disruptions in local streets.	the Eastern Freeway which would require careful consideration. The site cannot be accessed from the elevated Burke Road and has access issues from the freeway due to the interface with Burke to Tram package works. Temporary measures would be required for the footpath and the Koonung cycleway around the site.	streets as the site would require significant works to achieve access from the Eastern Freeway and on-ramp and local street network would be severely disrupted by access from Burke Road / Kilby Road. Temporary measures would be required for the footpath and the Glass Creek Trail cycleway around the site.
Business impacts	Yes Noise and traffic impacts will be mitigated through consultation with City of Boroondara, Department of Health and Human Services (Walter and Eliza Hall Institute as the current tenant), Endeavour Foundation Business Solutions and United Petroleum.	No	Yes Noise and traffic impacts will be mitigated through consultation with City of Boroondara, Kew City Archery and Laika Pet Training use the area and can be affected by noise and traffic impacts.

3. Chandler Main Compound

3.1. Site Context

The Chandler Main compound will be the main and largest compound for the Project and will support the Project construction work site and project-wide activities, which include the construction of all roadworks from Hoddle Street to Chandler Highway, dedicated busway, and noise wall construction, hard and soft landscaping and access roads. The compound is within the Project Land and does not encroach on any specified no-go zones outlined in Section 5 of the EMF. Vacant land within the road reserve to northern side of the freeway will act as materials storage for the western construction and will be subject to a separate application for a CCP in the future.

The area surrounding the proposed compound location is primarily road reserve and residential. There are businesses and stakeholders to the south of the compound including a council depot, social enterprise and a research facility.

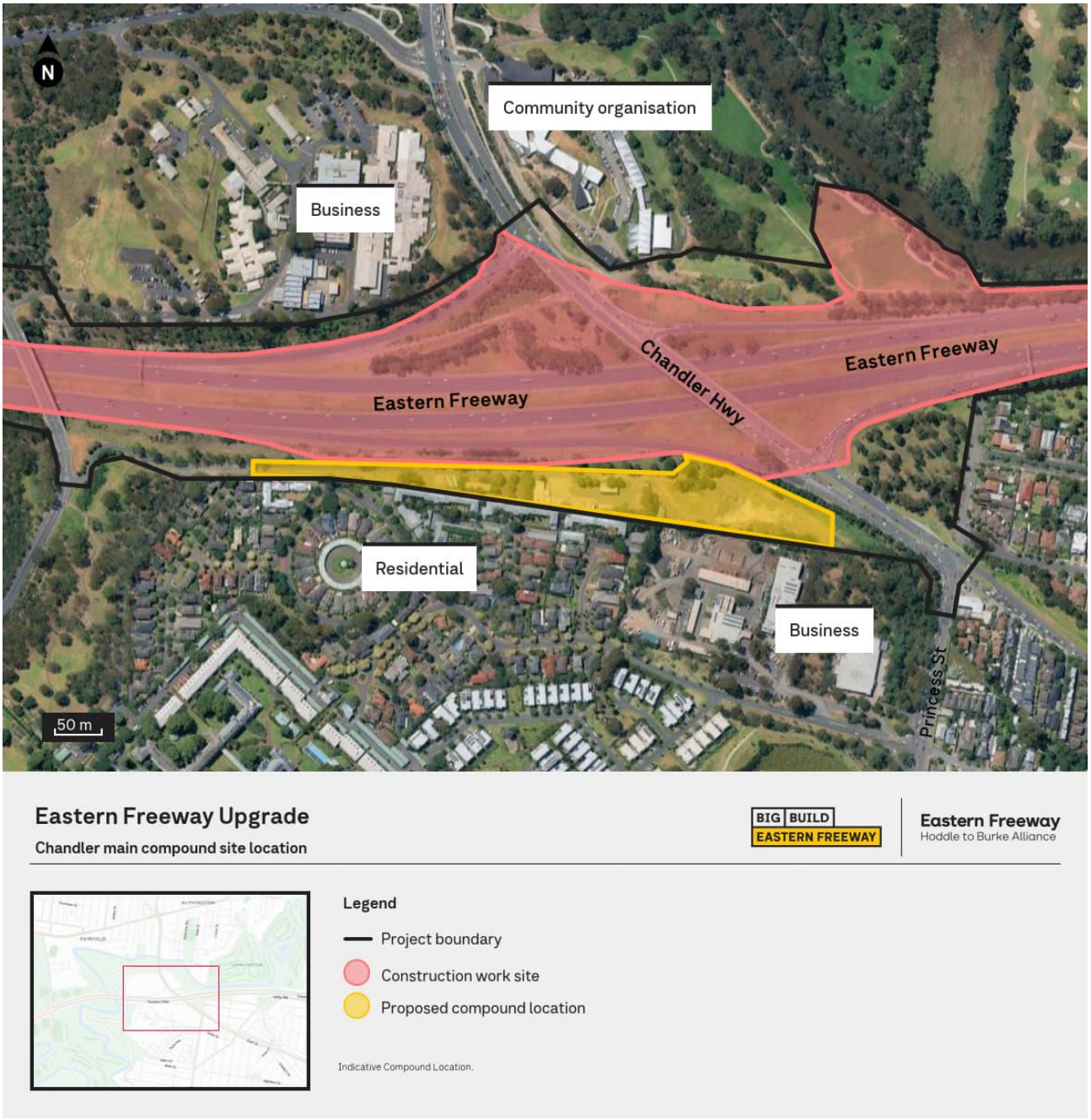


Figure 4: Location of Chandler Main Compound and Project construction work site

3.2. Compound Description

The compound facilities are outlined below including what the compound is used for, and what construction activities the compound will support, as shown in the compound site plan in Section 3.4 and Figure 5.

3.2.1. Compound Facilities

The construction compound will consist of a single-story crib, single-storey office facility, and amenity buildings that are proposed to contain the following facilities:

- Office facilities for a maximum of 210 supervisory and support staff (in a single-storey office facility).

- Training/prestart room for a maximum of 320 workers.
- Lunch and crib sheds.
- Male and female ablution facilities.
- First aid room.
- Concrete paths below walkways.
- Barriers and temp fencing.
- Hardstand, blocks, and pads to land and tie down sheds.
- Services connections – water, sewer, power, data.
- 530 car spaces for workers and an additional 10 car spaces for visitors to the community hub
- Laydown areas for construction activities.
- Waste and recycling facilities.
- Access and egress via Chandler Highway westbound on ramp.
- Visitor information Community Hub.

3.2.2. Compound Activities

The compound activities and onsite facilities are described in detail in the following sections and shown in the detailed site plan in Section 3.4.

3.2.2.1. Compound Establishment

Establishment works to setup the compounds for operations will involve:

- Temporary fence installation.
- Environmental control installation.
- Vegetation removal.
- Site clearing and grubbing.
- Demolition work.
- Level, hardstands and access road construction.
- In ground services, connections and drainage.
- Car park works.
- Building installation.
- Access establishment works.

3.2.2.2. Operation of the Compounds

The operation of the Construction Compound will be in accordance with this Plan and relevant EHBA management plans required to be prepared and implemented in accordance with the EPRs of the approved EMF. These include the WEMP covering the Compound that will be informed by the CEMP and environmental sub plans, and other EPR-related plans including the CCEP, TMP and Sustainability Management Plan.

The work activities listed below are generally performed in the construction compound to facilitate the completion of the construction activities specified in Table 3.

- Office-based supervisory and administrative support work.
- Adjacent workforce amenities include lunchrooms, toilets, first aid and crib rooms for onsite staff use.

- Parking will be available for onsite staff (adequate parking for 530 compound workers as well as 10 additional car parking spaces for visitors to the community hub building).
- Transient movement and parking of construction vehicles and mobile plant and equipment
- Pre start and tool box areas for the works crew.
- Project Visitor Community Hub (repurpose of existing building)
- Material storage, generally in containers, or where the storage of materials outside of the compound would create a security risk.
- Small quantities of hazardous substances required for plant operation and maintenance will be stored inside bunded chemical storage containers.
- Storage of tools, equipment, and non-hazardous substances within shipping containers

Demobilisation of the compound will occur after occupation for Project construction works. The approach to demobilisation and restoration is described in Section 6.

3.2.3. Working Hours

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
- Saturday: 7am – 1pm

The operation of the compound will be 24 hours a day and up to seven days a week in peak construction periods. All construction works required outside of normal working hours will need to fit the requirements set out in EPR NV3.

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.

3.2.4. Traffic and Access

Initial light vehicle access and egress will initially be from Wiltshire Drive until the Eastern Freeway on-ramp access can be established. Freeway access and egress set-up for the compound will be undertaken as Unavoidable Works during night shift due to traffic requirements.

Heavy vehicle access is planned to be from the Eastern Freeway on-ramp via the two access points as shown in Figure 5. Heavy and light vehicle egress will be from the single egress point on the Eastern Freeway on-ramp as shown in Figure 5. Light vehicle access and egress will continue from Wiltshire Drive for the duration of the compound operation.

3.3. Duration

The Chandler main compound establishment works are anticipated to begin in October 2025. Once the compound is established, it will remain in place until the supported activities are completed, currently scheduled for March 2028 after which the compound will be demobilised.

Table 3 provides an indicative construction timeframe and activities required for compound establishment.

Table 3: Summary of Construction Activities Supported by the Compound

Summary of Construction Activities supported by the compound	Indicative timeframe
Establishment of Compound including but not limited to: • Setup environmental controls and monitoring for air, noise, and vibration as per the WEMP • Vegetation removal, site clearing and grubbing • Demolition work • Prep and seal carparks, line marking, signs, stops etc. • Land and assemble all compound sheds • Build covered walkways	October 2025 to December 2025
Construction works supported by the Compound, including but not limited to: • Drainage installations and utility relocation works • Pavement construction • Piling and bridge construction for noise walls and road bridges • Landscaping works including revegetation and enhancement of SUPs improving pedestrian and bicycle connectivity	January 2026 to March 2028
Demobilisation and reinstatement, including but not limited to: • Removal of site facilities • Removal of carpark • Landscaping works	April 2028 to June 2028

3.4. Compound Site Plan

The Compound is a single-story facility approximately 3m in height. The site plan for the Compound is provided in Figure 5, showing the indicative layout of the temporary facilities that will be established and used by EHBA and its subcontractors. Figure 5 also shows the access and egress via Chandler Highway and Wiltshire Drive. Further information on the layout of the compound is provided at Appendix A including indicative car parking arrangements and building footprints.

Figure 6 shows the locations of trees to be retained and an area of native vegetation in the centre of the compound to be avoided. A row of trees along the northern boundary are marked as requiring further management; it is anticipated that most of these trees will only be slightly encroached requiring minor management (pruning and trimming), however some may require removal based on final design requirements of road works at the Eastern Freeway on ramp.

Any changes to the layout of buildings within the construction compound boundary or addition of new categories of works or operations will require an amendment to the CCP and approval by the Minister for Planning.

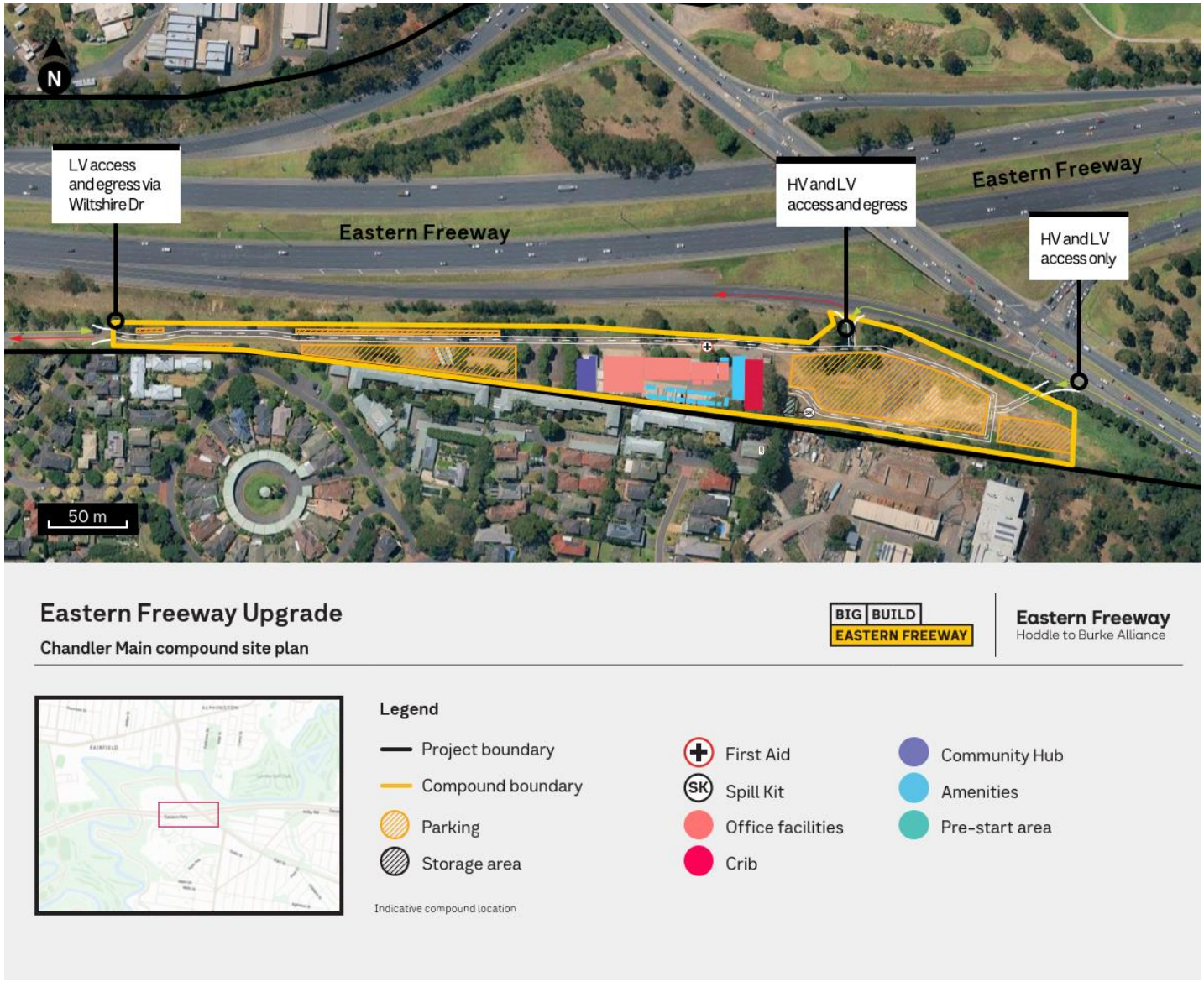


Figure 5: Compound site plan - Chandler Main Compound

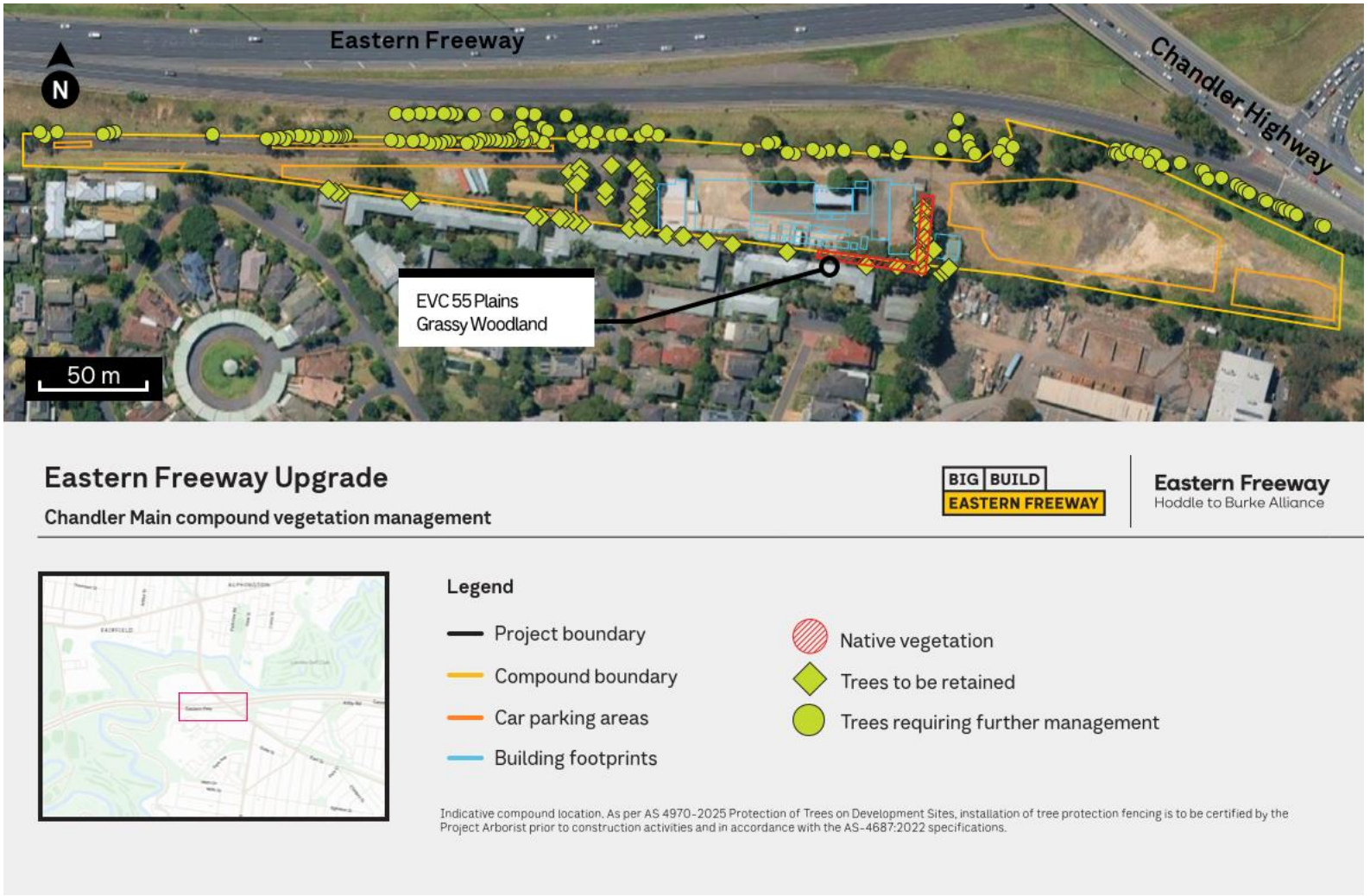


Figure 6: Vegetation retention - Chandler Main Compound

4. Potential Impacts to Sensitive Uses and Environmental Sensitivities

4.1. Identification of Sensitive Receptors

The compound is located immediately adjacent to sensitive receptors including residents within the Kew Gardens residential estate. In general, the location of the Compound may have impacts on the following sensitive uses and environmental sensitivities:

Sensitive Uses:

Residents:

- Vaughn Crescent
- Hope Court
- Grace Court
- Hutchinson Drive
- Princess Street
- Earl Street
- Grandview Terrace
- Yarra Boulevard
- Wiltshire Drive
- O'Brien Court

Businesses and community organisations:

- The Royal Talbot Rehabilitation Centre
- Guide Dogs Victoria
- Walter Eliza Hall Institute (tenant on DHHS-owned land)
- Boroondara Parks and Garden Depot and Recycling Centre
- Endeavour Foundation Business Solutions
- United Petroleum

Environmental:

- Yarra River
- Flying Fox camp

Sports and recreation facilities:

- Main Yarra Trail
- Yarra Bend Park
- Anniversary Trail

The location of the compound may have impacts on the following surrounding land uses and sensitive receptors, as shown in Figure 7.

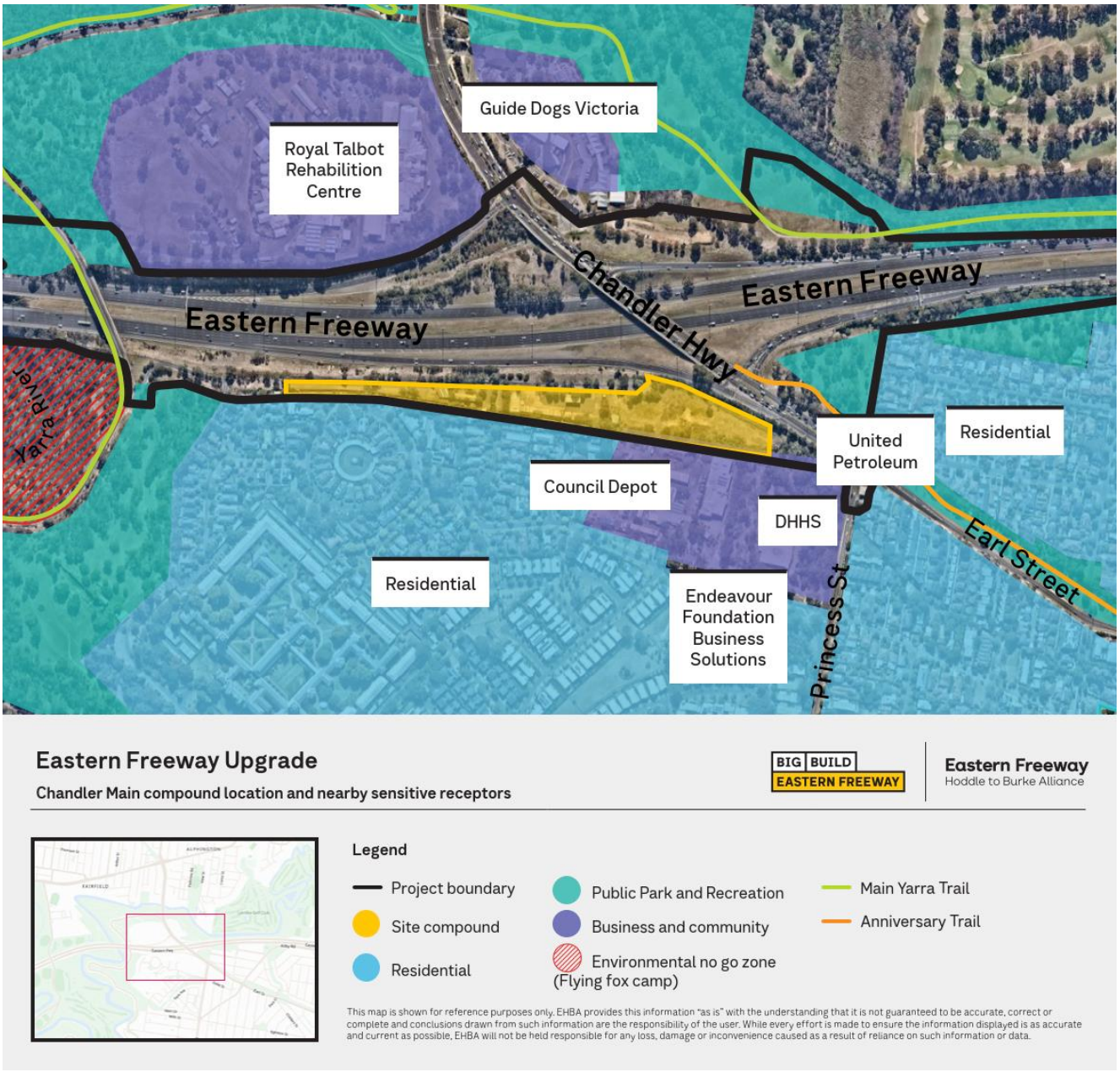


Figure 7: Chandler Main compound location and nearby sensitive receptors

4.2. Risk Assessment and Identification of Potential Impacts

Potential risks and associated impacts to sensitive receptors and the environment have been assessed as part of the preparation of this CCP with particular attention given to the amenity impacts that could be experienced by nearby residences if sufficient mitigation is not implemented. Based on the compound facilities and activities described in Section 3.2, some aspects of compound establishment and operation have specific environmental and/or community sensitivities, risks and impacts.

The risk assessment was undertaken in accordance with the risk analysis process applied in the NEL EES and project procedures. A summary of the key aspects, potential risks and potential impacts is

described in Table 4, further detailing the relevant EPRs and actions aimed to manage these impacts and risks and whether they are avoided, minimised, or mitigated as a result.

4.3. Design and Siting Measures to Reduce Impacts

Clause 4.12.2 (d) of the Incorporated Document requires demonstration that the compound has been sited to avoid, minimise, then mitigate impacts on sensitive receptors.

The design and selection of the compound site reduces impacts on sensitive receptors by:

- Main access and egress to be constructed directly connecting to the Eastern Freeway, reducing traffic impacts to the residential area to the south of the compound by allowing heavy vehicles access without the need to travel on local roads. This also reduces the amount of vehicles movements adjacent to residential areas.
- A single-story compound layout has been selected to avoid any overlooking or overshadowing impacts on nearby residences.
- Windows facing the residents on the southern boundary of the compound would be frosted or otherwise covered to avoid any overlooking of residential areas.
- Vegetation on the southern boundary has been retained where possible to provide some screening between the compound and the residential area.
- Retention of existing residential timber fencing and point source mitigation to be incorporated into the design and operation of the compound reducing noise impact to nearby sensitive receivers where required and reasonably practicable.
- A roof will be installed over the pre-start area to minimise noise from staff activities in this location
- A canteen will be provided on site to reduce the number of vehicle movements in and out of the compound during working shifts.
- The site has previously been used as a depot for DTP. By reusing an existing building, carparks and hardstand areas, the amount of vegetation removal required is reduced. All trees that will remain in the construction site will be protected.
- The waste management area of the compound will be situated away from residents and used during Normal Working Hours where feasible.
- The compound will be connected to mains power, avoiding the need for long term generator operation after the compound has been established. If generators are required to establish the compound or other shorter duration activities, they will be fitted with acoustic treatment to reduce noise.

  Locating the compound buildings and car parking out of the 100-year AEP flood zone and Special Building Overlay.

The Project's CEMP, environmental sub-plans and various EPR-related management plans will be implemented to avoid and minimise impacts at the compound. In addition to the controls identified in the CEMP and environmental sub-plans, Table 5 outlines additional design and siting measures to avoid, minimise, or mitigate the potential impacts to sensitive receptors identified in relation to the Chandler Main compound. Where applicable, these measures will be implemented through the EHBA management plans including the CEMP, environmental sub-plans and various EPR-related management plans also listed in Table 4. These plans will then be enacted by the zone- and site-

specific WEMP governing compound operations that form part of EHBA's Environmental Management System as described in Section 8.

An assessment of potential risk associated with site activities identified key environmental sensitivities, including potential air quality, flora and fauna, traffic generation and surface water impacts that can adversely affect sensitive receptors. Specific control measures to further mitigate these risks are discussed in Section 5.

Table 4: Design and siting measures to reduce Sensitive Uses and Environmental Impacts

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk	Avoided, minimised, or mitigated
Residents: • **Vaughn Crescent** • **Hope Court** • **Grace Court** • **Hutchinson Drive** • **Yarra Boulevard** • **Wiltshire Drive** • **Princess Street** • **Early Street** • **Grandview Terrace**	Establishment works, site clearing, hardstand area preparation, erecting hoardings / noise walls and erecting offices and other buildings.	Noise generated from the compound negatively impacting nearby receptors.	Medium	NV3 NV4	• Existing residential fencing will be retained. • Set site entry and egress points have been located as far from sensitive receptors as practically possible to reduce vehicle noise impacts. • Detailed noise modelling of the compound's impacts has been undertaken, the results of which have informed the required noise controls (more detail on which is shown in section 5). This modelling is verified by the Independent Environmental Auditor (IEA) and documented as part of the Construction Noise and Vibration Management Plan. Selection of plant considers noise impacts and quieter plant is selected (where possible). An example of this would be selections of power generators that are silenced where required for short term use.	Construction Noise and Vibration Management Plan Worksite Environmental Management Plan	Low	Mitigated
		Generation and release of dust or fumes causing air pollution and	Low	AQ1	• Selection of a site that has previously been disturbed and is already partially stabilised with crushed rock	Dust and Air Quality Monitoring and Management Plan Worksite	Low	Mitigated

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk	Avoided, minimised, or mitigated
		potential human health impacts.			and asphalt. Asphalted/sealed roads to minimise dust associated with vehicle movements. • Mud tracking and dust on roads to be minimised through use of stabilised site exits, rumble grids and wheel wash facilities. • Heavy vehicle parking to be focused at eastern end of compound, away from the residential area.	Environmental Management Plan		
		Light spill during the use of the compound office outside of the standard working hours resulting in an impact on sensitive receptors.	Medium	LV2 LV3	• Lighting towers/security lighting will be angled and placed to avoid impact on nearby sensitive receptors. • Site has existing timber fencing adjacent to sensitive receivers, which will help address light spill impacts. Vegetation to be retained where possible to minimise light spill.	Construction Environmental Management Plan Worksite Environmental Management Plan	Low	Mitigated
Noise and Vibration	Movement of onsite staff and construction vehicles and use of equipment	Noise generated from the compound negatively impacting nearby receptors.	Medium	NV3 NV4	The following have been incorporated into the compound design: • Existing timber fencing to be retained. • A roof will cover the pre-start area to minimise noise from staff activities in this area. • The site is connected to	Construction Noise and Vibration Management Plan Worksite Environmental Management Plan	Low	Minimised

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk	Avoided, minimised, or mitigated
					mains power which avoids the need to for long term use of generators for power. • Set site entry and egress points have been located as far from sensitive receptors as practically possible to reduce the number of vehicle movements adjacent to residential areas. • Waste area has been located away from residents on the eastern side of the compound to minimise noise impacts. • Amenity buildings will face away from residents to minimise noise from doors opening and closing • Majority of car parking is located away from adjacent sensitive receivers to reduce to vehicles noise impacts. • Heavy vehicles will park on the eastern side of the compound, which is located further away from residential properties to minimise noise impacts on these residents. • Detailed noise modelling of the compound's impacts has been undertaken, the results of which have informed the required noise controls			

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk	Avoided, minimised, or mitigated
					(more detail on which is shown in section 5). This modelling is verified by the Independent Environmental Auditor (IEA) and documented as part of the Construction Noise and Vibration Management Plan. • Noise levels at the compound will be monitored and noise controls adjusted over time as necessary. • Selection of plant considers noise impacts and quieter plant is selected (where possible). An example of this would be selections of power generators that are silenced.			
	Site access and egress by vehicles (light and heavy)	Traffic congestion and safety hazards, causing potential local traffic delays and incidents.	Medium	T2	• Set site entry and egress points as far from sensitive receptors as practically possible. • Sufficient off-street parking to be established within site boundary and for associated workforce and visitors. • Shared access for sensitive receptors to be maintained. Limit any changes to public transport routes and infrastructure.	Transport Management Plan Worksite Traffic Management Plan	Low	Mitigated
		Noise from vehicles	Medium	NV3	• Set site entry and egress	Construction Noise	Low	Minimised

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk	Avoided, minimised, or mitigated
		disturbing residents adjacent to access roads		NV4	points as far from sensitive receptors as practically possible.	and Vibration Management Plan Transport Management Plan		
	Laydown and stockpiling of materials	Noise generated from the compound negatively impacting nearby receptors.	Low	NV3 NV4	• Any laydown or stockpiles would be located away from residential areasproperties.	Construction Noise and Vibration Management Plan Worksite Environmental Management Plan	Low	Minimised
	Unavoidable works occurring outside of EPR prescribed working hours.	Noise generated from the compound negatively impacting nearby receptors.	Medium	NV3 NV4	• Existing timber fencing to be retained. • A roof will cover the pre-start area to minimise noise from staff activities in this area. • The site is connected to mains power which avoids the need for long term use of generators for power. • Set site entry and egress points have been located as far from sensitive receptors as practically possible. • Waste area has been located away from residents on the southern side of the compound location to minimise noise impacts • Amenity buildings will face away from residential areas to minimise noise from doors opening and closing	Construction Noise and Vibration Management Plan Worksite Environmental Management Plan	Low	Minimised

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk	Avoided, minimised, or mitigated
					• Majority of car parking is located away from adjacent sensitive receivers to reduce to vehicles noise impacts. • Heavy vehicles will park on the eastern side of the compound which is located further away from residential properties to minimise noise on these residents.			
		Light spill during the use of the compound office outside of the standard working hours resulting in an impact on sensitive receptors.	Medium	LV3	• Lighting towers/security lighting will be angled and placed to avoid impact on nearby sensitive receptors. • Site has existing fencing adjacent to sensitive receivers, which will help address light spill impacts. • Vegetation to be retained where possible to minimise light spill.	Construction Environmental Management Plan Worksite Environmental Management Plan	Low	Mitigated
Air quality	Laydown, handling and stockpiling of materials	Generation and release of dust or fumes causing air pollution and potential human health impacts.	Medium	AQ1	• Any laydown or stockpiles would be located away from residential areas. • Heavy vehicle parking to be located at eastern end of compound, away from residential properties.	Dust and Air Quality Monitoring and Management Plan Worksite Environmental Management Plan	Low	Minimised
Surface water quality and flooding	Inappropriate storage of hazardous goods. Uncontrolled	Uncontrolled release of poor-quality water due to the storage of hazardous substances, spoil	Medium	SW1 SW3 SW4 SW5	• The proposed Chandler Main Construction Compound does not encroach into the 100-year AEP flood zone, Land	Surface Water Management Plan Worksite Environmental	Low	Mitigated

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk	Avoided, minimised, or mitigated
	release of water. Spoil stockpiling. Liquid spills. Stormwater retention.	and construction waste resulting from compound flooding; leading to adverse impacts to the flora and fauna in the nearby watercourse.		SW6 SW7 CL1 CL5 FF4	Subject to Inundation Overlay or Special Building Overlay. • The south-east boundary of the compound is located outside an adjacent SBO. • All Hazardous materials will be stored in appropriately self-bunded and ventilated storage containers to ensure any potential of spill is contained within the bund. • Any stockpiles will be kept to a minimum and for short durations	Management Plan Spoil Management Plan		
Groundwater	Liquid spills and stockpile runoff.	Localised groundwater contamination causing adverse changes to groundwater quality leading to ecology and/or community impacts	Low	GW4 FF6	• Works are not expected to encounter or impact groundwater as excavations are not deep enough to encounter groundwater. Residual risk to groundwater is via surface spills or runoff • Chemical and fuel storage minimised at the compound • All Hazardous materials will be stored in appropriately self-bunded and ventilated storage containers to ensure any potential of spill is contained within the bund. • Any stockpiles will be kept to a minimum and for short durations	Groundwater Management Plan Worksite Environmental Management Plan Surface Water Management Plan Spoil Management Plan	Low	Avoided

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk	Avoided, minimised, or mitigated
					• Erosion and sediment control will be managed via the Project's Spoil Management Plan.			
Arboriculture	Site clearing, earthworks and excavation.	Over clearing of vegetation in excess of areas required for compound construction or temporary works facilities. Impacts to Plains Grassy Woodland within the construction compound.	High	AR1 AR2 AR3 FF2	• The site has previously been used as a depot for DTP. By maintaining existing building, carparks and hardstand areas, the amount of vegetation removal required is reduced. • A detailed arborist assessment was undertaken to inform car park design and minimise tree impacts and removals. • All trees that will remain in the construction site will be protected in accordance with the TPZ requirements in the Tree Removal and Protection Plan. • Area of Plains Grassy Woodland will be fenced.	Tree Removal and Protection Plan Worksite Environmental Management Plan	Medium	Minimised
Flora and Fauna	Liquid spills and stockpile runoffs.	Impacts of surface water runoff to adjacent water bodies.	Medium	CL5 FF1 FF4 SW3 SW4 SW5 SW6 SW7	• Chemical and fuel storage minimised • All Hazardous materials will be stored in appropriately self-bunded and ventilated storage containers to ensure any potential of spill is contained within the bund. • Any stockpiles will be kept to	Flora and Fauna Management Plan Surface Water Management Plan Worksite Environmental Management Plan Spoil Management Plan	Low	Mitigated

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk	Avoided, minimised, or mitigated
					a minimum and for short durations. Where stockpiling is required they would be placed as far from drainage pits as is practicable •	Construction Environmental Management Plan		
	Plant, equipment and vehicles; works at night	Lighting impacts to nocturnal species occupying areas adjacent to the compound during night-works. Injury or death cause to fauna species during operations of the compound.	Medium	LV3 FF1	• Grey-Headed Flying Fox habitat is approximately 200m west of the compound and is therefore not expected to be impacted. • There are no EMF No-go Zones in the proximity of the construction compound. • Lighting to be placed to minimise light spill outside the compound.	Construction Environmental Management Plan Worksite Environmental Management Plan	Low	Mitigated
Cultural Heritage and Historic Heritage	Site clearing, earthworks and excavation.	Unexpected discovery, potential disturbance or impact to cultural or historical heritage items.	Low	AH1 HH1 HH2	• The site has previously been used as a depot for DTP. By maintaining existing building, carparks and hardstand areas, the amount of soil disturbance required is minimised. • Compound is within the CHMP 15576 Activity Area and the Project Land, so has been assessed for cultural heritage risk and relevant controls applied. • Siting of the compound avoids known cultural and historic heritage places.	CHMP no.15576 Heritage and Archaeological Management Plan Construction Environmental Management Plan Worksite Environmental Management Plan	Low	Avoided

4.4. Flood Risk and Impacts

The proposed Chandler Main Construction Compound (including all buildings) do not encroach into the 100-year AEP flood zone, Land Subject to Inundation Overlay or Special Building Overlay (SBO).

The south-east boundary of the compound is adjacent to an area of SBO. The flooded extent associated with the SBO area has been checked through creation of a local flood model to assess inflows from an un-named channel upstream of the SBO area, showing there to be no impacts on surrounding property or infrastructure.

Surface runoff from the construction compound was modelled and will discharge to the existing freeway drainage network away from the SBO area, therefore will not impact on the existing flooded extent associated with the SBO area. The northern boundary of the compound is in proximity to the Land Subject to Inundation Overlay and is distanced approximately 22m from the closest edge.

Works will be undertaken under the Surface Water Management Plan in accordance with EPR SW5. Additional flood mitigation measures are included in Table 5 under Surface Water.

4.4.1. Flood Management

The Project aims to protect water catchment values, surface water hydrology and floodways. Pursuant to EPR SW6, 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. Boroondara City Council, Department of Transport and Planning, emergency services).

In consultation with Melbourne Water, EHBA completed the Assessment of Local Flood Impacts at Chandler Main Construction Compound (NEL-WST-NWA-4990-CFM-MEM-0027), as during temporary works design, a flood-prone area was identified immediately east of the proposed Chandler Main Compound. The proposed Chandler Main Compound boundary does not impact the flood-prone area (defined by the 1% AEP Yarra River Model flood extents and an existing Special Building Overlay (SBO)); however, the proposed Chandler Main Compound may have had the potential to impact local overland flooding, which is not adequately represented in the Yarra River Model.

An assessment has been undertaken that determined the Chandler Main Compound design is compliant with EPR SW6. There is no increase in overall flood risk at key locations as there are no increases to flood hazard categories for land uses such as the state arterial roads, private property and parks, reserves and other amenity areas. There are no changes to waterway regimes nor are there significant changes to flood storage characteristics.

Figure 8: Land Subject to Inundation Overlay and Special Building Overlay

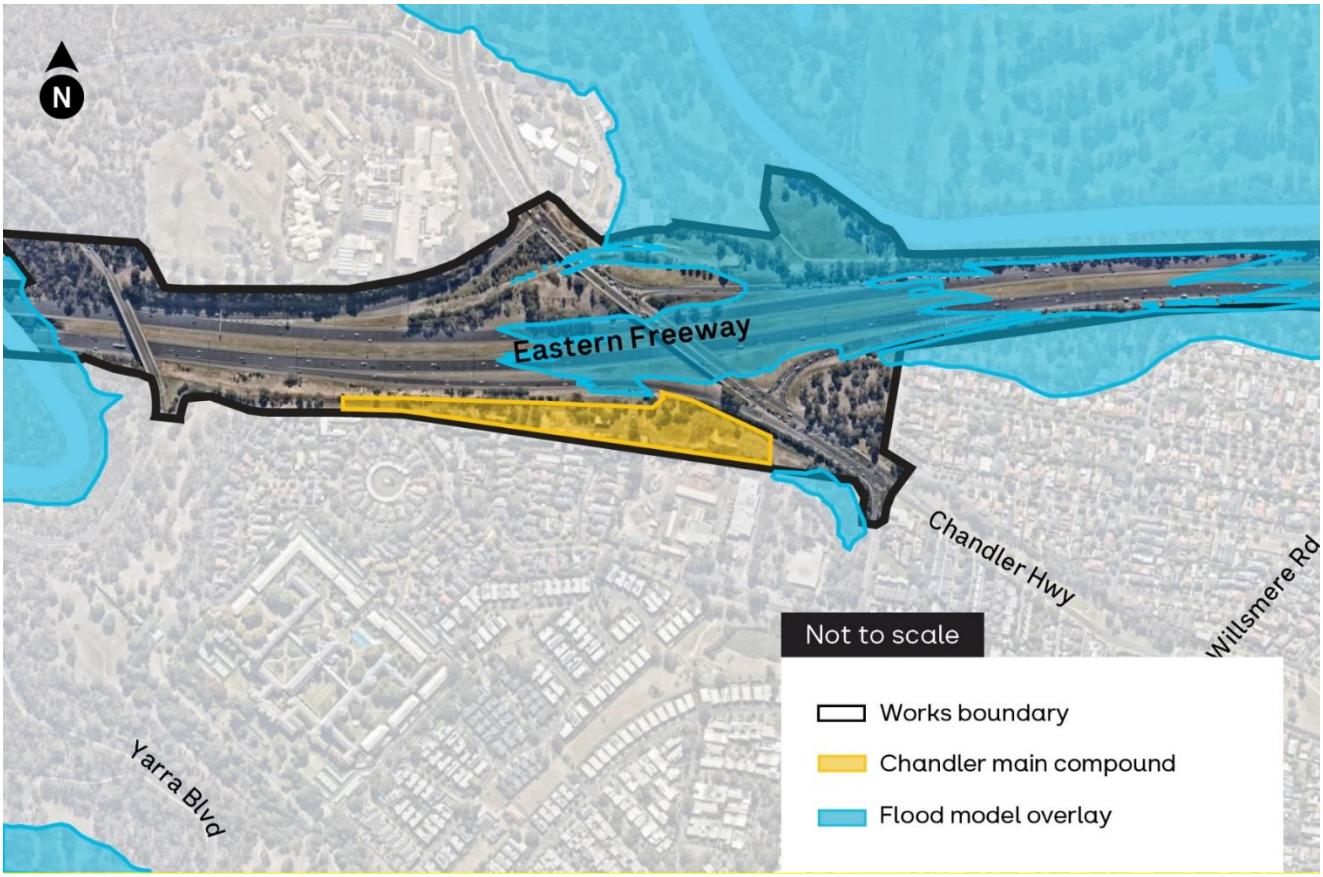


Figure 9: Chandler Main Compound with Flood Modelling Overlay

5. Environmental Controls

From the environmental risk assessment and EPR compliance assessment discussed in Section 4.2, some aspects of the compound have the potential for environmental impacts. Potential risks and controls are discussed further in Table 5.

The control measures will be implemented in accordance with the applicable EHBA management plans including the CEMP and environmental sub plans as indicated in Table 5. These control measures will then be contained in the zone specific WEMP covering the compound operations that forms part of the EHBA Environmental Management System as described in Section 8.

Table 5: Control measures

Potential Risks	Relevant EPRs	Control Measures
Aboriginal Heritage / Historical Heritage		
Unexpected discovery of cultural or historic heritage item, or potential disturbance or damage to any cultural or historic heritage item.	AH1 HH2	• All works shall be managed in accordance with the approved CHMP 15576. EHBA will comply with the CHMP requirements and in consultation with the RAP. • Cultural heritage inductions will be provided for all personnel involved in ground disturbing activities associated with the establishment works for the construction compound. • Notification to the RAP prior to any ground breaking activities. • 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.
Air Quality		
Dust generation causing potential human health impacts. Deposition on buildings and vehicles.	AQ1	Controls will be informed by the Dust and Air Quality Monitoring and Management Plan (DAQMMP) and by further detail in the WEMP. Key dust control measures to minimise impacts include: • Asphalted/sealed roads to minimise dust associated with vehicle movements. • Dust mitigation techniques will be used including water cart to minimise impacts on sensitive receptors. • Real time air quality monitoring to be implemented as per the DAQMMP • Mud tracking and dust on roads to be minimised through use of stabilised site exits, rumble grids and wheel wash facilities. • Use of street sweepers where necessary. • Weather conditions when compound establishment activities occur will reduce the risk of nuisance dust been generated. • Site induction to include project wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart.
Arboriculture / Flora and Fauna		
Impacts to amenity plantings and patches of native vegetation. Impacts on fauna and fauna habitat.	AR1 AR2 AR3 FF1 FF2 FF3	An ecological assessment has been undertaken prior to works commencing: • Determining that a permit under the *Flora and Fauna Guarantee Act 1988* (FFG Act) is not required. • Assessing native vegetation, identifying one native vegetation patch present within the compound. • Determining the compound is not located near known Grey-Headed

Potential Risks	Relevant EPRs	Control Measures
	FF4	Flying-fox habitat.
	FF9	The ecological assessment will be included in the WEMP. There are no EES No-go Zones, and one known native vegetation patch classified under the Ecological Vegetation Class as Plains Grassy Woodland present within the compound's proposed footprint. As such, no impacts to native vegetation will occur. Prior to any disturbance, clearing or grubbing activities in any locations the following must be in place; • An internal Permit to Clear or equivalent (including pre-clearing checklist). Followed by a post-clearing checklist or equivalent. • No-go Zones for significant flora and fauna (if any) must be established and TPZs, fenced/flagged and sign posted prior to commencement of clearing. (FF1, AR2) • A wildlife catcher/spotter with Management Authorisation under the Wildlife Act 1975 needs to conduct a search for any wildlife that may need to be removed and relocated, immediately prior to habitat removal. There are no EMF No-go Zones in the proximity of the construction compound[2]. Any additional No-go Zones established for the construction compound area, such as native vegetation or amenity trees to be retained including the identified patch of Plains Grassy Woodland, are to be fenced. These additional No-go Zones are to be determined by the ecology assessment and shown on the WEMP. Any damage to No-go Zone fencing or signage must be reported to supervisor or Environment Manager immediately. In regard to arboriculture management for the Construction Compound the following documents will be used to outline management procedures and methodologies in compliance with the EPRs: • AR1: Tree Removal Plan • AR2: Tree Protection Plan • AR3: Tree Canopy and Replacement Plan • CEMP A detailed arborist assessment has been undertaken prior to works commencing, determining the exact extent of tree impacts due to the Construction Compound. All tree removals as per the Tree Removal Plan are to be approved by the State. Coordination of tree removal will be undertaken between the site works team, Project Environmental Representative, and a qualified arborist to ensure that tree removal is minimised during the site compound setup works. Records will be maintained for any removals in order to meet EPR AR1. All trees that will remain in the construction site will be protected in accordance with the TPZ requirements in the Tree Protection Plan. Tree Protection Fencing where required is to be installed in accordance with AS 4970-2009 Protection of trees on development sites and the

[2] Flying Fox camp EMF No Go Zone is located approximately 200m to the west of the Chandler Main compound. This will be managed under environmental management plans for the relevant permanent Project works in accordance with the EMF.

Potential Risks	Relevant EPRs	Control Measures
		following methodology: • To the extent agreed to with the Environment Team and or the Project Arborist. • Constructed from 1.8m temporary fence panels or paraweb fencing that is secured to metal pickets using fencing wire or similar. • Braced as required to provide an adequately robust structure, and signage used to designate area as TPZ/No Go Zone. Controls will be informed by management plans required by the EPR (Table 5) and included in further detail in the WEMP. • Further ground truthing and survey work is required to refine tree impacts; a project arborist is to be engaged to identify trees for retention and removal on-site. • Utilise porous surfaces wherever possible to limit impacts to tree roots. • Project Arborist to supervise any works including installing crib huts under tree canopies. • The compound is located within the footprint of a previously used DTP depot which will be returned to its current state, therefore there will be no long-term impact as the result of this selected location. • Established Tree (and/or vegetation) Protection Zone (TPZ), fencing in accordance with the Tree Protection Plan. Establish no go zones to restrict access to environmentally and culturally significant areas.
Business		
Amenity impacts on businesses impacted by the Compound. Damage to utility assets. Impacts to nearby businesses.	B7	• Participation in business liaison groups outlining the program and works for the compound for notification purposes. • Protect or, where required, relocate utility assets to the reasonable satisfaction of the service provider and/or asset owners.
Contamination and Soil		
Adverse impacts arising from storage of hazardous goods storage.	CL1 CL3 CL5	• All Hazardous materials will be stored in appropriately self-bunded and ventilated storage containers to ensure any potential of spill is contained within the bund. • Spill Kits and relevant SDS will be available at the location of each Hazchem storage container • Undertake works in accordance with the Victorian Work Safe Authority and AS 1940:2017 Storage Handling of Flammable and Combustible Liquids
Landscape and Visual		
Light spill during the use of compound office outside of the standard working hours resulting in impact on sensitive receptors.	LV2 LV3	• Where the compound is in operation outside standard hours, lighting towers/security lighting will be angled and placed to avoid impact on nearby sensitive receptors. • Perimeter fencing/hoarding to be installed around the Chandler Compound, particularly adjacent to sensitive receivers. • Vegetation to be retained where possible to minimise light spill.
Noise and Vibration		
Nuisance noise generated by	NV1	**Noise Modelling** Noise modelling will be conducted for the Construction Compound as per

Potential Risks	Relevant EPRs	Control Measures
operation of the compound. Community concern/complaint. Noise impact from morning pre-starts. The compound will likely operate outside standard hours.	NV3 NV4 NV8 NV9 NV10 NV14	the CNVMP considering the following factors: • Whether or not there is natural shielding between the works and nearest receptors. • Whether the use of multiple plant items simultaneously is proposed. • The existing level of ambient noise in the receiving environment. • Whether or not night-works will occur at the location. • Duration of works; e.g. is it likely that a receptor will experience multiple days/nights of exposure to noise from a site? • Whether use of high impact plant/activities (piling, pipe jacking, hammering, auger, vibratory roller, other tunnelling equipment, generators, excavation, rattle gun, compaction etc.) are proposed at the site. The aim of the construction noise modelling is to determine whether predicted noise levels will exceed Noise Management Levels for site scenarios and the expected level of exceedance. The noise model outputs shall be used to inform of any additional mitigations that should be implemented. Noise mitigations and controls are outlined in the CNVMP based on the findings of noise models. **Noise Monitoring** Based on the results from the noise modelling, noise monitoring will be undertaken during works at select locations. These locations are to include the closest sensitive receptors that will be impacted by the works. Noise monitoring results shall be used to validate the model, inform actions, mitigations and controls as required and results will be provided to NELP for review as requested or required, on a regular basis. Throughout the duration of the project noise monitoring will be undertaken during the following instances: • In response to community enquiries: Noise monitoring may be undertaken in response to noise related complaints/enquiries to determine compliance with the construction noise limits as specified in Environment Protection Authority Victoria (EPA) Publication 1834: Civil construction, building and demolition guide. • Out of hours works and checking against noise modelling set for the project: Where scheduled works are outside of normal construction hours and unavoidable works, noise monitoring will be performed to check against background noise levels or against desktop noise modelling predictions. • Construction spot checks: Construction spot check will be undertaken sporadically, during both day and night works, using a hand-held noise meter or a tripod setup with a noise meter. **Noise Mitigation Measures** As per CNVMP, noise is to be minimised as much as reasonably possible throughout all construction works. As a result, the following noise controls will be implemented where reasonable throughout all compound setup and operations. • Site inductions – environmental inductions shall include introduction to noise limits and controls, hours of work, locations of sensitive receptors. • Set site entry and egress points as far from sensitive receptors as practically possible. • Behavioural practices – toolbox training to encourage the minimisation of noisy behaviour including shouting or loud radios, no dropping materials from height and slamming of door. • Selection of plant considers noise impacts and quieter plant is selected (where possible). There are few options available to do so for the

Potential Risks	Relevant EPRs	Control Measures
		compound setup and operations as there is not a significant amount of plant to be used. An example of this would be selections of power generators that are silenced. • Avoid using plant and equipment simultaneously adjacent to sensitive receptors where reasonably practical. The combined noise/vibration levels could be significantly less when sources operate separately. • Letter drops and or door knocks, where appropriate, to notify receptors of potentially noisy upcoming works, where impacts are expected to be audible, and to discuss proposed mitigation. Additional noise management controls are available as per CNVMP. Controls will be informed by management plans required by the EPR (Table 5) and included in further detail in the WEMP. • All works shall meet noise guideline target levels within NV3. • If unavoidable works are required, the process as outlined in Section 3.2.3 of the CCP is to be followed. • Out of hours works and checking against noise modelling set for the project: Where scheduled works are outside of normal construction hours and unavoidable works, noise monitoring will be performed to check against background noise levels or against desktop noise modelling predictions if required. • Further pre-construction assessment to be undertaken to assess construction related noise in combination with compound operation. • Trucks will enter and exit from site using approved roads. Most works will occur during approved working (daytime) hours. • Residents will be advised through works notifications of requirements for night works. • Noise monitoring will take place during night works. • EHBA has a respite and relocation policy in place to support residents through works taking place outside approved hours/for unavoidable works. • Additional mitigation measures will be established based on noise modelling results for compound operating conditions to nearby receivers. This could include hoarding, double glazing of windows and compound reconfigurations. • Workers will be inducted and trained through ongoing pre-starts and toolbox talks about behaviour expectations to minimise impacts on neighbours.
Surface Water		
Adverse impacts to water quality. Adverse impacts to aquatic flora and fauna. Disturbance of watercourse stability, waterway modification. Uncontrolled release of poor quality water (turbid, high/low pH, other).	SW1 SW3 SW4 SW5 SW6	The proposed Chandler Main Construction Compound (including all buildings) do not encroach into the 100-year AEP flood zone, Land Subject to Inundation Overlay or Special Building Overlay (Figure 8: Land Subject to Inundation Overlay and Special Building Overlay and Figure 9: Chandler Main Compound with Flood Modelling Overlay). The south-east boundary of the compound is adjacent to an area of SBO. The flooded extent associated with the SBO area has been checked through creation of a local flood model to model inflows from an un-named channel upstream of the SBO area, showing there to be no impacts on surrounding property or infrastructure. Surface runoff from the construction compound was modelled and will discharge to the existing freeway drainage network away from the SBO area, therefore will not impact on the existing flooded extent associated with the SBO area.

Potential Risks	Relevant EPRs	Control Measures
		Works will be undertaken under the Surface Water Management Plan (SWMP) in accordance with EPR SW5. Controls in the SWMP be included in further detail in the WEMP. Key controls for the compound include: • All site entry drainage within the compound footprint to be protected with appropriate sediment controls: – Drainage, erosion, and sediment controls to be in place prior to ground disturbance activities. – Minimise exposed soil and ground disturbance. – Avoid stockpiling near live drainage inlets and nearby waterways. – Visual checks of erosion and sediment controls and nearby waterways post rainfall events exceeding 20mm. – Geofabric or equivalent materials will be readily available for deployment around material stockpiles that cannot be relocated during a flood event. – Managing mud on roads using stabilised exits (e.g. crushed rock, shaker grids, wheel wash) and regular sweeping, reporting build up immediately. • Water quality testing will be completed for any surface water that requires discharge offsite, including any sediment basins or water treatment plants that are set up for the compound. – Water quality must meet parameters for discharge as outlined in the SWMP. – A permit to discharge water is required from the Environment and EPR Manager or approved delegate to pump off water that meets criteria. • Temporary hoarding and fencing will be constructed with gaps and flaps above existing ground level to maintain overland flow path under the hoarding. • Run-off on site to be managed to prevent any water draining directly into nearby waterbodies, passing through silt socks, guard dogs or something similar before entering stormwater side entry pits. • All dangerous goods and chemicals are to be stored in bunded containers clearly labelled on site. Chemical storage to be located outside of 100-year AEP flood extent. • No permanent stockpile locations will exist within the Chandler compound. • Spill kits will be located as outlined per the WEMP. • 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.
Land Use Planning		
Land use impact to residents.	LP1 LP2 LP4	• Areas inside the Project Land will be utilised to minimise land use impacts. • Multiple ingress and egress options are being considered to attempt to minimise impacts of traffic on the public.
Social and Community		
Impacts on formal active recreation, education and other facilities including	SC1 SC2 SC3	• Consultation with sensitive receptors, residents, local Council and attending Business Liaison Groups (B8). • The Business Disruption Mitigation Plan is developed (B1) with

Potential Risks	Relevant EPRs	Control Measures
child care centres.	SC4 SC8	consideration of sensitive users.
Sustainability and Climate Change		
Environmental impacts associated with waste facilities at the compound. Environmental impacts associated with resource consumption. Greenhouse gas emissions from electricity use Water supply impacts through potable water.	SCC1 SCC2 SCC4 SCC5	• Any concrete slabs used for the compounds will have a minimum 30% cement reduction, with a target of 50%, depending on strength development requirements. • Project has a target of 60% office waste diversion. • Existing rainwater tanks to be utilised for compound operations. • Connecting the Construction Compound to electrical mains and purchasing green power. • A Sustainability Management Plan will be prepared in accordance with SCC1 and will provide management procedure to comply with SCC4 and SCC5. • Suitable and sufficient receptacles (bins, skips, tanks, etc.) provided at the compound to facilitate correct segregation of waste. All receptacles to be labelled and used correctly to avoid contamination. • No overfilling of bins on site, regularly scheduled waste disposal. • Include sustainability opportunities that contribute towards EHBA's sustainability targets associated with the compound facilities including car parks and concrete walkways (e.g., recycled asphalt pavement, recycled content (excluding RAP), absolute reduction in material use for pavement, use of carbon neutral or low-carbon products), Site offices – opportunity for achieving ISv2.1 WFS-4 Sustainable Site Facilities credit. • The Project will investigate installation of electric vehicle charging infrastructure considering the capacity of the point of supply, the electrical installation costs (governed by trenching distance), number of electric vehicles forecast in the fleet, charging rates and usage profiles.
Traffic and Transport		
Impacts to the community in relation to pedestrian and cyclist infrastructure, shared user pathways, public transport routes. parking and access to local roads. Impacts to operational capacity of the local road network and intersections	T2 T3	A Worksite Traffic Management Plan (WTMP) and supporting drawings will be developed in accordance with EPR T2 addressing the traffic engineering characteristics of each compound, with due consideration to all modes of movement, access arrangements, car parking, construction vehicle movement, pedestrian and cyclist infrastructure and public transport provisions. A Traffic Impact Assessment (TIA) will further support the documentation investigating impact to the operational capacity of the adjacent road network along with the abovementioned considerations. This documentation will be subject to review and approval by the Relevant Road Authorities under the Road Management Act 2004 and will be approved prior to commencement of establishment of the compound. Controls will be informed by management plans Required by the EPR (Table 5) and included in further detail in the WEMP. • Sufficient off-street parking to be established within site boundary and for associated workforce and visitors. • Shared access for sensitive receptors to be maintained. • Worksite Traffic Management Plans (WTMPs) detailing site layout and any impacts to amenity will be subject to review and approval by the Responsible Road Authority. • WTMPs illustrating changes to the road network operational capacity will be supported by traffic analysis where relevant • Limit any changes to public transport routes and infrastructure • Site inductions will detail impacts of construction traffic on the local

Potential Risks	Relevant EPRs	Control Measures
		community. Parking in residential streets and business surrounding the site will not be permitted. Staff will be encouraged to use public transport. • Existing pedestrian and cyclist arrangements to be maintained or alternate arrangement implemented as approved by the Relevant Road Authority. • Project communications strategy will keep community informed of forthcoming changes.
Traffic monitoring	T5	PRS requirements stipulate the use of Mooven software to conduct live monitoring of the network for wider project reporting requirements. Further Standard operating Procedures call for monitoring and review to be conducted under video and observational platforms.

6. Site Demobilisation and Reinstatement

The compound will be demobilised and reinstated at the end of the Project or once site activities are completed, projected to occur in Q3 2028. Any land temporarily occupied will be restored to original condition and or as agreed in consultation with NEL (and any respective stakeholders) prior to completion of the works in Q3 2028. As the compound's footprint is located outside a permanent works area, the compound will be demobilised and the site handed back to DTP in accordance with the approved Urban Design Landscape Plan.

Where temporary materials from the compound are removed from site, options to reuse or recycle materials will be considered.

7. Communications Strategy

7.1. Stakeholder and Community Engagement Approach

The consultation area was agreed through discussion of requirements between EHBA and NELP with feedback provided by City of Boroondara Council also incorporated.

EHBA has consulted with adjacent property owners to seek feedback on the proposed use of the compound and proposed mitigation strategies.

The consultation process included:

- Targeted doorknocks to properties adjacent to the compound area and up to 50m from the compound boundary.
- One-on-one meetings with Endeavour Foundation Business Solutions, City of Boroondara Council and Walter Eliza Hall Institute (at DHHS property).
- Letterbox drops to properties within 200m from the compound boundary, with link to online feedback form.

Previously, community consultation occurred during the Environmental Effects Statement phase with the Chandler compound identified as a potential compound location in the EES.

Figure 10: Map showing distribution area within 200m of the Chandler Main compound

Door knocks

Door knocks will be undertaken for residents within 50m of the compound in the following streets

- Vaughan Crescent (11)
- Hope Court (24)
- Grace Court (12)
- Wiltshire Drive (6)
- O'Brien Court (8)

In addition, door knocks will be undertaken with the following businesses:

- WEHI (Walter and Eliza Hall Institute)
- Endeavour Foundation
- United Petroleum
- City of Boroondara Council Depot

Figure 11: Map showing door knocks within 50m of Chandler Main compound

EHBA engaged with stakeholders outlined in Table 6 during the Chandler Compound consultation period

Table 6: Summary of stakeholder engagement

Residents	Traders	Government stakeholders
• Vaughn Crescent • Hope Court • Grace Court • Hutchinson Drive • Yarra Boulevard • Wiltshire Drive • Princess Street • Earl Street • Grandview Terrace • Princess Street • Community Liaison Groups • Business Liaison Groups	• The Royal Talbot Rehabilitation Centre • Guide Dogs Victoria • Boroondara Parks and Garden Depot and Recycling Centre • Endeavour Foundation Business Solutions • United Petroleum	• City of Boroondara Council • Parks Victoria • Heritage Victoria • Melbourne Water • Department of Transport and Planning • Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation

To maximise engagement with residents, EHBA also sent the notification to relevant body corps and real estate agents with listings in the distribution area:

- Hive Strata at 16 Grace Court.
- MICM at 13 Hope Court.
- Willsmere residential estate.

The following information was shared with stakeholders as part of the compound consultation:

- The compound will support EHBA 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, visitor information centre and waste and recycling facilities.

- The site 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 vehicles, and trucks in the area when work commences.
- EHBA will implement mitigations such as hoardings, light shields, concrete/asphalt/sealed areas to control the impacts as far as practicable.

The following information will be shared with stakeholders as part of the compound establishment consultation, once ministerial approval is obtained:

The compound will enable EHBA construction works in the area.

- It will also support our workers by providing amenities and facilities, as well as an office, access roads, hardstands for compound buildings and car parking, laydown and storage areas, 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, construction vehicles, and trucks in the area when work commences.
- EHBA 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.
- Impacts of the construction works outside of the compound will be managed through a WEMP.

7.2. Community Contact Points

Stakeholders and residents are able to speak with members of the project team by contacting the Big Build Contact Centre 24 hours, seven days a week on 1800 105 105 or via a visit to the Watsonia Hub on Watsonia Road, Monday to Friday, 10am – 5pm.

Following completion of the EHBA visitor information centre located at the Chandler Compound, stakeholders and residents are able to speak to the project team by visiting during opening hours (to be confirmed) or by appointment.

7.3. Enquiry and Complaints 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.

VIDA Roads' 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 VIDA Roads guidelines and processes.

Table 7: 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	EHBA 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 Stakeholder Engagement Team Functional Manager(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 EHBA 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 EHBA with a 'For your information' event assigned. Where a case cannot be resolved immediately, the Big Build Contact Centre will refer the case to EHBA for action and response. Where a complaint or enquiry cannot be resolved on the spot, EHBA Head of Communications and Stakeholder 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 EHBA team as well as	Communications and Stakeholder Engagement Team Functional Manager(s)	Monthly report of all enquiries and complaints. Maintain all correspondence in Consultation Manager

	considering possible remedies for the complaint (which might include an explanation or an apology) • Providing a response within the required timeframes.		

8. EHBA Environmental Management System and Plans

EHBA has prepared documentation to manage environmental aspects of works in accordance with the Environmental Management System and Environmental Performance Requirements. The Independent Environmental Auditor reviews and verifies these plans as compliant prior to works commencing, and confirms their adequacy in meeting environmental objectives through regular auditing.

8.1. Environmental Management System

EHBA maintains an Integrated Management System certified for quality, safety and environmental management in relation to internation standards ISO 9001 (Quality), ISO 45001 (Safety), and to ISO14001 specific to Environment Management Systems (EMS).

The EMS follows the standard Plan-Do-Check-Act approach to environmental management:

- Plan: Establish environmental objectives and processes necessary to deliver the Project in accordance with the NEL EPRs. This process ensures the environmental objectives of VIDA Roads and EHBA are aligned through all phases of the Project.
- Do: Execute the Project as planned and in accordance with the NEL EPRs.
- Check: Monitor the processes and procedures against the objectives and targets and report findings and recommendations.
- Improve: Update processes in response to monitoring activities, nonconformances and recommendations. Continual improvement in environmental performance is achieved through constant measurement and evaluation, audit and review of the effectiveness of environmental management measures and adjusting as required to improve environmental outcomes.

EHBA's EMS for the Project comprises a hierarchy of the EHBA Environmental Strategy, Construction Environmental Management Plan (CEMP) and sub-plans, Worksite Environmental Management Plans (WEMPs) and environmental procedures to effectively mitigate risk and monitor environmental performance and compliance at every level of construction.

8.2. Environmental Strategy

The Environmental Strategy outlines the approach to be implemented to ensure compliance with the NEL Project environmental requirements including relevant legislation, project approvals, approval conditions and relevant EPRs that will be implemented through the CEMP and associated environmental management documents.

The purpose of the Environmental Strategy, specifically in relation to this CCP, is to provide:

- A summary of key approvals to be complied with.
- The EPRs applicable to the NEL Project and how these are complied with, including proposed actions, consultation, proposed management plans and compliance evidence (summary is provided in Table 4 and Table 5 of this CCP).
- An overview of the management documents that will be prepared to support the implementation of this CCP and other environmental documentation.

8.3. Construction Environmental Management Plan

The EHBA CEMP has been prepared to manage the environmental risks from activities involved in the construction of the Project. All works within this CCP shall occur in accordance with the CEMP.

The CEMP includes environmental management sub plans that detail the measures that will be employed by the Western Package to address the applicable EPRs for environmental management during construction. The environmental management requirements of the CEMP and associated subplans will be expressed by the implementation of the WEMP, addressing and managing relevant localised EPR requirements of the construction compound.

8.4. Worksite Environmental Management Plan

The WEMP will cover the Chandler Main compound and the relate construction activities supported by the compound. Implementation of the WEMP is supplemented by EHBA environmental management procedures. These procedures include inspection checklists that will be applied to monitor the installation, operation and maintenance of environmental controls for each construction compound in accordance with CEMP environmental controls, mitigation measures and environmental management sub-plans, monitoring compliance of applicable EPRs.

Throughout the construction of the Eastern Freeway Upgrades, project environmental monitoring, auditing and performance reporting shall be conducted in accordance with requirements prescribed by the CEMP.

9. Review

A EHBA internal review of this Plan will be conducted as required or when specifically directed by VIDA Roads or when there is a major change in compound facilities and/or operations that arises increased environmental risk. This is to ensure consistency of the works with the details and management procedures outlined in this Plan.

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

Appendices

List of Relevant Appendices	
Appendix No.	**Appendix Title**
Appendix A	Detailed Compound Layout Plans
Appendix B	Detailed EPRs Relevant to this CCP
Appendix C	IEA Verification
Appendix D	Letter to Residents
Appendix E	Ministerial Approval

Appendix A. Detailed Compound Layout Plans

N

Gend. Neutral Shower Change 6x3m

Community Hub / Induction Room (Exisiting Building)

Office 24 x 27m

Office 15x30m

Office 12x18m

First Aid 6x3m

Canteen 9.6x6m

Office 6x3m

Pre Start Area (Covered)

Crib Room Hire 12x33m

Male Toilet 6x3m

Male Toilet 6x3m

Male Shower Change 12x3m

Male Toilet 6x3m

Male Shower Change 12x3m

Storage Area & Spill Kit 12x12m

Meeting Room 6x3m

Female Change 6x3m

Female Toilet 6x3m

HOPE COURT

Female Toilet 6x3m

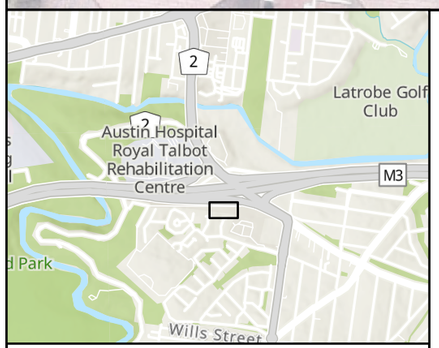
DDA Toilet 3x3m

Gend. Neutral Female Toilet 6x3m

Cleaning 3x3m

Health & Safety Room 6x3m

GRACE COURT



SRS: GDA 1994 MGA Zone 55

- Project Area
- Amenities
- Community Hub
- Crib
- First Aid
- Office Facilities
- Pre-Start Area
- Storage Area & Spill Kit

Page: 1/1

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BIG BUILD EASTERN FREEWAY

Eastern Freeway
Hoddle to Burke Alliance

Title - Indicative Compound Layout Plan

0 3 6 9 12m

Scale at A3 1:400

Project Name - Eastern Freeway Upgrades: Hoddle to Burke

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N

EASTERN FREEWAY

CHANDLER-EASTERN IN RAMP ON

Existing mesh fencing retained to protect trees

Light vehicle parking area

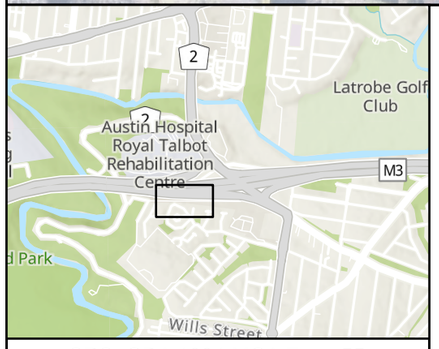
Existing car park to be retained and trees protected as per WEMP

VAUGHAN CRESCENT

Tree protection fencing to be installed as per WEMP

Turnaround bays

HOPE COURT



SRS: GDA 1994 MGA Zone 55

- Tree Protection Area
- Parcel Boundary
- Project Area

Design

- Parking
- Road Works
- Turnaround Bays

Page: 1/1

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BIG BUILD EASTERN FREEWAY

Eastern Freeway
Hoddle to Burke Alliance

Title - Temporary Car Park - Chandler Highway Compound - General Arrangement Plan - 1 - Indicative Only

0 6 12 18 24 m

Scale at A3 1:800

Project Name - Eastern Freeway Upgrades: Hoddle to Burke

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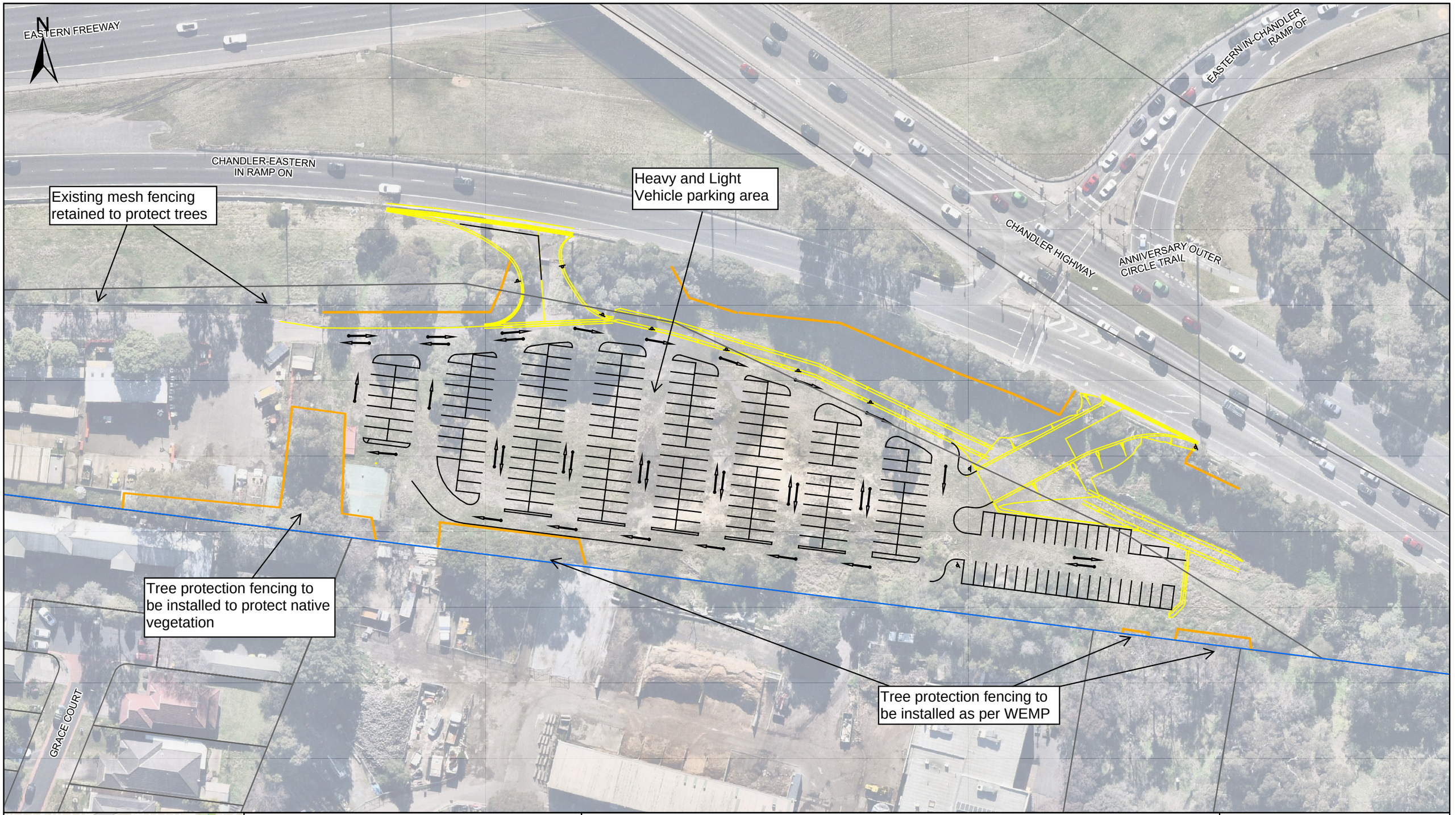

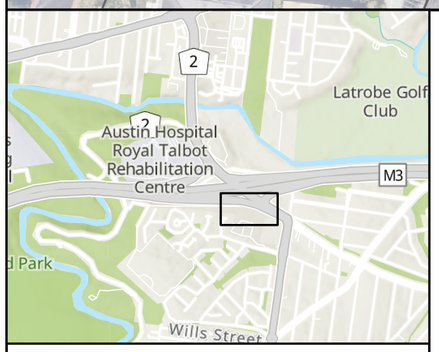

SRS: GDA 1994 MGA Zone 55

- Tree Protection Area
- Parcel Boundary
- Project Area

Design

- Parking
- Road Works

Page: 1/1

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BIG BUILD EASTERN FREEWAY

Eastern Freeway
Hoddle to Burke Alliance

Title - Temporary Car Park - Chandler Highway Compound - General Arrangement Plan - 2 - Indicative Only

0 6 12 18 24m

Scale at A3 1:800

Project Name - Eastern Freeway Upgrades: Hoddle to Burke

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Appendix B. Detailed EPRs Relevant to this CCP

Relevant EPRs		EHBA approach to addressing relevant requirements of the EPRs
EPR Code	**Detailed Description**	
EMF1	**Deliver project in general accordance with an Environmental Management System** Develop, implement and maintain an Environmental Management System (EMS) that conforms to Australian Standard AS/NZS ISO 14001:2015 Environmental Management Systems – requirements with guidance for use through design, construction and operation of North East Link.	EBHA maintains an EMS in relation to international standard ISO14001. The EBHA EMS is described in Section 8.
EMF2	**Deliver project in accordance with an Environmental Strategy and Management Plans** Prepare and implement an Environmental Strategy, Construction Environmental Management Plan (CEMP), Worksite Environmental Management Plans (WEMPs), Operation Environmental Management Plan (OEMP) (operator only) and other plans as required by the Environmental Performance Requirements (EPRs) and in accordance with the Environmental Management Framework (EMF). The Environmental Strategy, CEMP, WEMPs and OEMP must be developed in consultation with relevant stakeholders as listed in the EMF and as required by NELP or under any statutory approvals. The CEMP must be prepared with reference to best practice and EPA Publication 1834, Civil construction, building and demolition guide.	EHBA has developed an Environmental Strategy and management plans in accordance with the EPRs as part of the EHBA EMS described in Section 8. Mitigation of noise and environmental impacts to land, surface water and air are incorporated the CEMP and environmental sub plans in accordance with the EPRs and the EPA Victoria Civil construction, building and demolition guide 1834, and the General Environmental Duty (GED) under the Environment Protection Act 2017.
EMF3	**Audit and report on environmental compliance** Appoint an Independent Environmental Auditor (IEA) to: • Review the Environmental Strategy, CEMP, WEMPs, OEMP and other plans required by the EPRs for compliance with the EMF and the EPRs • Undertake environmental audits of compliance with and implementation of the EPRs and the Environmental Strategy, CEMP, WEMPs, OEMP and other plans required by the EPRs. The IEA must include persons with expertise, based on qualifications and experience, appropriate to allow the roles specified for the IEA in the EMF to be properly carried out; including a person(s) appointed by the EPA as an environmental auditor for contaminated soil and groundwater given the potential risk of acid sulfate soils, and to	VIDA will appoint the IEA for review and verification activities for Alliance documentation and performance. The IEA will undertake environmental audits of compliance with and implementation of the CCP and relevant management plans. Further details on the IEA are

	ensure that there is no risk of vapour or gas intrusion from former landfills. Audits must occur during construction and for five years after opening of North East Link, or as otherwise agreed with the Minister for Planning. A six monthly summary report must be provided to the Minister for Planning that summarises the findings of audits carried out during the reporting period. A close-out report must be provided to the Minister for Planning at the conclusion of the auditing and reporting period. The summary reports must be made publicly available on a project website for the period of construction and a minimum of five years after opening of North East Link.	provided in Section 1.1.3.
EMF4	**Complaints Management System** Prior to the commencement of works a process for recording, managing, and resolving complaints received from affected stakeholders must be developed and implemented. The complaints management arrangements must be consistent with Australian Standard AS/NZS 100002: 2014 Guidelines for Complaints Management in Organisations. The complaints management system must be consistent with the Communications and Community Engagement Plan required under EPR SC3.	EHBA complaints procedures are developed in accordance with AS/NZS 10002-2014 Guidelines for complaint management in organisations, as part of the EHBA Communications and Community Engagement Plan. Further details on complaints management are provided in Section 7.3.
AH1	**Comply with the Cultural Heritage Management Plan** Implement and comply with the Cultural Heritage Management Plan (CHMP) approved under the Aboriginal Heritage Act 2006.	VIDA Roads has obtained the Cultural Heritage Management Plan (CHMP) 15576 for the NEL. EHBA has incorporated the management requirements to comply with the approved CHMP No 15576 as part of EHBA Construction Environmental Management Plan (CEMP).
AQ1	**Implement a Dust and Air Quality Management and Monitoring Plan to minimise air quality impacts during construction** Prepare and implement a Dust and Air Quality Management and Monitoring Plan(s), in consultation with EPA, which sets out best practice measures and controls to minimise and monitor impacts on air quality during construction. The plan(s) must: • Set out how the project will monitor and control the emission of smoke, dust, fumes, odour and other pollution into	The EHBA Dust and Air Quality Management and Monitoring Sub-Plan details the overarching management methods and controls in relation to dust and air quality. The activities within the construction

	the atmosphere during construction using best practice measures with reference to EPA Publication 1834, Civil construction, building and demolition guide. • Identify the main sources of dust and airborne pollutants, and the location of sensitive land uses relevant to each construction area. • Describe the monitoring requirements for each construction area including real-time particulate matter monitoring to manage dust control where deemed to be required, and with reference to sensitive receptors and utilising consistent and common monitoring equipment across the project. • Describe the air quality triggers for investigation, the mitigation measures, and the processes for implementing appropriate controls.	compound will adhere to the management plan. The Dust and Air Quality Management and Monitoring Sub-Plan provides the guidance to inform the definitive dust and air quality requirements and the management and mitigation measures in the WEMP for the compound.
AR1	**Develop and implement a Tree Removal Plan** Develop and implement a Tree Removal Plan, as part of the CEMP, that identifies all trees within the project boundary and includes: • Trees to be removed or retained as part of the works • Confirmation of the condition and arboricultural value of the amenity trees to be removed • The canopy area of all trees to be removed • The procedure for tree removal that addresses the requirements of EPR FF1, EPR FF2 and EPR FF5. Tree retention must be maximised to the extent practicable through detailed design and selection of construction methods to minimise canopy loss, and in accordance with EPR FF1, including by retaining trees where practicable and minimising potential impacts to trees. Arboricultural assessments are to verify existing details and inform the detailed design, Tree Removal Plan and Tree Canopy Replacement Plan (required by EPR AR3) in order to maximise tree retention and long-term viability of amenity plantings in accordance with Australian Standard AS4970:2009 Protection of Trees on Development Sites. The Tree Removal Plan must be informed by a pre-construction site assessment to confirm the area and number of trees and other vegetation proposed to be impacted. Trees to be retained must be protected in accordance with EPR AR2. Vegetation removal is to occur in a staged manner with removal only occurring once necessary for the current stage of works. The area and number of trees and other vegetation actually removed is to be confirmed through a post-construction assessment.	The EHBA Tree Removal and Protection Management Plan provides the guidance to inform the definitive tree removal and protection requirements in the WEMP for the site.
AR2	**Implement a Tree Protection Plan(s) to protect trees to be retained** The CEMP must include a Tree Protection Plan(s), which is to be developed and implemented in accordance with Australian Standard AS4970-2009 Protection of Trees on Development Sites. The Tree Protection Plan(s) must provide details of any tree protection actions that will ensure that trees proposed to be retained are adequately protected from the impact of construction or related activities, prior to those works being undertaken.	The EHBA Tree Removal and Protection Management Plan details measures to manage trees that are to be retained on site for construction of the Project. The Plan will be

	Tree Protection Plans must be prepared based on detailed construction drawings and surveyed tree locations. Trees subject to protection must be monitored for a three-year period following completion of construction works in that location to assess ongoing viability, with maintenance or replacement of stressed or damaged specimens to be undertaken	prepared based on detailed construction drawings and surveyed tree locations. The Tree Removal and Protection Management Plan provides the guidance to inform the definitive tree protection requirements in the WEMP for the site.
AR3	**Implement a Tree Canopy Replacement Plan** Develop and implement a Tree Canopy Replacement Plan to replace the canopy of native vegetation and amenity plantings removed as a result of the project and achieve a net gain in tree canopy cover by 2045. The plan must: • Show the location, size (including canopy spread) and species of replacement trees, in consultation with councils and other relevant land managers. • Specify requirements to support the long-term viability of all replacement plantings including appropriate soil requirements, establishment works and ongoing maintenance. • Maintain at least a ratio of 2:1 for replacement of amenity plantings • Replanting should generally follow the hierarchy of: – Within the North East Link Project boundary - as first priority, in locations in close proximity to where trees are removed – Outside the Project boundary and within 400m walking catchment from where trees are removed – Within Victorian Government and local Council land within the municipalities of Manningham, Boroondara, Nillumbik, Yarra, Whitehorse and Banyule outside the Project boundary. – Within the wider north east area of metropolitan Melbourne outside the Project boundary, if required. Note: all locations selected must provide for long-term tree growth • Within the project boundary, include understorey plantings in addition to the tree canopy replacement plantings where feasible in consultation with Councils and/or the land manager • Specify requirements for the ongoing responsibility for maintenance and monitoring of the Tree Canopy Replacement Plan. The replacement planting should commence as soon as possible and in stages, once tree removal extent is confirmed and suitable replacement sites have been determined in consultation with relevant councils and authorities. A post-construction assessment is to be undertaken to confirm extent of tree removal and that the Tree Canopy Replacement Plan will achieve the net gain target set out above.	The EHBA Tree Canopy Replacement Sub-Plan will include measures to maximise tree canopy replacement within the Project. Requirements will be addressed by EHBA in including locations selected to provide long term tree growth, and requirements for ongoing responsibility for maintenance and monitoring of the Plan. Definitive tree canopy replacement relevant to the Compound will be outlined in the WEMP. VIDA Roads will manage tree canopy replacement works for areas outside the Project boundary.

FF1	**Avoid and minimise impacts on fauna and flora** The CEMP must include requirements and methods for avoiding, or where avoidance is not feasible minimising to the greatest extent reasonably possible, for: • Managing fauna that may be displaced due to vegetation removal or encountered on site during construction works in compliance with the Wildlife Act 1975 and in consultation with public land managers where relevant • Complying with the Fisheries Act 1995 • Undertaking pre-clearing surveys and inspections to confirm the on-site location of fauna immediately prior to habitat removal or, where relevant, works on waterways, and to assist fauna to safety as necessary • Prepare a Kangaroo Management Plan for the project interface with Simpson Barracks and for the M80 interchange in consultation with DELWP • Contingency and reporting procedures for the event that a listed threatened species is identified in order to mitigate any potential for significant impacts on the listed threatened species. • Protection of all vegetation inside and adjacent to the Project area that is not required to be removed, provided that such measures should be limited to activities undertaken inside the project boundary. Surveys, inspections and management actions must be undertaken by a qualified wildlife ecologist or aquatic ecologist with all necessary authorisations obtained prior to removal of fauna habitat. The CEMP must be prepared in consultation with relevant land managers. A copy of the flora and fauna sub plan(s) of the approved CEMP must be provided to relevant land managers and each relevant municipal Council.	The EHBA Flora and Fauna Management Sub-Plan (FFMP) forms part of the CEMP that outlines the flora and fauna management requirements for the Project, including and obtaining permits where applicable. Site specific flora and fauna management guidance informed by site specific arboricultural and ecological reports, will be outlined in the WEMP. The EHBA Surface Water Management Sub-Plan (SWMP) as required by EPR SW5, outlines the process and procedures to minimise and monitor surface water impact on nearby waterbodies. The SWMP will inform site specific requirements and the management and mitigation measures in the WEMP for site.
FF2	**Minimise and offset native vegetation removal** Through detailed design, avoid, or where avoidance is not feasible, minimise to the greatest extent reasonably possible, the removal of native vegetation and fauna habitat and impacts on habitat connectivity, in particular in relation to Environment Protection and Biodiversity Conservation Act 1999 (Cth) or Flora and Fauna Guarantee Act 1988 listed threatened species. This must include minimising removal of Matted Flax Lily, the locally endemic Studley Park Gum and the loss of potential foraging habitat for the Powerful Owl, Swift Parrot and Grey-headed Flying Fox. Key areas for minimisation efforts must include Simpson Barracks, Yarra Bend, Trinity Grammar wetlands, Banksia Parkland, River Gum Walk Creek Bend Reserve and the Koonung Creek valley. The CEMP must include requirements for protection of native vegetation and listed species, including establishment of no-go zones to protect vegetation and habitat to be retained and Tree Protection Plan(s) as required by EPR AR2. No-go zones must also be established for: • The Grey-headed Flying fox Campsite within the Yarra Bend Park • Bolin Bolin Billabong	No native vegetation removal is required in order to establish or operation the Chandler Main compound. An area of Plains Grassy Woodland EVC in the centre of the site next to existing hardstand will be protected by a TPZ to be installed under supervision by the Project Ecologist in accordance with the Tree Protection and Removal Management Plan. No FFG permit is required.

	• The Plains Grassy Woodland community between Enterprise Drive and the M80 Ring Road in Bundoora • The portion of 49 Greenaway Street, Bulleen (former Drive-in) heavily vegetated with trees along the Yarra River • Surface impacts in the Banyule Flats and Warringal Parklands and the Heide Museum of Modern Art. Every effort must be made to avoid ecological impacts in other locations that are known to provide high habitat value for significant fauna species. Where the removal of native vegetation is unavoidable the project must meet the offset requirements of the Guidelines for the removal, destruction or lopping of native vegetation, DELWP December 2017 except as otherwise agreed to by the Secretary to DELWP. Where appropriate for the landscape and project location, tree replacement (as required by EPR AR3) and landscaping is to use locally indigenous species (utilising seed collected from species within the project boundary where appropriate and practical), which are suited to the landscape profile and setting being revegetated, and seek to maximise habitat value and connectivity for native fauna. Where practicable and appropriate for the landscape and project location, best practice measures must be applied to retain and reinstate topsoil to support growing conditions for native species. Where topsoil cannot be retained or reused for North East Link, alternative opportunities for reuse must be explored.	
FF3	**Avoid introduction or spread of weeds and pathogens** The CEMP must include measures to avoid the spread or introduction of weeds and pathogens during construction, including vehicle and equipment hygiene.	Procedures for weeds and pathogens management and protection measures will be referenced within the Flora and Fauna Management Sub-Plan.
FF4	**Protect aquatic habitat** In consultation with public land managers and Melbourne Water where relevant, design, locate and construct structures to minimise short and long term adverse impacts on riparian, riverbed and aquatic habitat in waterways and wetlands, including billabongs. The CEMP must contain and require implementation of measures to minimise adverse impacts from construction activities on riparian, riverbed and aquatic habitat and aquatic fauna connectivity.	The WEMP, Surface Water Management Plan and Spoil Management Plan all govern compound establishment and operation mitigation measures to protect surrounding aquatic habitat from runoff.
FF5	**Obtain Flora and Fauna Guarantee Act 1988 permits** Prior to commencement of relevant works, a permit(s) must be obtained to take and destroy flora species protected under the Flora and Fauna Guarantee Act 1988.	No FFG permit required.
FF9	**Protect fauna habitat values in existing waterbodies that are modified for drainage purposes** Where existing waterbodies within or near the project boundary are to be modified for drainage purposes (for example Simpson's Lake, billabongs, and the southernmost waterbody in the Freeway golf course), the CEMP must include and require implementation of measures to minimise impacts on waterbirds and other fauna that use the wetlands including:	The EHBA CEMP containing the FFMP in conjunction with the SWMP and SMP outline the measures taken to reduce or mitigate impacts on surrounding

	• Retain dead and alive standing trees and other vegetation in and surrounding the waterbody • As far as practicable, undertake activities outside the typical nesting period for waterbirds (typically Sept to Jan) • Minimise the construction period to the extent practicable and refill the wetlands post construction if they have been drained • Use of gross pollutant traps and water quality treatment measures to the requirements of the relevant waterway manager.	existing waterbodies.
B7	**Protect utility assets** Protect or, where required, relocate utility assets to the reasonable satisfaction of the service provider and/or asset owners.	The EHBA Utility Infrastructure Management Plan outlines the procedures and measures involved in the protection or relocation of utility assets.
CL1	**Implement a Spoil Management Plan** Prepare and implement a Spoil Management Plan (SMP) in accordance with relevant regulations, standards and best practice guidelines and with reference to the Spoil Management Strategy contained within the EES (Technical Report O). The SMP must be developed in consultation with the EPA Victoria, any relevant public land managers and, in respect of transport of spoil, the relevant road authorities. The SMP must include processes and measures to manage spoil, define roles and responsibilities and include requirements and methods for: • Complying with applicable regulatory requirements • Completing a detailed site investigation (in accordance with Australian Standards AS 4482.1:2005 Guide to the investigation and sampling of sites with potentially contaminated soil, AS 4439.2:1997 Wastes, sediments and contaminated soils (Part 2: Preparation of leachates — Zero headspace procedure), AS 4439.3:1997 Wastes, sediments and contaminated soils (Part 3: Preparation of leachates —Bottle leaching procedure), EPA Victoria Industrial Waste Resource Guideline 702 with respect to the twenty times leachable concentration threshold approach (the 'Twenty Times Rule'), and EPA Publication 1828.2 Waste disposal categories - characteristics and thresholds) prior to any excavation of potentially contaminated areas to identify location, types and extent of impacts and to characterise spoil to inform spoil and waste management • Identifying the nature and extent of spoil (clean fill and contaminated spoil) • Identifying, in consultation with the waste industry, the capacity for contaminated spoil material to be treated and/or disposed • Storage, handling, transport and disposal of spoil in a manner that protects human health and the environment and is consistent with the transport management plan(s) required by EPR T2. This includes requirements and methods for the appropriate treatment/remediation of any contaminated excavated spoil and contaminated residual material left on site	The EHBA Spoil Management Plan will be used to inform the management of spoil including but not limited to; stockpiling, soil categorisation, transportation and disposal associated with works within the construction compound. The Spoil Management Plan will provide the site specific soil management guidance and requirements in the WEMP.

	• Design and management of temporary stockpile areas • Minimising impacts and risks from disturbance of acid sulfate soils (as per EPR CL2), odour (as per EPR CL3) and vapour and ground gas intrusion (as per EPR CL4) • Transport of spoil along appropriate roads with reference to the transport management plan(s) required by EPR T2 • Management of hazardous substances, including health, safety and environment procedures that address risks associated with exposure to hazardous substances for visitors, the general public; and local fauna; contain measures to control exposure in accordance with relevant regulations, standards and best practice guidance and to the requirements of WorkSafe and EPA Victoria; and include method statements detailing monitoring and reporting requirements • Identifying where any contaminated or hazardous material is exposed during construction (notably through former landfills, service stations and industrial land) and how it will be made safe for the public and the environment. Environmental values of land and National Environment Protection (Assessment of Site Contamination) Measures 2013 guidance on criteria protective of those environmental values must be considered for the land uses in these areas. This must include methods for: – Construction of appropriate cover (soil, concrete, geofabric etc) such that no contamination is left exposed at the surface or where it may be readily accessed by the public and local fauna such that it cannot generate runoff or leachate during rain events – Maintenance of the cover – Identification of the nature and depth of the contaminants – Mitigating impacts during sub-surface works in those areas, eg drilling and excavation • Monitoring and reporting • Identifying locations and extent of any industrial waste, priority waste, reportable priority waste, other waste, and the method for characterising industrial waste, priority waste, reportable priority waste and other waste prior to excavation • Application of the Environment Protection Act 2017 waste management hierarchy, including: – Ongoing identification and, where practicable, adoption of options for the re-use of spoil – Identification of options for management of spoil – Identifying suitable sites for disposal of any waste. This includes identifying contingency arrangements for management of waste, where required, to address any identified capacity issues associated with the licensed landfill's ability to receive PIW and other waste • In areas used for temporary construction works, and the construction of surface water management works, contamination attributable to the project must be appropriately remediated in consultation with the relevant land manager.	
CL2	**Minimise impacts from disturbance of acid sulfate soil**	An Acid sulfate soil management sub plan forms

	The SMP referenced in EPR CL1 must include requirements and methods to minimise impacts from disturbance of acid sulfate soil, including but not limited to: • Characterising acid sulfate soil and rock prior to excavation • Developing appropriate stockpile areas including lining, covering and runoff collection to prevent release of acid to the environment , including wetlands, and impact to human health • Identifying suitable sites for re-use management or disposal of acid sulfate soil and rock • Preventing oxidation that could lead to acid formation if possible through cover and/or scheduling practices, ie ensuring acid sulfate soil and rock is not left in stockpiles for any length of time and/or addition of neutralising compounds. Requirements and methods must be in accordance with the relevant sections of EPA Publication 1834 Civil construction, building and demolition guide, EPA Victoria Publication 655.1 Acid Sulfate Soil and Rock, and the Department of Sustainability and Environment's Victorian Best Practice Guidelines for Assessing and Managing Coastal Acid Sulfate Soil.	part of the Spoil Management Plan. Potential for acid sulfate soils is a low probability for the planned establishment and operation and rehabilitation of the Compound site.
CL3	**Minimise odour impacts during spoil management** The SMP referenced in EPR CL1 must include requirements and methods for odour management (in accordance with EPA Victoria requirements) during the excavation, stockpiling and transportation of contaminated material including: • Identifying the areas of contamination that may pose an odour risk • Monitoring of the excavated material for possible odour risk • Management measures to minimise odour.	Potential for odour impacts is not expected from onsite activities and spoil management within the Compound.
CL5	**Manage chemicals, fuels and hazardous materials** The CEMP and OEMP must include requirements for management of chemicals, fuels and hazardous materials including: • Minimise chemical and fuel storage on site and store hazardous materials and dangerous goods in accordance with the relevant guidelines and requirements • Comply with the Victorian WorkCover Authority and Australian Standard AS1940 Storage Handling of Flammable and Combustible Liquids and with reference to EPA Victoria Publication 1834 Civil construction, building and demolition guide and 1698 Liquid Storage and Handling Guidelines • Develop and implement management measures for hazardous materials and dangerous substances, including: – Creating and maintaining a dangerous goods register – Disposing of any hazardous materials, including asbestos, in accordance with regulations and relevant guidelines – Implementing requirements for the installation of bunds and precautions to reduce the risk of spills • Contingency and emergency response procedures to handle fuel and chemical spills, including availability of on-	Procedures for hazardous substances/materials forms part of the environmental procedures documentation of the CEMP. Procedures include contingency and emergency response measures for fuel and chemical spills. Site specific management of chemicals, fuels and hazardous materials will be outlined in the WEMP for the site. The siting of storage areas and isolation of these materials will further mitigate potentials risks

	site hydrocarbon spill kits.	and impacts. The CEMP provides links to procedures for contingency and emergency response.
LV2	**Minimise landscape and visual impacts during construction** Temporary and construction works must be located, designed and carried out in accordance with a Construction Compound Plan to be approved under the Incorporated Document and the Urban Design Strategy guidance on using design to help manage construction impacts. Areas disturbed by temporary and construction works must be reinstated with no objection from the relevant land manager, waterway manager and any relevant public asset owners.* Design of acoustic sheds used during construction, to contribute to the image and identity of the area. Develop and implement measures to use temporary landscaping, features or structures (including viewing portals) during construction to minimise adverse visual impact of project works and provide visual appeal. Temporary landscape treatments, features or screening must be reused across the project, where appropriate. Implement landscaping enhancement including early tree planting (with reference to EPR AR3 as part of permanent works) prior to construction works commencing, where practicable. * All reasonable endeavours must be made to reach a position of no-objection, provided the relevant stakeholder responds within a reasonable timeframe.	Temporary works must be located, designed and carried out in accordance with this CCP to be approved under the Incorporated Document and the Urban Design Strategy guidance in using design to help manage construction impacts. Areas disturbed by temporary works on the Compound site must be reinstated in accordance with the requirements of this CCP. Further details on reinstatement of the area are provided in Section 6.
LV3	**Minimise construction lighting impacts** Develop and implement effective measures to minimise light spillage and glare during construction including from construction vehicles and equipment to protect the amenity of adjacent neighbourhoods, parks, community facilities and any known significant native fauna habitat to the extent practicable. Such measures must have regard to the content of guidelines or Australian Standards pertaining to outdoor lighting and best available technology and best practice.	Potential for lighting impacts from the compound will be considered to inform compounds siting and planning. Light spillage will be managed to mitigate offsite impacts to sensitive areas through incorporation of construction environmental procedures and identified within WEMP for the site.
NV1	**Achieve traffic noise objectives** Design, construct and maintain the works to meet the following traffic noise objectives. a. Traffic noise from North East Link Project Roads* must be no greater than: – 63 dBA (L10,18hr) measured between 6 am and midnight at Category A buildings** – 63 dBA (L10, 12hr) measured between 6 am and 6 pm at Category B buildings**.	The EHBA CNVMP details requirements for minimising noise to the extent practicable to achieve noise objectives set out in NV1. Noise modelling will be undertaken to further inform the

	b. For Category A and Category B buildings on non-Project Roads which: – Abut the North East link project roads, or directly intersect with North East Link project roads, and – where total traffic noise for the design year and with Project exceeds the thresholds listed in paragraph (a). The combined noise from North East Link Project Roads and non-Project Roads must not be more than 2 dBA higher than the predicted traffic noise level under the design year 'do nothing' scenario. Intersecting non-Project Roads must be modelled for a distance of 100 m from the intersection with North East Link Project Roads or to the first traffic intersection (whichever is the lesser). c. Night-time traffic noise for category A buildings must meet the WHO 2009 interim target of LAeq night 55dB when adjusted to Australian conditions as per the EES Technical Appendix C i.e be no greater than 58dB LAeq 8hr (including façade correction). The 8hour time period is to be between 2200-0600hrs as consistent with the Better Apartment Design Standards. d. The noise criteria in paragraphs (a), (b), and (c) above and (e) are to apply to the lowest habitable level of Category A buildings and Category B buildings at both the year of opening and 20 years thereafter. Traffic noise mitigation measures must be maintained throughout this period. For the purposes of this EPR, Category A buildings and Category B buildings to be considered are those that are either existing or known to have planning approval prior to exhibition of the North East Link Environment Effects Statement. e. Where external traffic noise cannot be mitigated through project design solutions to meet the criteria outlined in paragraphs (a), (b) and (c), at-property treatments will be required to be designed and constructed so that internal noise levels achieve the following: – 35dBA for bedrooms assessed as an LAeq, 8 h from 10pm -6am – 40dBA for living areas assessed as LAeq, 16h from 6am-10pm At-property treatments would be undertaken in accordance with section 7.3 of the NSW Road and Maritime Services document 'Noise Mitigation Guidelines 2015 – Roads and Maritime Services', and in consultation with the owner of the relevant building. In circumstances where at-property treatments are proposed, the Independent Environmental Auditor must review the project design solutions to confirm that the criteria outlined in paragraphs (a), (b) and (c), could not be achieved by the adoption of reasonable and feasible detailed design measures. * Project Roads are defined to be the M80 Ring Road (east of Plenty Road), the Greensborough Bypass (west of the Plenty River bridge and up to the M80 interchange with North East Link), the upgrade of the Eastern Freeway (between Hoddle Street and Springvale Road) and the new North East Link freeway (connecting the M80 Ring Road to the Eastern Freeway), including all access ramps. ** Category A Buildings and Category B Buildings means: – Category A Buildings – Residential dwellings, aged persons homes, hospitals, motels, caravan parks and other buildings of a residential nature	CNVMP.

	– Category B Buildings – Schools (including buildings within the Carey Sports Complex), kindergartens, libraries and other noise-sensitive community buildings. Note: If a resident of a dwelling advises NELP that they consider their residence to be noise affected, external noise levels must be investigated against the above criteria. If the external noise levels do not comply and mitigation is not feasible (as confirmed by the IEA) then at property treatment to achieve the required internal noise levels must be undertaken in accordance with (e) above.	
NV3	**Minimise construction noise impacts to sensitive receptors** Construction noise and vibration must be managed in accordance with the Construction Noise and Vibration Management Plan (CNVMP) required by EPR NV4. <u>Non-residential sensitive receptors</u> For sensitive land uses (based on AS/NZS 2107:2016) implement management actions as per EPR NV4 if construction noise is predicted to or does exceed the internal or external noise management levels set out in the table below, and a noise sensitive receptor is, or is predicted to be, adversely impacted. If construction exceeds the noise management levels below, in determining whether a noise sensitive receptor is, or is predicted to be, adversely impacted: • Consider the duration of construction noise • Consider the existing ambient noise levels • Consult with the owner or operator of the noise sensitive receptor • Consider any specific acoustic requirements of land uses listed below to determine whether a noise sensitive receptor is adversely impacted.	The EHBA Construction Noise and Vibration Management Sub-Plan (CNVMP) outlines the modelling and monitoring processes, and controls to mitigate noise impacts on sensitive receptors outlined in Section 4.1 and set out in NV3. Noise from construction works during weekend/evening work hours and the night period will be targeted to meet the weekend/evening and night period noise guideline targets in the EPR unless they are Unavoidable Works verified by the IEA as per EPR NV4. All reasonable strategies to mitigate the impacts of such Unavoidable Works will be applied. The CNVMP provides the guidance to inform the definitive noise requirements, unavoidable works process, and the management and mitigation measures in the WEMP for the site.

Land use	Construction noise management level, LAeq(15 min) applies when properties are in use
Classrooms in schools and other educational institutions	Internal noise level 45 dB(A)
Healthcare facilities with inpatient care including hospital wards and operating theatres, and rehabilitation centres	Internal noise level 45 dB(A)
Places of worship	Internal noise level 45 dB(A)
Active recreation areas characterised by sporting activities and activities which generate their own noise, making them less sensitive to external noise intrusion	External noise level 65 dB(A)
Passive recreation areas characterised by contemplative activities that generate little noise and where benefits are compromised by external noise	External noise level 65 dB(A)

intrusion, for example reading, meditation School grounds used for teaching purposes are to be considered as passive recreation areas, where feasible and reasonable ***	
Community centres	Depends on the intended use of the centre. Refer to the recommended upper internal levels in AS/NZS 2107:2016 for specific uses
Industrial premises	External noise level 75 dB(A)
Offices, retail outlets	External noise level 70 dB(A)
Other noise sensitive land uses as identified in AS/NZS 2107:2016	Refer to the noise levels in AS/NZS 2107:2016

Residential receptors

For residential dwellings, management actions must be implemented as per EPR NV4 if noise from construction works during normal working hours is predicted to or does exceed the noise management levels for normal working hours below.

Noise from construction works during weekend/evening work hours and the night period must meet the weekend/evening and night period noise guideline targets in the table below unless they are Unavoidable Works verified by the Independent Environmental Auditor as per EPR NV4. All reasonable strategies to mitigate the impacts of such Unavoidable Works must be applied.

Time of Day	Construction noise guideline targets
Normal working hours: 7 am – 6 pm Monday to Friday 7 am – 1 pm Saturday	Noise affected: Background LA90+10 dB Highly noise affected: 75 dB(A) Source: NSW Interim Construction Noise Guideline (ICNG) Chapter 4.1.1 Table 2 The noise affected level represents the point above which there may be some community reaction to noise The highly noise affected level represents the point above which there may be strong community reaction to noise.
Weekend/evening work hours: 6 pm – 10 pm Monday to Friday	Noise level at any residential premises not to exceed background noise (LA90) by: 10 dB(A) or more for up to 18 months 5 dB(A) or more after 18 months

	1 pm – 10 pm Saturday 7 am – 10 pm Sunday and public holidays	Source: EPA Publication 1834 Chapter 4
	Night period: 10 pm – 7 am Monday to Sunday	Noise inaudible within a habitable room of any residential premises Source: EPA Publication 1834 Chapter 4
	Note: * Where any reference is made to the rating background level (RBL) or background LA90; the 'average background': – it applies to each discrete time period to ensure that averaging does not necessarily occur over day, evening or night-time hours. For example, background noise between 0100 and 0400 may be substantially different to that between 2200 and 0100 and hence should not be averaged over the entire night time period; and – over the assessment period as per Victorian noise policy practices is to be used. This applies to all receptors and all time periods. ** In relation to sensitive receptors, the construction noise guideline targets apply to construction works and construction compounds. *** Consultation with affected schools should be undertaken to designate the most sensitive areas where teaching occurs within school grounds. <u>Unavoidable Works</u> Unavoidable Works must be verified by the Independent Environmental Auditor for each instance they are undertaken, as per EPR NV4 and include the following: • The delivery of oversized plant or structures that police or other authorities determine require special arrangements to transport along public roads • Emergency work to avoid the loss of life or damage to property, or to prevent environmental harm • Maintenance and repair of public infrastructure where disruption to essential services and/or considerations of worker safety do not allow work within standard hours • Tunnelling works including mined excavation elements and the activities that are required to support tunnelling works (ie spoil treatment facilities) • Road and rail occupations or works that would cause a major traffic hazard • Other works where a contractor demonstrates and justifies a need to operate outside normal working hours and exceed the noise guideline targets such as work that once started cannot practically be stopped.	
NV4	**Implement a Construction Noise and Vibration Management Plan (CNVMP) to manage noise and vibration impacts** Prepare, implement and maintain a Construction Noise and Vibration Management Plan (CNVMP) in consultation	The EHBA CNVMP outlines the modelling and monitoring processes, and controls to mitigate noise and vibration

	with EPA Victoria, relevant councils and relevant stakeholders. The CNVMP must comply with and address the Noise and Vibration EPRs, be informed by the noise modelling and monitoring results and must include (but not be limited to): • Identification and assessment of noise and vibration sensitive receptors along the project alignment, including but not limited to: – habitat for listed threatened fauna likely to be impacted by the project (refer to EPR FF8) – buildings used for shop, gallery, commercial, office or industrial purposes including Bulleen Art and Garden and the Heide Museum of Modern Art – school buildings and school grounds – Residential buildings Construction noise and vibration targets as per EPRs NV3, NV5, NV8, NV9, NV10, NV11 and NV12, including any details of conversions between alternative metrics Details of construction activities and an indicative schedule for construction works, including the identification of key noise and/or vibration generating construction activities that have the potential to generate airborne noise and/or surface vibration impacts on surrounding sensitive receivers • How construction noise (including truck haulage) and vibration would be minimised (see EPR T2) A requirement for preliminary tests using the actual equipment to validate modelling for vibration and regenerated noise and review, with predictions to be remodelled as necessary and confirm prevention/mitigation/remediation measures confirmed • Management actions and notification and mitigation measures to be implemented with reference to the Appendix B and Appendix C of the New South Wales Roads and Maritime Services Construction Noise and Vibration Guideline 2016 (CNVG) • Any processes and measures to be implemented as part of the Communications and Community Engagement Plan including managing matters of interest raised by key stakeholders through CCEP processes, and measures concerning complaints management (see EPR SC2) • Requirements to assess and manage vibration impacts to scientific or medical establishments to the higher of ambient levels or ASHRAE VC Standards (as defined in the 2015 handbook), or manufacturers equipment levels (unless by agreement with occupant) • Measures to ensure effective monitoring of noise and vibration associated with construction with consideration to the construction noise and vibration targets • Measures to minimise noise and vibration impacts from temporary traffic diversions and altered access to parking facilities • The Unavoidable Works (refer to EPR NV3) that would be undertaken, including their location, timing and duration. The CNVMP must either include a clear rationale for defining works or a list of the type of planned works that constitute Unavoidable Works and response strategies to mitigate the impacts of these Unavoidable Works, consistent with Chapter 4 of EPA Victoria Publication 1834 Civil construction, building and demolition guide and	impacts on sensitive receptors. Vibration is not expected to be generated from Compound activities to impact adjacent sensitive land uses. The CNVMP provides the guidance to inform the definitive noise requirements, unavoidable works process, and the management and mitigation measures in the WEMP for the site.

with reference to Appendix B and Appendix C of the CNVG. The Independent Environmental Auditor must verify that the proposed Unavoidable Works meet the definition of Unavoidable Works (refer to EPR NV3) 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 Independent Environmental Auditor as soon as practicable

- Noise from construction works during weekend/evening work hours and the night period must meet the weekend/evening work hours and night period noise guideline targets unless they are unavoidable works verified by the Independent Environmental Auditor. All reasonable measures must be implemented to mitigate the impacts of such unavoidable works. A clear framework for managing Unavoidable Work must be developed and include noise level thresholds and details of mitigation measures. The framework must be approved by the Independent Environmental Auditor.
- The CNVMP must be reviewed (including consultation with external stakeholder as required) and updated as appropriate on a six monthly basis, and verified by the Independent Environmental Auditor.

Note:

* The CNVMP applies to construction works and construction compounds.

NV8

Minimise construction vibration impacts on amenity

Implement management actions if the following guideline target levels for vibration from construction activity to protect human comfort of occupied buildings (including heritage buildings) are not achieved (levels are calculated from the British Standard BS6472-1:2008 Guide to evaluation of human exposure to vibration in buildings. Vibration sources other than blasting.).

Type of space occupancy	Vibration Dose Values (m/s 1.75)			
	Day (7am to 10pm)		Night (10pm to 7am	
	Preferred Value	Maximum Value	Preferred Value	Maximum Value
Residential	0.2	0.4	0.1	0.2
Offices, schools, educational institutions, places of worship	0.4	0.8	0.4	0.8
Workshops	0.8	1.6	0.8	1.6

Notes

1. The Guideline Targets are non-mandatory; they are goals that should be sought to be achieved through the application of practicable mitigation measures. If exceeded then management actions would be required.
2. The Vibration Dose Values may be converted to Peak Particle Velocities within a noise and vibration

The EHBA CNVMP outlines the processes, and controls to mitigate vibration impacts on sensitive receptors if applicable, set out in NV8.

Vibration is not expected to be generated from Compound activities to impact adjacent sensitive land uses.

The CNVMP provides the guidance to inform the definitive vibration requirements and the management and mitigation measures in the WEMP for the site, if applicable.

construction management plan.

3. For the purpose of this EPR, the guideline target levels for 'offices, schools, educational institutions, places of worship' also apply to the Heide Museum of Modern Art and the outdoor sculpture exhibition area at Heide Museum of Modern Art.

NV9

Minimise construction vibration impacts on structures

Construction vibration targets for structures based on German Standard DIN 4150 – Part 3 – Structural Vibration in Buildings – Effects on Structures (2016) must be adopted. All sections of the German Standard DIN 4150 – Part 3 – Structural Vibration in Buildings – Effects on Structures (2016) standard apply, noting the guideline levels detailed in Section 5 and Section 6 (and any references sections).

An overview of the key vibration guidelines values is presented below. In all cases, the supporting documentation within the Standard which describes, clarifies and sometimes modifies the tables below must be considered.

Table 1 — Guideline values for vibration velocity, vi, max, for evaluating the effects of short-term vibration on structures

Type of structure		Guideline values for vi, max in mm/s				
		Foundation, all directions, i = x, y, z			Topmost floor, horizontal direction i = x, y	Floor slabs, vertical direction i = z
		1 Hz to 10 Hz	10 Hz to 50 Hz	50 Hz to 100 Hz (a)	All frequencies	All frequencies
Column Line	**1**	**2**	**3**	**4**	**5**	**6**
1	Buildings used for commercial purposes, industrial buildings, and buildings of similar design	20	20 to 40	40 to 50	40	20
2	Residential buildings and buildings of similar design and/or	5	5 to 15	15 to 20	15	20

The EHBA CNVMP details requirements for minimising noise to the extent practicable to achieve noise objectives set out in NV9.

Noise modelling will be undertaken to further inform the CNVMP.

	occupancy					
3	Structures that, because of their particular sensitivity to vibration, cannot be classified under lines 1 and 2 and are of great intrinsic value (eg listed buildings)	3	3 to 8	8 to 10	8	20 (b)

Note: Even if guideline values as in line 1, columns 2 to 5, are complied with, minor damage cannot be excluded.

a. At frequencies above 100 Hz, the guideline values for 100 Hz can be applied as minimum values.
b. Paragraph 2 of 5.1.2 must be observed

Table 4 — Guideline values for vi, max, for evaluating the effects of long-term vibration on buildings

Type of Building		Guideline values for vi, max, in mm/s	
		Topmost floor, horizontal direction, all frequencies	Floor slab, vertical direction, all frequencies
Column Line	1	2	3
1	Buildings used for commercial purposes, industrial buildings, and buildings of similar design	10	10
2	Residential buildings and buildings of similar design and/or occupancy	5	10
4	Structures that, because of their particular sensitivity to vibration, cannot be classified under lines 1 and 2 and are of great intrinsic value (eg listed buildings)	2.5	10 (a)

Note: Even if guideline values as in line 1, column 2, are complied with, minor damage cannot be ruled out.

<table>
<tr><td></td><td>a. Section 6.1.2 must be observed
b. Vibration levels above apply to all works, including unavoidable works as defined in NV3.</td><td></td></tr>
<tr><td>NV10</td><td>Minimise impacts from ground-borne (internal) noise
Implement management actions in consultation with potentially affected land owners to protect amenity at residences where the following ground borne noise guideline targets based on Section 4.2 of the New South Wales Interim Construction Noise Guidelines are exceeded during construction.
<table><tr><th>Time of Day</th><th>Internal noise level measured at the centre of the most affect habitable room</th></tr><tr><td>Evening (6pm to 10pm)</td><td>LAeq(15 minute) = 40 dBA</td></tr><tr><td>Night (10pm to 6am)</td><td>Lareq(15 minute) = 35 dBA</td></tr></table>Notes
1. Levels are only applicable when ground borne noise levels are higher than airborne noise levels.
2. Management actions include community consultation to determine acceptable level of disruption and provision of respite accommodation in some circumstances.
3. Noise levels above apply to all works, including unavoidable works as defined in NV3</td><td>The EHBA CNVMP outlines the requirements, processes and mitigation measures where ground borne noise monitoring exceeds guideline targets.</td></tr>
<tr><td>NV14</td><td>Reduce impacts from engine brake noise
Measures to encourage heavy vehicle drivers to reduce use of engine brakes must be considered and implemented, where practicable.</td><td>The EHBA CNVMP outlines the processes, and controls to mitigate vibration impacts produced by engine brake noise and vehicle operation.</td></tr>
<tr><td>SW1</td><td>Discharges and runoff to meet State Environment Protection Policy (Waters)
Meet the State Environment Protection Policy (Waters) requirements for discharge and run-off from the project, including by complying with the Victorian Stormwater Committee’s Best Practice Environmental Management Guidelines for Urban Stormwater (as published by CSIRO in 1999 with assistance from EPA Victoria and others).</td><td>Management surface water discharges, monitoring and runoff associated with Compound activities will be in compliance with requirements as documented in the EHBA Surface Water Management Sub-Plan (SWMP).</td></tr>
<tr><td>SW3</td><td>Waste water discharges to be minimised and approved
The Surface Water Management Plan (refer EPR SW5) and OEMP must include requirements and methods for minimising, handling, classifying, treating, disposing and otherwise managing waste water.
Any proposed discharge of waste water from the site must be approved by the relevant authority prior to discharges occurring and meet the State Environment Protection Policy (Waters) requirements.</td><td>Management of surface water discharges and runoff will comply with relevant laws and regulations as documented in the SWMP.</td></tr>
</table>

SW4	**Monitor water quality** Develop and implement a surface water monitoring program prior to commencement of, and during construction, to assess surface water quality in multiple locations at suitable distances upstream and downstream of works to establish baseline conditions, and enable assessment of construction impacts on receiving waters. The surface water quality monitoring program must be implemented for a period up to three years after commencement of North East Link operation, or a lesser period agreed with the EPA, to assess the discharges and runoff from the project against SEPP (Waters) requirements and confirm the effectiveness of environmental controls. The monitoring program must be developed in consultation with EPA Victoria and the asset owner/manager and as appropriate with reference to applicable policies and guidelines, including SEPP (Waters), Victorian Stormwater Committee's Victoria Best Practice Environmental Management Guidelines for Urban Stormwater (as published by CSIRO in 1999 with assistance from EPA Victoria and others), EPA Victoria Publication 596 Point source discharges to streams: protocol for in-stream monitoring and assessment and Industrial Waste Resource Guideline 701 Sampling and analysis of waters, wastewaters, soils and wastes. The surface water monitoring program is to be used to inform the development and refinement of the Surface Water Management Plan (EPR SW5)	Management surface water discharges, monitoring and runoff associated with Compound activities will comply with requirements as documented in the EHBA SWMP. EHBA will develop and implement a surface water monitoring program to assess surface water quality in multiple locations at suitable distances upstream and downstream of works to establish baseline conditions and enable assessment of construction impacts on receiving waters.
SW5	**Implement a Surface Water Management Plan during construction** Develop and implement a Surface Water Management Plan, in consultation with EPA Victoria, for construction that sets out requirements and methods for: • Best practice sediment and erosion control and monitoring, in general accordance with EPA Victoria publications 275 Construction techniques for sediment pollution control, 1834 Civil construction, building and demolition guide, and Industrial Waste Resource Guideline 701 Sampling and analysis of waters, wastewaters, soils and wastes • Maintaining the key hydrologic and hydraulic functionality and reliability of existing flow paths, drainage lines and floodplain storage • Retain existing flow characteristics to maintain waterway stability downstream of construction • Location and bunding of any contaminated material (including tunnel spoil and stockpiled soil) to the 1% AEP flood level and to the requirements of EPA Victoria and the relevant drainage authority • Works scheduling to reduce flood related risks • Bunding of significant excavations including tunnel portals and interchanges to an appropriate level during the construction phase • Protecting against the risk of contaminated discharge to waterways when working in close proximity to potential pollutant sources (eg landfill or sewer infrastructure) • Documenting the existing condition of all drainage assets potentially affected by the works (including their immediate surrounds) to enable baseline conditions to be established and potential construction impacts on these assets to be assessed and managed.	The SWMP outlines the process and procedures to minimise and monitor surface water impact on nearby waterbodies. The SWMP will inform site specific requirements and the management and mitigation measures in the WEMP for the site.

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 (eg Council, Department of Transport, Parks Victoria, SES, emergency services). Prior to commencement of relevant works, 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). This modelling analysis is to include sufficient events (at least up to and including the 1% AEP event) and scenarios (eg with and without blockage) to support the estimation of tangible (eg average annual damages) and intangible flood damages. If significant increases in flood risk are predicted for any events analysed, an assessment of overall flood risk considering tangible and intangible flood damages must be prepared and presented with appropriate mitigation measures for the acceptance of the relevant drainage authority or asset owner prior to commencement of construction for the relevant section of the works. If there are significant design changes during construction, the model must continue to be updated, as appropriate to represent those changes.	The EHBA Flood Emergency Management Plan will be implemented for construction as a Sub-Plan to the CEMP. Flood modelling assessment undertaken to inform design for permanent infrastructure located within floodplains. Further information on flooding regime is discussed in Section 4.4.
LP1	**Minimise land use impacts** The project must be designed and constructed to: • Minimise the construction and design footprint and avoid, or, where avoidance is not feasible, minimise to the greatest extent reasonably possible, any temporary and permanent impacts on the following land uses: – Parks and reserves including passive and active open space and pathways Significant landscapes including those around the Yarra River – Other sensitive land uses such as educational facilities – Sport, recreational and community facilities – Residential properties – Commercial and industrial sites – Sites of identified cultural or social value including Heide Museum of Modern Art and Bulleen Art and Garden. • Consolidate or minimise the fragmentation of, and provide access to, residual land parcels to support future viable land use to the extent practicable.	EHBA utilises previously disturbed sites or sites with available open space, informed by site assessments. Design of the compound aims to incorporate avoiding or minimising impacts to land through decreasing the design footprint where practicable.
LP2	**Minimise impacts from location of new services and utilities** New above ground services and utility infrastructure are to be located in a way that minimises impacts to existing residential areas, public open space and recreational facilities. This must include considering options to co-locate infrastructure where practicable.	Design reports produced by EHBA consider new above ground services and utilities will be located in a way to minimise impacts to existing residential areas and recreational facilities.

LP4	**Minimise overshadowing from noise walls and elevated structures and overlooking from elevated structures** Overshadowing from elevated structures and noise walls to residential properties (including existing solar panels), community facilities, open spaces, waterways and valuable natural habitats must be minimised through detailed design. Consultation must occur with directly affected property owners and occupiers to inform formulation of parameters for these structures including location, design and materials. Unless with the consent of an affected landowner or in exceptional circumstances, the extent of additional overshadowing of residential properties from non transparent structures: • Should be no greater than the existing shadowing of secluded private open spaces associated with residential properties cast by existing structures including existing noise walls and other structures (e.g. elevated walkways) between the hours of 9:00 am to 3:00 pm as measured on September 22. • If additional overshadowing occurs it must not be greater than 50% of the secluded private open space or 40 sqm, whichever is the greater, between the hours of 9:00 am to 3:00 pm as measured on September 22. Overlooking from elevated structures, especially within a distance of 15 metres to secluded open space and habitable room windows of residential properties, must be minimised through detailed design as far practicable. Consultation must occur with directly affected property owners and occupiers to inform formulation of parameters, designs and materials for these structures.	Detailed design considers disturbance to residents, communities, and natural habitats through overshadowing caused by elevated structures and noise walls.
SC1	**Reduce community disruption and adverse amenity impacts** Design and construct the project to reduce disruption to residences, community infrastructure facilities and open space from direct acquisition or temporary occupation, to the maximum extent reasonably possible to preserve acceptable levels of amenity	The activities within the Compound will be undertaken as per WEMP informed by the CEMP and EPR-related management plans to reduce community disruption and adverse amenity impacts.
SC2	**Minimise and manage impacts of land acquisition and occupation** Where private land is to be permanently acquired or temporarily occupied, the project must: • Minimise the extent of the acquisition or the extent or duration of the occupation • Use a case-management approach for project interactions with affected land owners and occupants including appointing a social worker, buyers' advocate or equivalent to assist households with special needs to manage the transition, except where a land owner or occupier has requested not to be part of such assistance • Endeavour to reach agreement on the terms for possession of the land including purchasing properties early when identified for permanent acquisition and agreed by the landowner • Consider the relative vulnerability and special needs of land owners and occupants • Communicate likely timing and steps to be taken including updates as relevant • Return private land not required for permanent project infrastructure to its pre-existing use post-construction as soon as practicable, unless otherwise agreed with the land owner.	No additional land acquisition required for compound, within permanent works design footprint.

	Where public land is to be permanently acquired or temporarily occupied, the project will: • Minimise the extent of the acquisition or the extent or duration of the occupation • Stage works to the greatest extent reasonably possible to maintain functionality of the land for all users either within the site or on proximate land, subject to the Public Open Space Relocation and Replacement Plan required by EPR LP5 • Endeavour to reach agreement with the land manager on the terms for possession of the land • Return public land not required for permanent project infrastructure to its pre-existing use post-construction as soon as practicable, including with all relevant reinstatement works, unless otherwise agreed with the land manager • In the case of public land used for formal active recreation, ensure that impacts are minimised in accordance with SC5.	
SC3	**Implement a Communications and Community Engagement Plan** • Prior to construction, prepare and implement a Communications and Community Engagement Plan to engage the community and potentially affected stakeholders and communicate progress of construction activities and operation. The plan must include: • A process for identifying community issues and the recording, management and resolution of complaints from • affected stakeholders including business owners, community service providers, education providers, public and • active transport key user groups and residents, consistent with Australian Standard AS/NZS 10002:2014 • Guidelines for Complaint Management in Organisations • Approach to stakeholder identification • Enquiry management and record keeping approach and procedures including making available an attended 24 hour telephone number, postal address, and an email address and publishing these on the project website • Approach to communicating and engaging with the community and potentially affected stakeholders in relation to: – Construction activities including temporary facilities and impacts that may affect the community, businesses or individual stakeholders (eg dust, noise, vibration and light) and relevant mitigation (eg relocations policy) Changes to transport conditions and relevant mitigation (eg road closures, detours) • Timelines and an outline of works that will affect particular local areas, to be updated to reflect current and anticipated conditions • Identifying how stakeholders can access information on environmental performance that is to be made publicly available • Incident and emergency communications, including notification methods and timeframes in the event of a major incident or overrun • Approach and processes to ensure that the workforce has appropriate community awareness and sensitivity	The EHBA Communications and Community Engagement Plan (CCEP) will apply to engage the community and potentially affected stakeholders and communicate progress of construction activities, and manage potential for complaints. Further details on community consultation are described in Section 7.

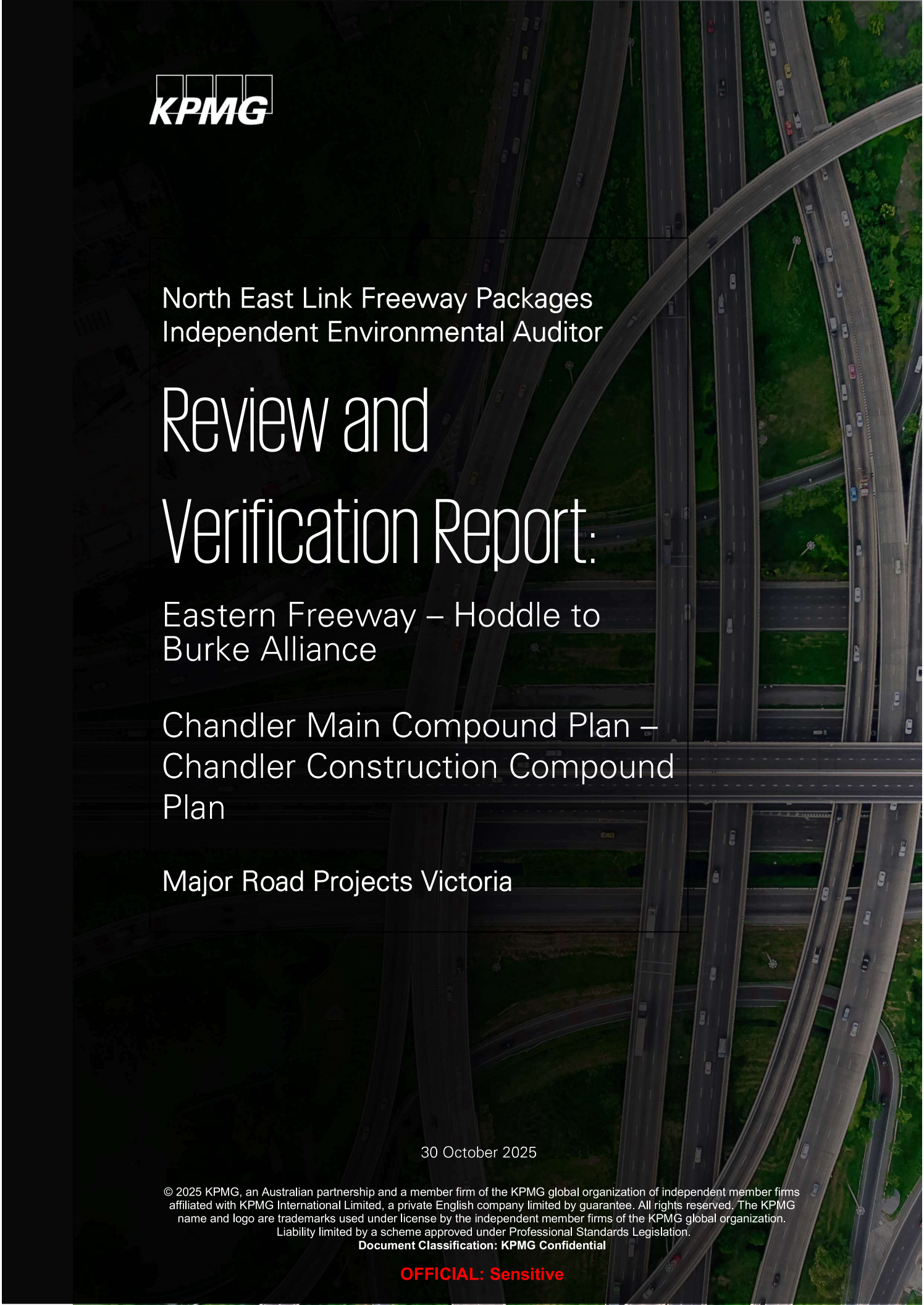
	including to prevent the workforce from parking in local roads and in public parking in the vicinity of local shopping areas except when frequenting those areas for private purposes. • Innovative communications tools and methods to enhance the project's ability to effectively communicate and engage with the community and stakeholders including best available technology in addition to conventional means • Approach to engaging with local schools to ascertain safety requirements (including evacuation procedures) and to provide education opportunities on project activitie. • Approach to making relevant project information available to the community, including updates on project works, with specific consideration to vulnerable groups (including culturally and linguistically diverse groups) and a responsive process for resolving complaints by vulnerable groups or individuals • How it will evaluate the effectiveness of the communication and engagement under the Communications and Community Engagement Plan. The Communications and Community Engagement Plan must consider and where appropriate address matters of interest or concern to the following stakeholders, and provide for the appointment of a dedicated liaison officer (as appropriate): • Municipal councils • Recreation, sporting clubs and community groups • Schools and other educational institutions • Potentially affected residents and property owners • Potentially affected business • Other public facilities in proximity • Religious and worship groups • Vulnerable groups • Traditional owners • Public transport users.	
SC4	**Participate in the Community Liaison Group** Contractors must participate in the Community Liaison Group (CLG) that has been established and managed by North East Link Project, to facilitate community and stakeholder involvement for the design and construction phases of the project. Participation must include: • Attendance at meetings • Regular reporting of design and construction activities • Timely provision of relevant information, including response to issues raised by the group • Regular reporting and monitoring of community feedback, impacts and discussion of mitigation measures and their	Contractors will participate in Community Liaison Groups to facilitate community and stakeholder involvement. This includes: • Participation in meetings • Regular and timely reporting of design and construction activities

	effectiveness.	• Reporting and monitoring of community feedback.
SCC1	**Implement a Sustainability Management Plan** North East Link Project must set sustainability targets and specify ratings to be achieved under the Infrastructure Sustainability Council of Australia's Infrastructure Sustainability Rating Tool. Contractors must develop and implement a Sustainability Management Plan that contains measures to meet, as a minimum, the sustainability targets and specified ratings	The EHBA Sustainability Management Plan is utilised to assess the Compound on the effectiveness of sustainable initiatives implemented within the establishment and operation of the Compound Water efficiencies and rainwater harvesting implemented within the Compound to reduce use of potable water.
SCC2	**Minimise greenhouse gas emissions** Integrate sustainable design practices which are best practice for major road and tunnel infrastructure projects into the design process and implement these to minimise, to the extent practicable, greenhouse gas emissions arising from construction, operation and maintenance of North East Link. In detailed design, select materials and consider energy and carbon during construction, to target: • At least a 30% reduction in carbon emissions from the construction of North East Link against an Infrastructure Sustainability Council of Australia (ISCA) verified base case calculated in accordance with their independent standards (IS v1.2 Ene-1 Level 3 or v2.0 equivalent) • Use of a minimum of 50% of renewable energy for electricity used to construct North East Link (IS v1.2 Ene-2 Level 1.5 or v2.0 equivalent) • Net zero emissions in the operation and maintenance of North East Link (excluding emissions from traffic) with reference to the IS v2.0 energy and carbon guideline • Reduction of the amount of Portland Cement content in concrete across the project by a minimum of 30% against Green Building Council of Australia reference mix design levels subject to durability and strength requirements.	The EHBA Sustainability Management Plan will outline the requirements and management measures for implementation of energy efficiency and renewable energy sources that will used to power the Compound to reduce greenhouse gas emission.
SCC4	**Minimise and appropriately manage waste** Develop and implement management measures for waste (excluding soils) minimisation during construction and operation in accordance with the Environment Protection Act 2017 waste management hierarchy and management options, to address: • Litter management • Construction and demolition wastes including, but not limited to, washing residues, slurries and contaminated water • Organic wastes	The EHBA Sustainability Management Plan will outline the requirements and management measures for implementation of waste management in accordance with the waste minimisation hierarchy for waste avoidance, and then the highest possible percentage of waste being

	• Inert solid wastes.	reused or recycled.
SCC5	**Minimise potable water consumption** Stormwater, recycled water and groundwater inflow to tunnels or other water sources must be used in preference to potable water for construction activities, including concrete mixing and dust control, where this is available, practicable, of suitable quality, and meets health and safety requirements.	The EHBA Sustainability Management Plan will outline the requirements and management measures of Compound water efficiencies and rainwater harvesting to be implemented within the Compound to reduce use of potable water.
T2	**Transport Management Plan(s) (TMP)** Prior to commencement of relevant works, develop and implement Transport Management Plan(s) (TMP) to minimise disruption to affected local land uses, traffic, car parking, public transport (rail, tram and bus), pedestrian and bicycle movements and existing public facilities during all stages of construction. The TMP must be informed and supported by an appropriate level of transport modelling and must include: • Requirements for maintaining transport capacity for all travel modes in the peak demand periods • Requirements for limiting the amount of construction haulage during the peak demand periods • A monitoring program to assess the effectiveness of the TMPs on all modes of transport • Where monitoring identifies adverse impacts, implement practicable and appropriate mitigation measures • Consideration of construction activities for other relevant major projects occurring concurrently with construction activities for North East Link and potentially impacting modes of transport in the same area • Potential routes for construction haulage and construction vehicles travelling to and from the project construction site, recognising sensitive receptors and avoiding the use of local streets where practicable • Suitable measures, developed in consultation with emergency services, to ensure emergency service access is not inhibited as a result of project construction activities • Provision of alternative parking where practicable to replace public, private and commuter parking lost as a result of project construction activities • Requirements to minimise impacts on local streets, community and commercial facilities by providing parking for construction workers at construction compounds where practicable • Measures to ensure connectivity and safety for all transport network users during construction • Measures to limit the extent of road closures • Consultation with the Department of Transport, relevant transportation authorities and relevant local Councils. • A TMP may be split into precincts where appropriate but must consider other precinct TMPs through the Transport Management Liaison Group as per EPR T3.	The EHBA Transport Management Plan (TMP) addresses the transport related concerns that may arise throughout the duration of the construction compound lifecycle and presents the solutions to keep the compound environment safe and limit impact to nearby sensitive receptors.

	• TMPs must be submitted to the relevant authority for approval.	
T3	**Transport Management Liaison Group** A Transport Management Liaison Group (TMLG) must be established and convene prior to the commencement of any works that may impact on existing roads, paths or public transport infrastructure. The TMLG must include representatives from the State, the Department of Transport, emergency services, the project, relevant transportation authorities and relevant local councils. The TMLG will be a forum for exchange of information and discussion of issues associated with Transport Management Plans. This must include review of proposed haulage routes for construction sites to minimise reliance on a single haulage route between Bell Street and the M80 Ring Road and facilitate different sites using different haulage routes. The TMLG must be provided with the Transport Management Plans, details as to timing of implementation, information about construction traffic monitoring conducted by the project, relevant sections of road safety audit reports and other reports, as relevant. Where construction activities have the potential to significantly impact on specific stakeholder or community group facilities, the TMLG should be satisfied that there has been adequate consultation to inform the Transport Management Plans and should consider inviting stakeholder representatives to relevant TMLG meetings. The TMLG must meet at least monthly until the completion of construction.	The Transport Management Plan governs EHBA's involvement in and interaction with a TMLG.
T5	**Traffic monitoring** Undertake traffic monitoring on selected roads (arterial and non-arterial) identified in consultation with the relevant transportation authorities and local council pre-construction, at six monthly intervals during construction, and up to two years after construction is complete. As part of the selection process, consideration must be given to roads that carry public transport services. Ensure any material adverse traffic impacts of the Project are mitigated by implementing local area traffic management strategies, including other works as required in consultation with the relevant road management authorities. Develop and implement traffic performance management to monitor conditions during construction. Real time traffic information must be provided to drivers.	The Transport Management Plan details the traffic monitoring requirements and procedures.

Appendix C. IEA Verification



North East Link Freeway Packages
Independent Environmental Auditor

Review and Verification Report:

Eastern Freeway – Hoddle to Burke Alliance

Chandler Main Compound Plan – Chandler Construction Compound Plan

Major Road Projects Victoria

30 October 2025

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Document review and approval

Revision	Revision Detail	Author	Date	Reviewed and Approved by
0	Final Report	[redacted]	30/09/25	[redacted]
01	Final Report following EHBA updates to Chandler Main Compound Plan – Chandler Construction Compound Plan (Revision E)		30/10/25	

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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 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 – Hoddle to Burke Alliance (EHBA), 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 – Hoddle to Burke Alliance (EHBA) on this report. Any reliance placed is that party's sole responsibility.

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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.

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Table 1 - Document subject to IEA Review and Verification assessment

Document	Chandler Main Compound Plan – Chandler Construction Compound Plan (Document Number: NEL-WST-NWA-4990-EPA-PLN-0001; Revision 0.01; Dated: 30/10/25) (the Document).
Freeway package	The West Package consists of an upgrade of the western section of the Eastern Freeway between Hoddle Street in Collingwood to Burke Road in Balwyn North.
Package Alliance	Eastern Freeway – Hoddle to Burke Alliance (EHBA) - an Alliance comprising MRPV, Seymour Whyte Constructions Pty Ltd, John Holland Pty Ltd, Jacobs Group (Australia) Pty Ltd, Mott MacDonald Australia Pty Limited, which is delivering the West Freeway Package scope of works described above.
Date of IEA assessment	13 May 2025 – 30 October 2025
Other relevant information	A full list of supporting EHBA project documentation reviewed as part of this review and verification scope, is provided in Appendix A.

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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 EHBA, to be addressed accordingly.
- When the IEA considered all comments to have been addressed by MRPV and EHBA, 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.

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Table 2 – Chandler Main Compound Plan – Chandler Construction Compound Plan revisions subject to this IEA Review and Verification Assessment

Revision	Remarks scope of documents	Date submitted by MRPV and TSA to IEA	Date IEA review comments provided to MRPV and TSA	Date Verified by IEA
A	Initial revision submitted to the IEA for review.	13/05/25	23/05/25	N/A
B	Subsequent revision submitted to the IEA for review following IEA comment on Rev A.	15/07/25	22/07/25	N/A
D	Subsequent revision submitted to the IEA for review following IEA comment on Rev B.	09/09/25	22/09/25	N/A
E	Subsequent revision submitted to the IEA for review following IEA comment on Rev D.	25/09/25	30/09/25	30/09/25
0.01	Subsequent revision submitted to the IEA for review following EHBA updates to Rev E.	30/10/25	30/10/25	30/10/25

3. IEA Review Findings

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

The IEA has assessed EHBA's Chandler Main Compound Plan – Chandler Construction Compound Plan (Document Number: NEL-WST-NWA-4990-EPA-PLN-0001; Revision 0.01; Dated: 30/10/25) 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.

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Appendix A - Documents Reviewed

Table A1 - Documents Reviewed

Doc #	Revision	Document Name	Date submitted by MRPV and TSA to IEA
Refer to Section 2, Table 2 for details of Document revisions subject to IEA Review and Verification Assessment.			
01	Draft, dated 14/07/25	Chandler Pre-CCP Consultation Report (Eastern Freeway – Hoddle to Burke Alliance)	15/07/25
02	No revision details provided, dated 31/07/25	Chandler Pre-CCP Consultation Report (Eastern Freeway – Hoddle to Burke Alliance)	09/09/25
03	No revision details provided, dated 24/09/25	Chandler Construction Compound Consultation Report (Eastern Freeway – Hoddle to Burke Alliance)	25/09/25
04	No revision details provided, dated 01/10/25	Chandler Construction Compound Consultation Report (Eastern Freeway – Hoddle to Burke Alliance)	30/10/25
05	Revision A, as received by the FIEA on 09/09/25	Technical Note: Assessment of Local Flood Impacts at Chandler Main Construction Compound and associated data, i.e., NEL-WST-NWA-4990-CFM-FMZ-0028_A, NEL-WST-NWA-4990-CFM-FMZ-0029_A (Eastern Freeway – Hoddle to Burke Alliance)	09/09/25
06	Date requested: 16/05/25, Due date: 23/05/25	Request for Further Information: Chandler CCP West Package (Eastern Freeway – Hoddle to Burke Alliance)	15/07/25
07	Revision B, dated 18/07/25	Management Plan: Utility Infrastructure Management Plan (Eastern Freeway – Hoddle to Burke Alliance)	25/09/25
08	Revision C, dated 25/09/25	Eastern Freeway Upgrades (Hoddle to Burke) Attachment 2: Landscape Design Landscape Plan Zone 5 (Drawing No. NEL-WST-NWA-4990-ULS-DRG-9535) (Eastern Freeway – Hoddle to Burke Alliance)	30/10/25

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Doc #	Revision	Document Name	Date submitted by MRPV and TSA to IEA
09	No revision details provided, dated 07/10/25	Chandler Compound – Tree Data (Eastern Freeway – Hoddle to Burke Alliance)	30/10/25

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Appendix B - Review and Verification Assessment Comment Register

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Appendix B. Review and Verification Assessment Comment Register

Project: North East Link Program

Document No **NEL-WST-FIEA-4990-EPA-CRS-0001**

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Section 2.1 Justification of location and use of compounds (Condition 4.12.2(d)) states "The Construction Compound uses by EHBA are….Issued to MRPV." The "Issued to MRPV" has been presented as a blue hyperlink. Please clarify the purpose of this link and/or if this is a typographical error.	General comment	23-05-25	O	N/A	LPE	N/A	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Issued to MRPV' has been removed	General comment	15-07-25	O	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	01.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed.	General comment	22-07-25	O	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	02	NEL-WST-NWA-4990-EPA-PLN-0001	N	Section 2.1 Justification of location and use of compounds (Condition 4.12.2(d)) states "Due to the workforce and material storage requirement on the eastbound (north) side of the freeway, long-term construction compounds are also required to be established, hence the Chandler Main compound will support the Western (4100) Construction Site and project wide activities, which include the construction of all roadworks from Hoddle St to Chandler HWY, dedicated busway, and noise wall construction, hard and soft landscaping and access roads for all impacted stakeholders." For clarity regarding which area the Chandler Main Compound will support, please highlight the area of Work Zone 4100 within site plan Figure 2 Location of Chandler Main Compound.	General comment	23-05-25	D	N/A	LPE	N/A	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	02.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	New figure added in Section 2.1, to show Work Zone 4100 and Chandler Main compound	General comment	15-07-25	D	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	02.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed.	General comment	22-07-25	D	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	03	NEL-WST-NWA-4990-EPA-PLN-0001	N	NELP Incorporated Document Dec 2019 amended September 2023 states the following: - Section 4.12.2 d) "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 organiations and sporting and recreation areas - Section 4.12.4 "A CCP may be amended from time to time, to the satisfaction of the Minister for Planning." Construction Compound Plan Section 2.1 Justification of location and use of compounds (Condition 4.12.2)d)) states that "The Construction Compound will likely consist of single-storey crib however (provision for double-story has been allowed in this CCP if extra crib is required at a later date in the future) and amenity buildings that are proposed to contain the following facilities:" Further, Section 8 Review states that "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." Please provide details for risk assessment and consultation process that will be undertaken (including updates to the CCP) if extra cribs are required at a later date and the construction compound configuration is changed from single to double storey.	NELP Incorporated Document Dec 2019 amended September 2023	23-05-25	D	N/A	LPE	N/A	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	03.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	The second 'contingency' storey of the site office building previously shown in the Chandler Main CCP has been removed from scope as total capacity for workers can now be acommodated in a single storey configuration. Extra cribs will no longer be required as the layout shown is for the maximum workforce capacity of the compound. Wording has been amended within the document to clarify this.	NELP Incorporated Document Dec 2019 amended September 2023	15-07-25	D	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	03.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed.	NELP Incorporated Document Dec 2019 amended September 2023	22-07-25	D	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	05	NEL-WST-NWA-4990-EPA-PLN-0001	N	EPR B5 of the Environmental Management Framework aims to minimise access and amenity impacts on businesses. NELP Incorporated Document Dec 2019 amended September 2023 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 organiations and sporting and recreation areas Table 2 Details of Implementation does not provide details of whether adequate parking has been allowed for within the site compound to avoid street-side parking. Please address accordingly.	EPR B5 NELP Incorporated Document Dec 2019 amended September 2023	23-05-25	M	N/A	LPE	N/A	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	05.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Table 2 updated to specify adequate parking provision for the 530 person workforce in order to avoid impacts on existing street parking on the surrounding area. Additional car parking spaces will also provided to visitors to the Community Hub building.	EPR B5 NELP Incorporated Document Dec 2019 amended September 2023	15-07-25	M	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	05.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed.	EPR B5 NELP Incorporated Document Dec 2019 amended September 2023	22-07-25	M	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	06	NEL-WST-NWA-4990-EPA-PLN-0001	N	EPR LV2 aims to minimise landscape and visual impacts during construction and EPR LV3 aims to minimise construction lighting impacts. Section 3.4 Duration states "The operation of the compound will be 24 hours a day and up to seven days a week in peak construction periods." Table 7 Residual risk assessment states one of the controls as "Where the compound is in operation outside standard hours, lighting towers/security lighting will be angled and placed to avoid impact on nearby sensitive receptors." Please clarify whether lighting towers/security lights will be angled and placed to avoid impacts to nearby sensitive receptors at all times or only for operation outside standard hours. Further, Table 7 does not consider other visual impacts such as light spill or amenity impacts of the site compound. Please address accordingly.	EPR LV2 EPR LV3	23-05-25	D	N/A	LPE	N/A	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	06.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Site lighting will be angled during compound establishment and will therefore avoid impacts of light spill to residential land to the south and west at all times, The evening / night time was highlighted as this is when light spill impacts would arise. Residual risk assessment table has been updated to be more specific on the type of potential impacts of the site compound in response to this comment.	EPR LV2 EPR LV3	15-07-25	D	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	06.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed.	EPR LV2 EPR LV3	22-07-25	D	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	07	NEL-WST-NWA-4990-EPA-PLN-0001	N	The FIEA notes that Figure 5: Proposed Chandler Main compound layout site legend is missing reference to the area shaded in light green. Please clarify what this area refers to and update the site legend accordingly.	General comment	23-05-25	D	N/A	LPE	N/A	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	07.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Noted and amended. This area is Compound layout.	General comment	15-07-25	D	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	07.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed.	General comment	22-07-25	D	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	08	NEL-WST-NWA-4990-EPA-PLN-0001	N	NELP Incorporated Document Dec 2019 amended September 2023 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 organiations and sporting and recreation areas" EPR AR1 and AR2 includes the following requirements to inform the Tree Removal Plan and Tree Protection Plan "…that identifies all trees within the project boundary…" The FIEA notes that within Figure 6 Potential access/egress (under review) into Main Construction Compound, Option A is set out on a trail through vegetation. Furthermore, Table 3: Comparison of locations states "Requires tree removal and vegetation to allow construction of the temporary facility. Impacts will be minimised by retaining trees where possible. Option can utilise a large portion of open space to reduce overall vegetation removal." Please clarify the risk assessments and arboricultural impact assessments that have been undertaken to assess the impacts of Option A. The FIEA notes that the CCP will not be able to be verified until all supporting EPR Sub Plan/ site specific information/ assessments/ modelling has been provided to the FIEA for review and verification.	NELP Incorporated Document Dec 2019 amended September 2023	23-05-25	D	N/A	LPE	N/A	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	08.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Option A (and Option B) shown in previous version of Chandler CCP document have been removed from scope due to unavailability of those properties and these access arrangements are no longer being pursued at this point in time.	NELP Incorporated Document Dec 2019 amended September 2023	15-07-25	D	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	08.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed.	NELP Incorporated Document Dec 2019 amended September 2023	22-07-25	D	N/A	LPE	C	

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Total Items: 76

Appendix B, Review and Verification Assessment Comment Register

Project: North East Link Program

Document No **NEL-WST-FIEA-4990-EPA-CRS-0001**

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	10	NEL-WST-NWA-4990-EPA-PLN-0001	N	NELP Incorporated Document Dec 2019 amended September 2023 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 organiations and sporting and recreation areas" The FIEA notes that Section 4.2. Identification of Sensitive Receptors does not include a complete list of streets in the vicinity of the site compound plan, Please include O'Brien Court in the list of sensitive receptors,	NELP Incorporated Document Dec 2019 amended September 2023	23-05-25	M	N/A	LPE	N/A	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	10.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Section 4.2 updated to include O'Brien Court. Response by KHOGAN	NELP Incorporated Document Dec 2019 amended September 2023	15-07-25	M	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	10.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed.	NELP Incorporated Document Dec 2019 amended September 2023	22-07-25	M	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	11	NEL-WST-NWA-4990-EPA-PLN-0001	N	EMF Table 6-2 Environmental management documents states "Unless exempt in accordance with Condition 4,13,2(b), all construction compounds must be located and operated in accordance with the approved CCP and relevant EPRs included in this EMF." Table 6 Risk assessment has not considered EPR HH1 and HH2 historic heritage, although the FIEA notes that the potential risks refers to "unexpected discovery, potential disturbance or impact to cultural or historical heritage items.", historic heritage considerations have also not been reflected within Table 7 Residual risk assessment, Please address accordingly.	EMF Table 6-2 EPR HH1 EPR HH2	23-05-25	M	N/A	LPE	N/A	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	11.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	The CCP is consistent with EPR HH1 as the design of the compound has avoided all impacts on historic heritage places, The Risk Assessment and Residual Risk Assessment tables have been updated to respond to HH2 which will be relevant to the works on site (namely working under the Archeological Management Plan).	EMF Table 6-2 EPR HH1 EPR HH2	15-07-25	M	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	11.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed.	EMF Table 6-2 EPR HH1 EPR HH2	22-07-25	M	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	13	NEL-WST-NWA-4990-EPA-PLN-0001	N	NELP Incorporated Document Dec 2019 amended September 2023 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 organiations and sporting and recreation areas" The FIEA notes that Table 7 Residual risk assessment contains control measures for contamination and soil. Please note that hazardous materials storage must be in accordance with AS1940:2017 The storage and handling of flammable and combustible liquids. Please address accordingly.	NELP Incorporated Document Dec 2019 amended September 2023, EPR CL5	23-05-25	D	N/A	LPE	N/A	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	13.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Hazardous materials storage will be undertaken in accordance with AS1940:2017. Residual risk assessment table updated to reflect this.	NELP Incorporated Document Dec 2019 amended September 2023, EPR CL5	15-07-25	D	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	13.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed.	NELP Incorporated Document Dec 2019 amended September 2023, EPR CL5	22-07-25	D	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	14	NEL-WST-NWA-4990-EPA-PLN-0001	N	Table 3: Comparison of Locations has answered "Yes" against the "Is the site within the approved project boundary?" question under Option A Chandler (Chandler Main Compound) Preferred Location, However, Figure 6: Potential access/ egress (under review) into Main Construction Compound shows that the southern entry and exit points will utilise areas outside of the approved project boundary, Please clarify the discrepancies above,	General Comment	23-05-25	O	N/A	LPE	N/A	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	14.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Amended and removed	General Comment	15-07-25	O	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	14.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed.	General Comment	22-07-25	O	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	16	NEL-WST-NWA-4990-EPA-PLN-0001	N	The FIEA notes that Figure 2 shows the presence of a Special Building Overlay abutting the southeastern boundary of the site compound, however it does not show the Land Subject to Inundation Overlay to the North of the site compound. Please address accordingly.	General Comment	23-05-25	O	N/A	LPE	N/A	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	16.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Updated.	General Comment	15-07-25	O	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	B	N/A	16.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed.	General Comment	22-07-25	O	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	C	N/A	04	NEL-WST-NWA-4990-EPA-PLN-0001	N	The Incorporated Document Section 4.12.2 states that the CCP must include "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." Further EPR SW6 states that "Prior to commencement of relevant works, 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)." The FIEA notes that Figure 7 shows the presence of a Special Building Overlay abutting the south - eastern boundary of the site compound and the Land Subject to Inundation Overlay to the north of the site compound. Several sections of the document highlight that the construction compound is not subject to any flood zones or overlays for example: - Table 5: Chandler Main Compound Site Selection Assessment states that flood impacts are being avoided, - Table 6 risk assessment and Table 7 residual risk assessment set out flood mitigation measures for the site compound. - Table 3 Comparison of locations also states under Option A "The construction compound is not subject to flood zones or overlays." Although the FIEA notes that Section 5.1 Flood risk and management discusses flood risk management and baseline flood risk assessments completed using the NEL Tender Flood Model has been outlined under Section Table 7 Residual Risk Assessment, please clarify considerations in place for the construction compound being adjacent to an area under a Special Building Overlay and Land Subject to Inundation Overlay, such as: - Building design and construction to withstand flood conditions - Site layout and landscaping - Drainage and water management eg stormwater drainage	NELP Incorporated Document Dec 2019 amended September 2023	23-05-25	M	N/A	LPE	N/A	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	C	N/A	04.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	The Risk Assessment and Residual Risk Assessment tables and section 5.1 have been amended to clarify considerations put in place, namely: Compound design and layout has considered and avoided encroachment into SBO / LSIO and implementation of surface water management plans and associated management measures under the WEMP for the Chandler Main compound. In addition, the flooded extent associated with the SBO area has been assessed through creation of a local flood model to model inflows from an un-named channel upstream of the SBO area. This assessment determined there are no impacts related to flooding within the compound site or on surrounding properties. Further, surface runoff from the construction compound was modelled and will discharge to the existing freeway drainage network away from the SBO area and therefore will not impact on the existing flooded extent associated with the SBO area. This assessment is being undertaken in partnership with Melbourne Water.	NELP Incorporated Document Dec 2019 amended September 2023	15-07-25	M	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	C	N/A	04.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA notes that the FEMP has not been provided for review, which is a key compliance document against the SW EPRs. Furthermore, the FIEA provides the following comments: 1) The FIEA acknowledges updates to Section 5.1 Flood risk and management, The FIEA notes there remains a lack of clarity associated with the impacts to the LSIO north of the site (the current contents of Section 5.1 primarily speak to SW5 ie impacts associated with the SBO area) and there is no text to address compliance against EPR SW6. 2) FIEA requests for the flood modelling related technical memos referenced within EHBA's comments be provided to assess compliance with EPR SW6.	NELP Incorporated Document Dec 2019 amended September 2023	22-07-25	M	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	C	N/A	04.01.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	EHBA is preparing the local flood model to demonstrate compliance with SW6 within the local catchment near the Chandler CCP	NELP Incorporated Document Dec 2019 amended September 2023	09-09-25	M	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	C	N/A	04.01.01.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	The FIEA was provided with the Technical Note: Assessment of Local Flood Impacts at Chandler Main Construction Compound (Revision A), as received 10/09/25.	NELP Incorporated Document Dec 2019 amended September 2023	22-09-25	M	N/A	LPE	N/A	

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Appendix B, Review and Verification Assessment Comment Register

Project: North East Link Program

Document No **NEL-WST-FIEA-4990-EPA-CRS-0001**

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	C	N/A	09	NEL-WST-NWA-4990-EPA-PLN-0001	N	There are several EPR-related sub plans that require to be informed by site-specific information. For example: - EPR AR1 and AR2 includes the following requirements to inform the Tree Removal Plan and Tree Protection Plan "…that identifies all trees within the project boundary…" - EPR NV4 includes the following requirement to inform the CNVMP "...be informed by the noise modelling and monitoring results" - EPR SW6 includes the following requirements "…flood risk should be appropriately assessed…" Furthermore, Table 6-2 of the EMF outlines the supporting information that is to inform development of documents such as WEMPs, CCPs, etc.(for example, S4.12 Construction Compound Plan of the Incorporated Document (CCP informed by flood modelling). The FIEA observes that the following as examples of EPR Sub Plan/ site specific information/ assessments/ modelling detailed in the sections of the CCP, which have not been reviewed and verified by the FIEA: - Section 4.2. Identification of Sensitive Receptors states that "Noise modelling for construction and use of the compound will be undertaken in order to further assess and mitigate impacts of noise to nearby receptors." - Section 5.1 Flood risk and management refers to the EHBA Flood Emergency Management Plan. - Table 7 Residual risk assessment Arboriculture/Flora Fauna refers to ecological assessment being undertaken prior to works commencing. The FIEA notes that the CCP will not be able to be reviewed and verified until all supporting EPR Sub Plan/ site specific information/ assessments/ modelling has been provided to the FIEA for review and verification.	Environmental management framework AR1 & AR2, NV4, SW6 and Table 6-2	23-05-25	N	N/A	LPE	N/A	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	C	N/A	09.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Noted.	Environmental management framework AR1 & AR2, NV4, SW6 and Table 6-2	15-07-25	N	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	C	N/A	09.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA notes that CCP will not be able to be reviewed and verified until all supporting EPR sub plan/site specific information and assessments/modelling has been provided to the FIEA for review and verification.	Environmental management framework AR1 & AR2, NV4, SW6 and Table 6-2	22-07-25	N	N/A	LPE	O	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	C	N/A	09.01.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Various supporting plans to be provided.	Environmental management framework AR1 & AR2, NV4, SW6 and Table 6-2	09-09-25	N	N/A	LPE	O	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	C	N/A	09.01.01.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed, The FIEA notes that works will not commence until the supporting WEMP is verified, containing the site-specific information/ assessments/ modelling, and all overarching EPR plans are verified.	Environmental management framework AR1 & AR2, NV4, SW6 and Table 6-2	22-09-25	N	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	C	N/A	12	NEL-WST-NWA-4990-EPA-PLN-0001	N	NELP Incorporated Document Dec 2019 amended September 2023 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 organiations and sporting and recreation areas" The FIEA notes that Table 7 Residual risk assessment contains control measures for Air Quality. No reference has been made to air quality monitoring as a control measure to be implemented to manage dust on site. Please address accordingly.	NELP Incorporated Document Dec 2019 amended September 2023, EPR AQ1	23-05-25	M	N/A	LPE	N/A	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	C	N/A	12.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Air quality monitoring will be implemented in accordance with the Dust and Air Quality Monitoring and Management Plan. Reference updated within the Residual Risk assessment table.	NELP Incorporated Document Dec 2019 amended September 2023, EPR AQ1	15-07-25	M	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	C	N/A	12.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA acknowledges reference to Dust and Air Quality Monitoring and Management Plan, Key dust control measures have been listed within Table 7 however there is no reference to air quality monitoring which is being carried out as per recent site audit observations on 17/07/25 (Site Hive located at Chandler Compound). Please address accordingly.	NELP Incorporated Document Dec 2019 amended September 2023, EPR AQ1	22-07-25	M	N/A	LPE	O	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	C	N/A	12.01.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Table 7 has been updated to confirm Real time air quality monitoring tobe implemented as per the Dust and Air Quality Monitoring and Management Plan	NELP Incorporated Document Dec 2019 amended September 2023, EPR AQ1	09-09-25	M	N/A	LPE	O	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	C	N/A	12.01.01.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed,	NELP Incorporated Document Dec 2019 amended September 2023, EPR AQ1	22-09-25	M	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	15	NEL-WST-NWA-4990-EPA-PLN-0001	N	Section 4.12 of the Incorporated Document Dec 2019 amended September 2023 states "All construction compounds must be located and operated in accordance with the approved CCP and relevant EPRs included in the approved EMF," and ""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 organiations and sporting and recreation areas"" Section 7.1 Stakeholder and community engagement approach includes the following footnote "This is being written for future submission. The consultation has not occurred as at April 2025 but will have by the time this document is submitted," Please provide the FIEA with the Pre-CCP Consultation Report.	NELP Incorporated Document Dec 2019 amended September 2023, EPR CL5	23-05-25	D	N/A	LPE	N/A	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	15.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	The Consultation Report will be submitted to FIEA with the next revision of the Chandler Main CCP document. Response by KHOGAN	NELP Incorporated Document Dec 2019 amended September 2023, EPR CL5	15-07-25	D	N/A	LPE	N/A	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	15.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA acknowledges receipt of a draft Pre-CCP consultation report and notes that the CCP cannot be verified until all consultation has been completed and stakeholder comments addressed,	NELP Incorporated Document Dec 2019 amended September 2023, EPR CL5	22-07-25	D	N/A	LPE	O	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	15.01.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Noted. Consultation completed on the 18th of July and all stakeholder comments addressed	NELP Incorporated Document Dec 2019 amended September 2023, EPR CL5	09-09-25	D	N/A	LPE	O	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	15.01.01.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	The FIEA notes that the Consultation Summary Report (dated 31/07/25) only shows information of consultation completed with the Walter Eliza Hall Institute and United Petroleum, Section 4.1 Identification of Sensitive Receptors of the WEMP has identified several other businesses and community organisations (e.g., The Royal Talbot Rehabilitation Centre, Guide Dogs Victoria, Boroondara Parks and Garden Depot and Recycling Centre and Endeavour Foundation Business Solutions); and residential areas (e.g., Princess Street, Earl Street, etc.) who are not mentioned with the Consultation Summary Report. Please provide evidence of community consultation conducted with the relevant sensitive receptors within the WEMP.	NELP Incorporated Document Dec 2019 amended September 2023, EPR CL5	22-09-25	D	N/A	LPE	O	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	15.01.01.01.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	The Consultation Summary Report has been updated to capture engagement undertaken with businesses and community organisations listed in the comment above, and is now consistent with Section 4.1.	NELP Incorporated Document Dec 2019 amended September 2023, EPR CL5	25-09-25	D	N/A	LPE	O	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	15.01.01.01.01.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed.	NELP Incorporated Document Dec 2019 amended September 2023, EPR CL5	30-09-25	D	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	17	NEL-WST-NWA-4990-EPA-PLN-0001	N	Appendix A, Detailed EPRs Relevant to this CCP states that "The EHBA Utility Infrastructure Management Plan outlines the procedures and measures involved in the protection or relocation of utility assets." is the approach to address requirements of EPR B7. The FIEA has not been provided with this document to assess efficacy in managing compliance with EPR B7.	EPR B7	22-09-25	D	N/A	LPE	O	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	17.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	The Utility Infrastructure Management Plan (NEL-WST-NWA-4990-CUM-MPL-0001 - Rev B) has been provided as supplementary information to IEA with the issue of the latest revision E.	EPR B7	25-09-25	D	N/A	LPE	O	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	17.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed,	EPR B7	30-09-25	D	N/A	LPE	O	

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Appendix B, Review and Verification Assessment Comment Register

Project: North East Link Program

Document No **NEL-WST-FIEA-4990-EPA-CRS-0001**

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	18	NEL-WST-NWA-4990-EPA-PLN-0001	N	Under Table 1: Incorporated Document - Relevant Conditions for this Plan (4.12.2b), the FIEA notes the referencing error "Section Error! Reference source not found.". Please address accordingly.	NELP Incorporated Document Dec 2019 amended September 2023, 4.12.2b	22-09-25	O	N/A	LPE	O	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	18.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Addressed.	NELP Incorporated Document Dec 2019 amended September 2023, 4.12.2b	25-09-25	O	N/A	LPE	O	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	18.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed.	NELP Incorporated Document Dec 2019 amended September 2023, 4.12.2b	30-09-25	O	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	19	NEL-WST-NWA-4990-EPA-PLN-0001	N	Section 4.4.1 of document NEL-WST-NWA-4990-EPA-PLN-0001 states "there are no changes to flood hazard categories for land uses such as the state arterial roads, private property and parks, reserves and other amenity areas". However, within Table 4-5 of flood memo doc number NEL-WST-NWA-4990-CFM-MEM-0027 Rev A it denotes there are changes to flood hazard on at least 1 private property. Please clarify the inconsistency between the CCP and Flood Memo.	Environmental management framework SW6	22-09-25	N	N/A	LPE	O	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	19.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Noted. The correct interpretation of the Table 4-5 is that the 1 property where hazard changes goes from H2 down to H1 suggesting that hazard actually reduces. The wording in the CCP S4.4.1 has been updated to clarify that there are no 'increases' to flood hazard categories, rather than no 'changes' to flood hazard categories which is incorrect (as 1 property's flood hazard category reduces, hence changes).	Environmental management framework SW6	25-09-25	N	N/A	LPE	O	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	19.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed.	Environmental management framework SW6	30-09-25	N	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	20	NEL-WST-NWA-4990-EPA-PLN-0001	N	The CCP document NEL-WST-NWA-4990-EPA-PLN-0001, covers the detail of EPR SW6 well, however fails to highlight key controls to meet EPR SW5, simply referencing off to the SWMP and WEMP in Table 5 Section 5. Minimum key controls are required to meet EPR SW5 to be outlined in the CCP, as completed for other CCPs for the project.	Environmental management framework SW5	22-09-25	D	N/A	LPE	O	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	20.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Noted. Table 5 has been updated to provide key controls from the SWMP and WEMP to comply with EPR SW5.	Environmental management framework SW5	25-09-25	D	N/A	LPE	O	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	20.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed.	Environmental management framework SW5	30-09-25	D	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	21	NEL-WST-NWA-4990-EPA-PLN-0001	N	Section 4.4.1 of document NEL-WST-NWA-4990-EPA-PLN-0001 states "there are no changes to flood hazard categories for land uses such as the state arterial roads, private property and parks, reserves and other amenity areas". However, within Table 4-5 of flood memo doc number NEL-WST-NWA-4990-CFM-MEM-0027 Rev A it denotes there are changes to flood hazard on at least 1 private property. Please clarify the inconsistency between the CCP and Flood Memo.	Environmental management framework SW6	22-09-25	N	N/A	LPE	O	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	21.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Duplicate of comment 19.	Environmental management framework SW6	25-09-25	N	N/A	LPE	O	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	21.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed. Comment duplicated in error.	Environmental management framework SW6	30-09-25	N	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	22	NEL-WST-NWA-4990-EPA-PLN-0001	N	The CCP document NEL-WST-NWA-4990-EPA-PLN-0001, covers the detail of EPR SW6 well, however fails to highlight key controls to meet EPR SW5, simply referencing off to the SWMP and WEMP in Table 5 Section 5. Minimum key controls are required to meet EPR SW5 to be outlined in the CCP, as completed for other CCPs for the project.	Environmental management framework SW5	22-09-25	D	N/A	LPE	O	Yes
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	22.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	Duplicate of comment 20.	Environmental management framework SW5	25-09-25	D	N/A	LPE	O	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	22.01.01	NEL-WST-NWA-4990-EPA-PLN-0001	N	FIEA comment addressed. Comment duplicated in error.	Environmental management framework SW5	30-09-25	D	N/A	LPE	C	
N/A	NEL-WST-FIEA-4990-EPA-CRS-0001	D	N/A	23	NEL-WST-NWA-4990-EPA-PLN-0001	N	The FIEA had no further comments on the Chandler Main Construction Compound Plan (Rev 0.01)	General Comment	30-10-25	D	N/A	LPE	C	

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Appendix D. Letter to Residents

BIG BUILD
EASTERN FREEWAY

July 2025

Dear Resident

Eastern Freeway Upgrades – Planning for construction compounds

As part of the North East Link program we're upgrading the Eastern Freeway, slashing travel times and improving public transport in Melbourne's east.

We're preparing for future construction works on the Hoddle to Burke section of the Eastern Freeway Upgrades. The project will upgrade approximately 5.75 kilometres of the Eastern Freeway between Hoddle Street, Collingwood and Burke Road, Balwyn North, connecting to the North providing a safer, more efficient transport network for Melbourne and connection into North East Link.

To support future construction activities, we'll establish compounds for site offices, workforce parking and material and equipment storage.

The Chandler Compound, located at 5 Yarra Boulevard, Kew was identified as a location for a long-term construction compound in the Environmental Effects Statement. The Compound will consist of single storey facilities including office facilities and amenities, as well as a dedicated Visitor's Centre.

Construction of the Chandler Compound is expected to begin in September and will take approximately 10 weeks. Once fully established in December, the compound will to remain in place until the end of 2028 when freeway works are completed.

To keep construction traffic off local streets, access to the compound will primarily be via the city bound freeway on ramp at the Chandler Highway interchange. There will also be worker parking available on-site to avoid the need for parking on local streets.

We're committed to keeping as much of the vegetation and trees as possible within the Compound area, with protections in place for native fauna.

We'd like to hear your feedback on the Chandler compound. We'll use this information to help shape the Construction Compound Plans we're preparing that will help manage impacts to the surrounding residents and environment. You can provide feedback until July 26 2025 or arrange a time to speak to a member of the project team by contacting us on **1800 105 105** or email **community@northeastlink.vic.gov.au**.

Kind regards,
North East Link Program.

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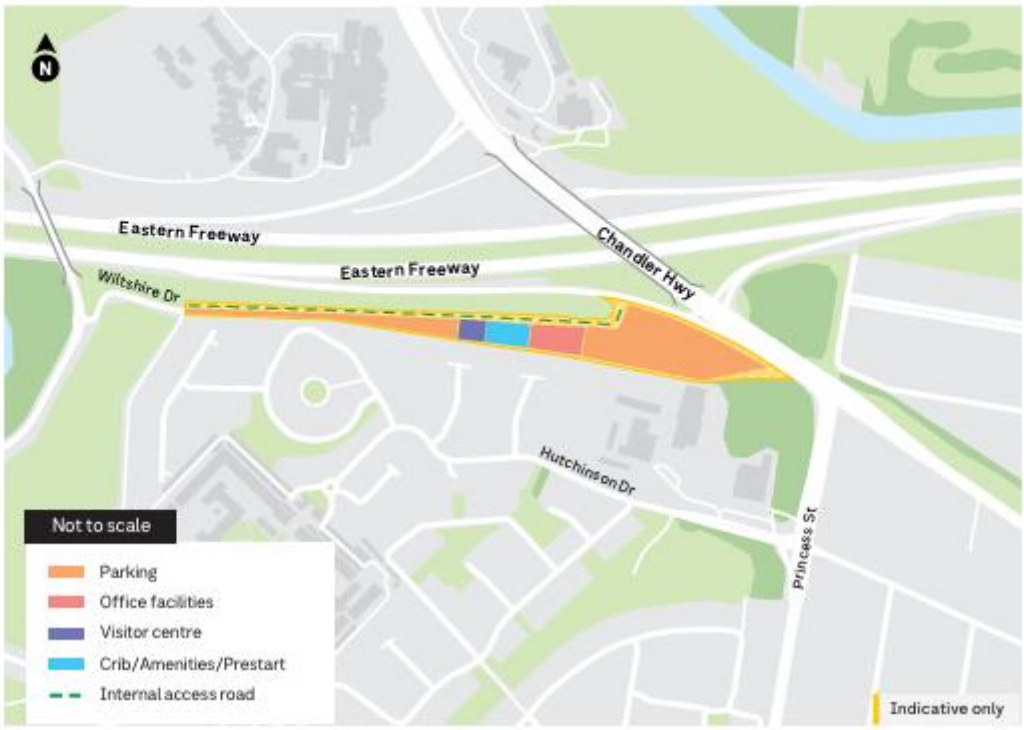
VICTORIA
State Government



bigbuild.vic.gov.au/roads

contact@bigbuild.vic.gov.au

1800 105 105 (call anytime)

For languages other than English please call 9209 0147

Please contact us if you would like this information in an accessible format.
If you need assistance due to a hearing or speech impairment, please visit **relayservice.gov.au**

NEL-AMD0009

Appendix E. Ministerial Approval

Department of Transport and Planning

GPO Box 2392
Melbourne, VIC 3001 Australia
www.transport.vic.gov.au

Ref: SPF-2494

[redacted]

Dear [redacted]

BOROONDARA PLANNING SCHEME - NORTH EAST LINK PROJECT INCORPORATED DOCUMENT DECEMBER 2019 (AMENDED SEPTEMBER 2023)
NORTH EAST LINK PROJECT – CHANDLER MAIN CONSTRUCTION COMPOUND PLAN

The North East Link - Eastern Freeway Upgrades Hoddle to Burke Alliance, on behalf of the Victorian Infrastructure Delivery Authority Roads Office, has requested approval of a construction compound plan (CCP) for the Chandler Main construction compound.

Condition 4.12 of the incorporated document requires the preparation of a CCP prior to the use and development of any construction compound for NELP, to the satisfaction of the Minister for Planning.

In accordance with powers delegated to me by the Minister for Planning, I am satisfied that the *Chandler Main Construction Compound Plan, Rev 1*, dated 31 October 2025, complies with this requirement and has therefore been approved.

A copy of the endorsed document is enclosed for your information. For further information, please email me at [redacted]

Yours sincerely

[redacted]
Manager Transport Projects
Infrastructure Assessment
Date: 12/11/2025

VICTORIA State Government