BIG BUILD
EASTERN FREEWAY

Eastern Freeway
Burke to Tram Alliance

EASTERN FREEWAY – BURKE TO TRAM ALLIANCE

Construction Compound Plan - Doncaster Park & Ride

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PLANNING AND ENVIRONMENT ACT 1987

MANNINGHAM PLANNING SCHEME

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

ENDORSED REPORT

SHEET 1 OF 45

SIGNED

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Document information

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Acronyms and abbreviations

Acronyms/ abbreviation	Meaning
ARI	Average Recurrence Interval
BoM	Bureau of Meteorology
CCP	Construction Compound Plan
CEMP	Construction Environmental Management Plan
CHMP	Cultural Heritage Management Plan
CNVMP	Construction Noise and Vibration Management Plan
EMF	Environmental Management Framework
EPR	Environmental Performance Requirement
FFG Act	*Flora and Fauna Guarantee Act 1988*
IEA	Independent Environmental Auditor
LSIO	Land Subject to Inundation Overlay
LV	Light Vehicle
MRPV	Major Roads Projects Victoria
NEL	North East Link
EBTA	Eastern Freeway– Bourke to Tram Alliance
NOP	Non-Owner Participant
SEPP	*State Environment Protection Policy (Waters) 2018*
TPZ	Tree Protection Zone
UDLP	Urban Design and Landscape Plan
WEMP	Worksite Environmental Management Plan

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1. Introduction

1.1 Plan purpose

The purpose of this Construction Compound Plan (CCP) is to comply with the requirements in the Incorporated Document December 2019 (amended September 2023) for the North East Link (NEL) South Package (the Project), specifically clauses 4.12.1 and 4.12.2 and regulate the use of the Doncaster Park & Ride construction compound.

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

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

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

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

This CCP is prepared for the Doncaster Park & Ride compound location as outlined in section 2. The Doncaster Park & Ride compound is located on the corner of Doncaster Road and the Eastern Freeway, Balwyn North, shown in Figure 4.

The Incorporated Document GC223 allows the land within the project boundary to be used and developed for the NEL Project. The purpose of the Incorporated Document is to exempt the Project from the usual requirements of the planning schemes and allow the use and development of land for the Project, on the condition of works being within the project boundary and comply with all conditions stipulated in the Incorporated Document. Relevant Conditions are included in Table 1.

Table 1: Incorporated Document - Relevant Conditions for this Plan

Section	Content requirements	Where addressed
4.12.1	Prior to the use and development of any construction compound, a CCP must be prepared to the satisfaction of the Minister for Planning.	This Plan
4.12.2	The CCP must include:	
	a. A plan showing the location and layout of each compound and the categories of works and operations proposed within each compound.	Sections 3.1, 3.2 and 3.4
	b. The estimated duration of activity within each compound.	Sections 3.3
	c. Demonstration that any compound proposed on land which is not to be permanently acquired are reasonably required in the location in which they are proposed, including demonstration that alternatives which reduce the impact of the compounds on such land are not feasible or practical.	Section 2 and 2.1
	d. Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas).	Section 2.1 Section 4 Table 4
	e. Demonstration that the categories of works proposed within the compounds are appropriate, have regard for whether the land is flood prone, including any flood modelling where appropriate, or has any particular environmental sensitivity, and that the works will be suitably managed to address any flood risk.	Section 5
	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.	N/A at this stage for this Plan
4.12.4	A CCP may be amended from time to time, to the satisfaction of the Minister for Planning.	Section 8

Section	Content requirements	Where addressed
4.12.5	All construction compounds must be located and operated in accordance with the approved CCP and EPRs included in the approved EMF.	Section 4.2 and 5.2

1.2 Purpose of the compound

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

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

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

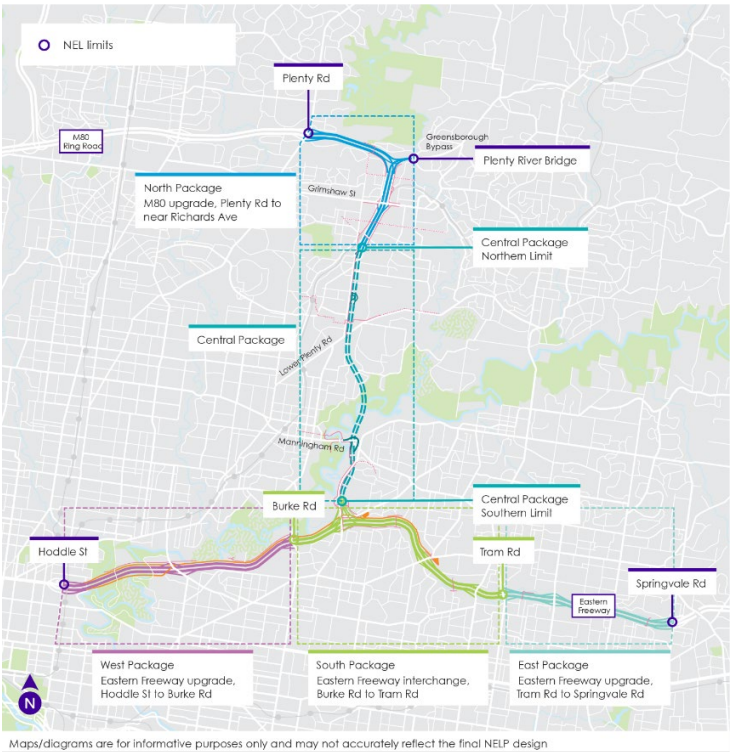

Figure 1: NEL Program

This construction compound will be utilised to facilitate works associated with the South Package, listed as follows:

- Mainline freeway construction
  - Freeway widening from Estelle Street Bridge to Tram Road.
  - Drainage installation and connections along the newly constructed portions of the freeway.
- Doncaster Road Compound Establishment
  - Establishment of the long-term compound at Doncaster Road Reserve.

2. Justification of location and use of Doncaster Park & Ride compound (Condition 4.12.2(d))

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

Due to the large workforce requirement in the East, a long-term construction compound is required at Doncaster Road Reserve. To build this compound, and to facilitate early Freeway Mainline works, a smaller, short-term facility is required at Doncaster Park & Ride (the subject of this compound plan).

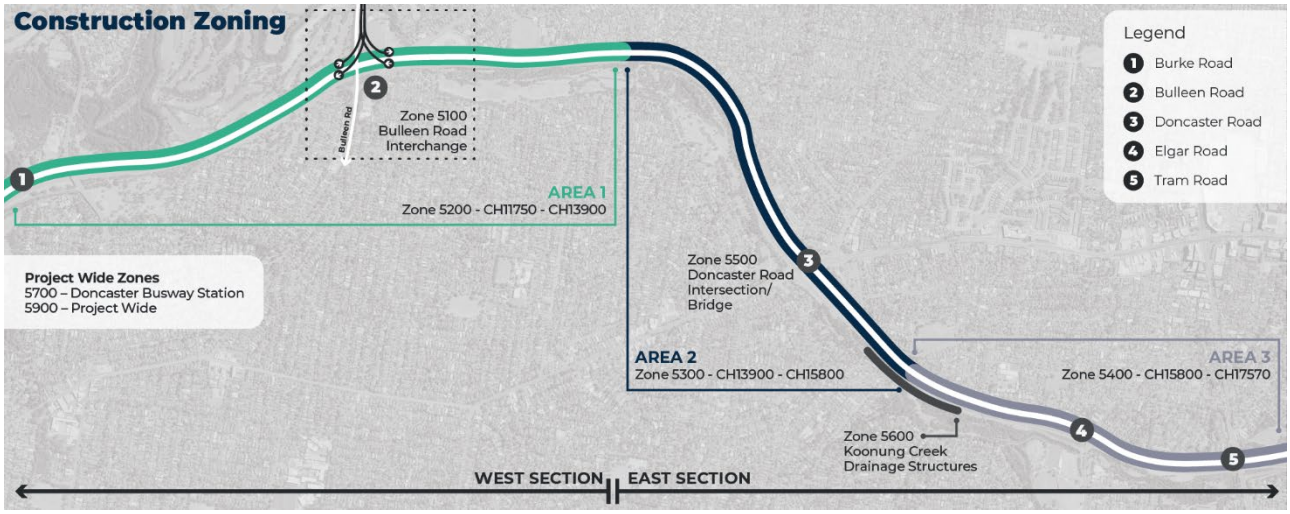

Figure 2: EBTA Construction Zones

The site compound facility at Doncaster Park & Ride has been designed to accommodate the main portion of the EBTA East Zone Team, with a total of workforce of 136 people. This number was determined through an assessment of the construction program required to deliver the project and the associated staff histogram that outlines the number of workers. The peak personnel count was used for compound design and capacity requirements.

Factors considered in the selection of the Doncaster Park & Ride compound included:

- The site was nominated as a potential construction compound site as part of the EES process.
- Access is required for large vehicles delivering the compound buildings to site. The compound is set up to allow for direct access off High Street.
- The compound sits within the Cultural Heritage Management Plan (CHMP) 15576 Activity Area and the project boundary, and no areas of cultural heritage significance are located nearby to the compound.
- There are no registered items of heritage significance within the compound footprint.
- The compound needs to be as close as possible to the works which is critical for safe and efficient construction of the works.
- The compound will be able to facilitate works until the Doncaster Road compound is established, negating the need to demobilise and re-establish the compound elsewhere during construction.
- There is no current organised community recreation that use the area.
- The area is currently being used as LV parking for the Doncaster Park & Ride Bus Facility, so there will be minimal change in impact to nearby residents and businesses.
- The compound borders one side of the Eastern Freeway, reducing impacts to residents and businesses compared to areas that border residents and businesses on all sides.

Table 2 describes the implementation of our Avoid, Minimise and Mitigate strategy in choosing Doncaster Park & Ride as the compound location.

Table 2: Details of implementation

Incorporated Document requirement	Details of implementation
Avoid	• The location is wholly within the project boundary, avoiding further impact to open space or recreational facilities. • This location avoids the need for construction vehicles to utilise local roads, allowing for direct access from an arterial road (High Street. • Doncaster Park & Ride can be utilised without disruption to the construction program, avoiding the need to relocate the compound during construction. • This location does not impact on any educational facilities. • This location does not sit within the 1% AEP flood zone. • The facility does not require any tree removals.
Minimise	• The site is to be occupied for construction at a later stage in the program. Utilising this area for a compound beforehand reduces the total area and vegetation impacted by the project. • Noise impacts from the operation of the compound will be minimised through the construction of a hoarding wall designed for maximal noise reductions on nearby residents. • The community disruption from the construction of this compound will be minimised through notification of carpark closures. • Bulleen Park and Ride was built in the Early Works phase of the project to facilitate the closure of the Doncaster Park & Ride.
Mitigate	• N/A

2.1 Alternate locations consideration (Condition 4.12.2 (c))

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

- Option A: Doncaster Park & Ride
- Option B: Doncaster Road (within footprint of the main Doncaster Road Compound)
- Option C: Winfield Reserve

Figure 3 gives context to the areas proposed.

Other areas within the project footprint were considered however these were deemed unsuitable as no other existing land parcels met the requirements of providing site facilities adjacent to critical work areas without significantly impacting residential areas or community open space.

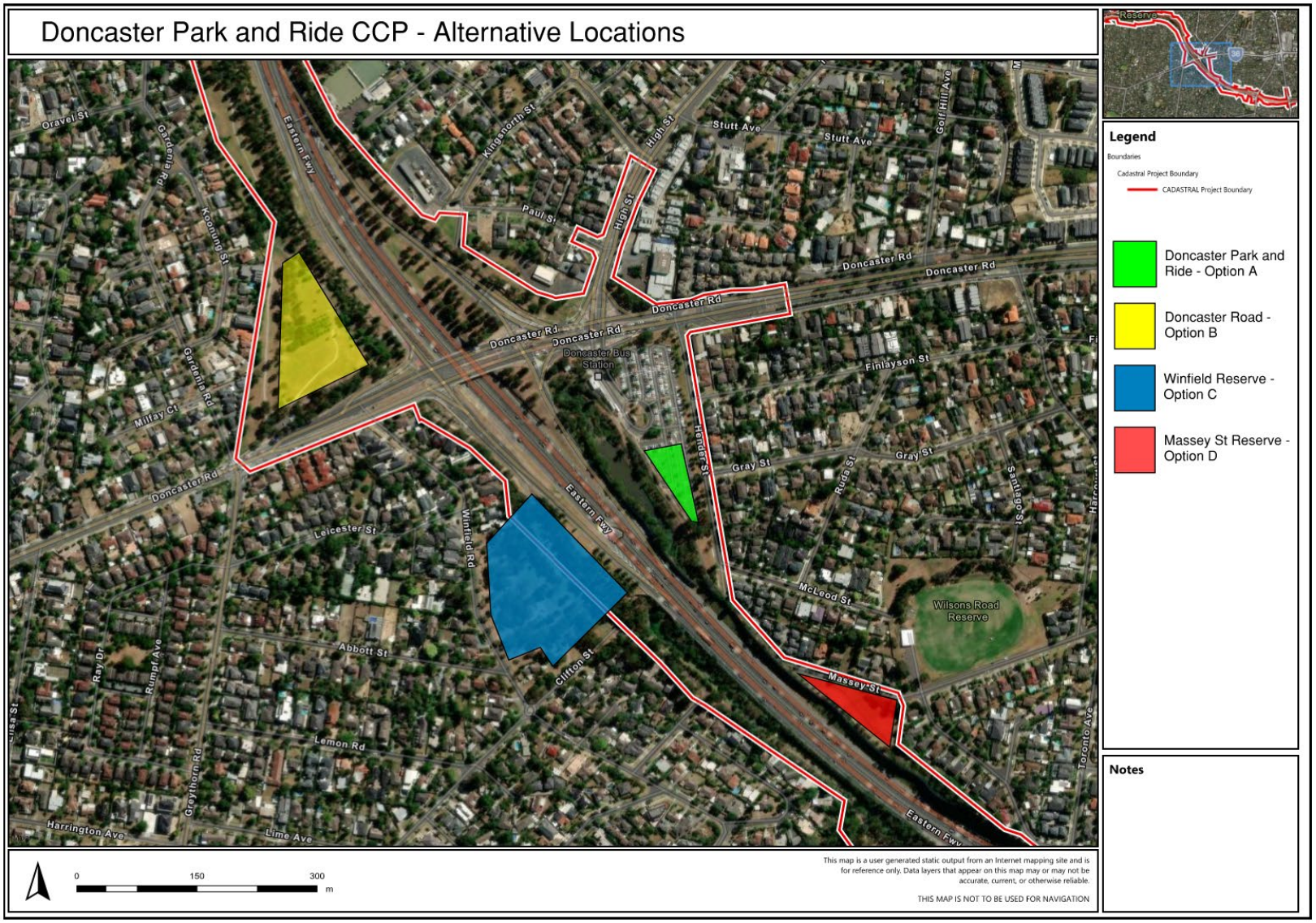

Figure 3: Alternative Compound Location

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

Table 3: Location criteria

Description	Option A Doncaster Park & Ride	Option B Doncaster Road	Option C Winfield Reserve	Option D Massey St Reserve
Is the site within the approved project boundary?	Yes	Yes	Partially. A planning scheme amendment would be required to utilise this location.	Yes
Is the area available for use during the required construction period?	Yes	No. Multiple works scopes will be utilising the area: - Doncaster Road Compound Build - Doncaster Interchange On-Ramp - SUP and Hoarding Works	Yes	Yes
Is the area immediately adjacent to the construction zone?	Yes	Yes	Yes	Site is located adjacent to mainline freeway construction. Access to Doncaster Road Reserve is limited to doing a U-Turn at Elgar Road.
Does the area require vegetation removal?	No	Yes, additional vegetation removal would be required to fit this compound into the reserve. Vegetation removal is required for the Doncaster Road Compound and temporary on ramp construction, and to allow for those to be built another area in the reserve would have to be cleared to facilitate this compound footprint.	Yes	Yes
Does the area impact on community groups?	No organised community group activities were identified for the site.	No organised community group activities were identified for the site.	No organised community group activities were identified for the site.	No organised community group activities were identified for the site.
Does the area impact on residents?	Yes, residents border the location to the east.	Yes, residents border the location to the west and south. Doncaster road acts as separation to the residents to the south.	Yes, residents border the location to the north, west and south.	Yes, residents border to the north and east.
Does the area impact on businesses?	No	No	No	No
Does the area impact on education facilities or childcare centres?	No	No	No	No
Is the area within the LSIO flood extent?	No	No	The compound location is partially within the LSIO flood extent.	The compound location is partially within the LSIO flood extent.
Would the compound need to be moved during construction?	No	Yes – to facilitate other works in the area required at the same time as the compound.	No	No
Would the compound impede construction or timing?	No	Yes – additional time would be required to move the facility to avoid works required in the area.	No	No
Is the area large enough for the required facility?	Yes	Yes	Yes	Yes

Description	Option A Doncaster Park & Ride	Option B Doncaster Road	Option C Winfield Reserve	Option D Massey St Reserve
Is there available access and egress points to the site that reduce significant traffic disruptions, especially when large trucks and deliveries are entering/exiting site?	Yes – directly off High Street.	Yes – directly off Doncaster Road	No, access would have to be constructed over Koonung Creek. Winfield Road is an option, though not preferred as it is a local road and may not have capacity to facilitate compound traffic.	No, access would have to be constructed off the Eastern Freeway, impacting existing noise walls. There is also a significant grade difference between the freeway and the reserve, requiring bulk earthworks to establish access and egress points.
What is the acquisition status of the proposed areas without the proposed compound?	To be temporarily occupied for the project regardless of compound, due to construction works to upgrade the Doncaster Interchange.	To be temporarily occupied for the project regardless of compound, due to diversion ramp being constructed.	Not to be occupied. Occupation for the compound would be temporary.	Not to be occupied. Occupation for the compound would be temporary.

The key reasons Doncaster Park & Ride has been selected for the preferred locations are as follows:

- The location is wholly within the project boundary, avoiding the need for further planning scheme amendments and approvals.
- The Doncaster Park & Ride location requires no vegetation clearing, due to the area being a pre-existing hardstand.
- Multiple works crews would be impacted by using the Doncaster Road area due to spatial constraints.
- The location is to be occupied for construction regardless of if the Doncaster Park and Ride compound is established.

3. Doncaster Park & Ride compound

3.1 Site context

The Doncaster Park & Ride compound is situated adjacent to High Street and the Eastern Freeway eastbound on-ramp. The land in which the Doncaster Park & Ride compound sits is in the municipality of the City of Manningham and includes a pre-existing carpark used for the Doncaster Park & Ride Bus Facility. The compound is within the project boundary and does not encroach on any specified no go zones outlined in Section 5 of the EMF.

The area surrounding is primarily residential. Commercial precincts are located to the east and west of the compound along Doncaster Road and High Street. Public open space is present along the freeway alignment to the north and south as the opposite side of the freeway includes Koonung Creek Reserve.

Figure 4: Surrounding Land Use

The operation of the compound will be in accordance with all relevant NELP EPRs, as well as the Construction Environmental Management Plan (CEMP), the full suite of Project Plans, and Doncaster Park & Ride compound Worksite Environmental Management Plan (WEMP).

Uses for the site compound include:

- Amenities including bathrooms, first aid, crib rooms for the blue-collar workforce.
- Office space for the white-collar workforce
- Site safety briefings and prestart
- Localised staff and visitor parking

3.2 Compound description

The Doncaster Park & Ride compound consists of a single storey crib and amenity facility with a covered pre-start area and walkways, approximately 130 carparks and a waste management area. Compound buildings will be approximately 3m tall.

This location was chosen as there will not be an increase in noise impact to nearby residents due to it being an existing carpark prior to the Project.

Access to the compound will be through the existing Doncaster Park & Ride entrance. Travel from the compound to the Doncaster Road Compound Establishment Site will be via the existing pedestrian path linking the two sites along Doncaster Road. Travel to the Mainline Works will be via LV movements or shuttle bus.

Activities for both compound establishment and operation are outlined below.

Establishment

- Hoarding construction
- Temporary Fence installation
- Environmental control installation
- Building Installation

Operation

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

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

3.3 Duration

The Doncaster Park & Ride compound establishment works are anticipated to begin in Q1 of 2024. Once the compound is established, it will remain in place until the Doncaster Road Compound is established, programmed for Q3 of 2024.

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

Table 4: Setup activities and indicative timings

Compound	Occupation	Mobilisation duration	Work activities with indicative timeframes
Doncaster Park & Ride compound	March 2024 – September 2024	Scheduled to commence February 2024 for approximately 4 weeks.	Week 1: • Establishment of Environmental Controls • Hoarding Construction Week 2: • Building landing Week 3 + 4: • Building fit out

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

Monday to Friday: 7am – 6pm inclusive

Saturday: 7am – 1pm inclusive

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

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

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

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

3.4 Compound Site Plan (Condition 4.12.2 (a))

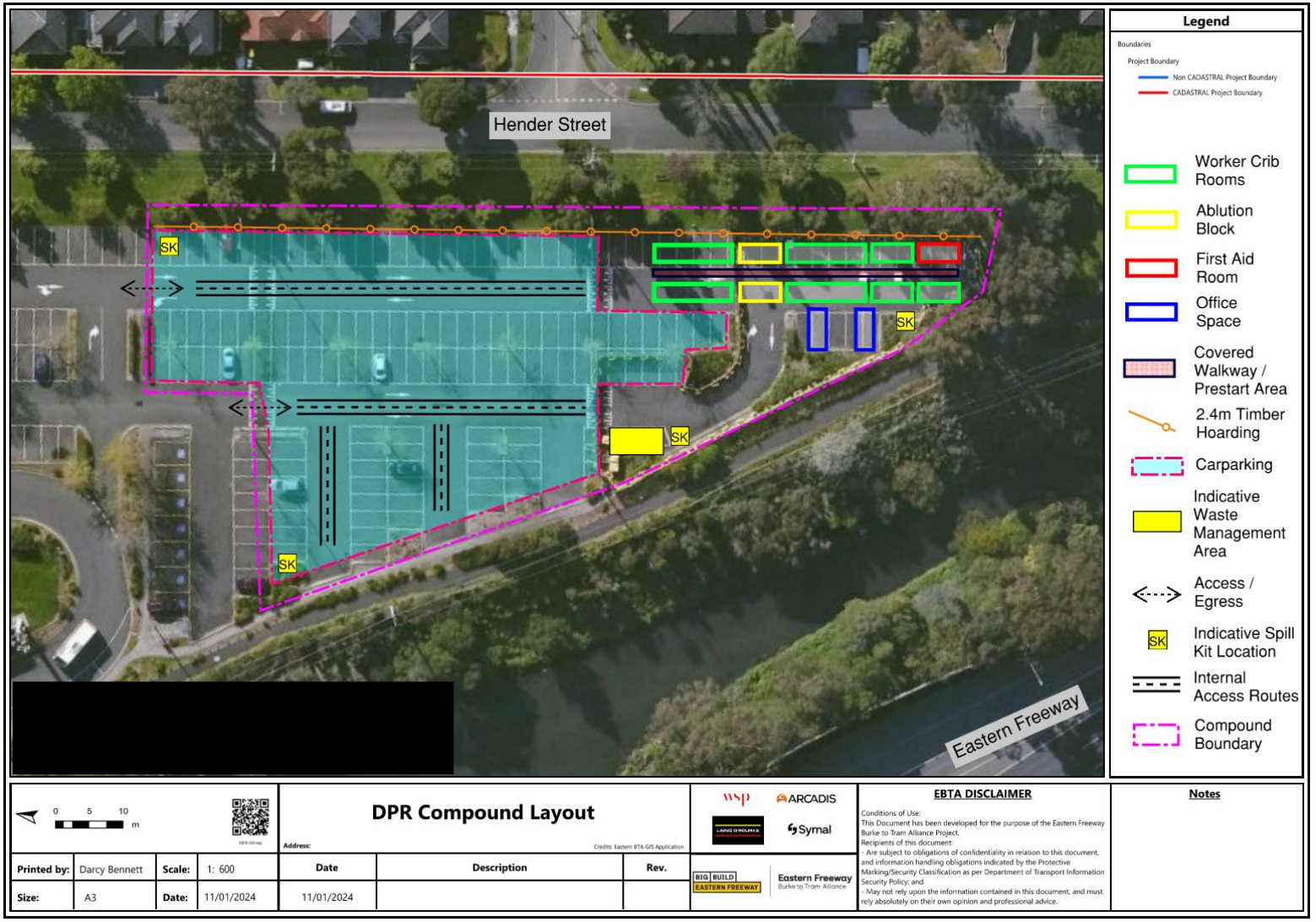

Figure 5: Indicative compound location and construction site

4. Management of potential impacts to sensitive users

4.1 Site Selection Assessment

Table 5 shows the site selection assessment for Doncaster Park & Ride. This has been undertaken to reduce potential impacts associated with the compound as identified in Section 2. The criteria for implementation are as follows-

Avoid – impact is avoided in relation to this potential impact.

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

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

Table 5: Doncaster Park & Ride (preferred location) Site Selection Assessment

Impact	Avoid	Minimise	Mitigate	Comment
Vegetation	Y			No tree removals required for the establishment of the compound.
Residential		Y		Due to the nature of the Project area, a large space was not able to be sourced that was away from residential areas. Mitigation measures have been incorporated into the design of the compound including noise attenuation hoarding. Minimal change in impact is expected due to the area currently being used as LV carparking for the Doncaster Park & Ride Bus Facility.
Open space	Y			The compound does not impact on available open space.
Schools	Y			The compound avoids all impacts to schools.
Community organisations	Y			The compound avoids all impacts to community organisations.
Sporting and recreation areas	Y			The compound avoids all impacts to sporting/recreation grounds.
Flood	Y			The compound is not located in the Land Subject to Inundation Overlay (LSIO) boundary. A reference to the nearest point of inundation is shown in Appendix B.
Proximity to Works	Y			The compound is directly adjacent to works.
Business	Y			No anticipated impacts to businesses.
Cultural Heritage	Y			Compound is within the CHMP 15576 Activity Area and the project boundary. No areas of cultural heritage significance are within the compound footprint.

4.2 Identification of Sensitive Receptors

The location of the Doncaster Park & Ride compound may have the potential to impact the following sensitive receptors, as shown in Figure 7:

Residents:

- Hender Street
- Gray Street
- Finlayson Street
- McLeod Street
- High Street
- Winfield Road
- Leicester Street
- Abbot Street
- Clifton Street
- Andrew Court

- Sweyn Street

Impacts to receptors has been limited to the residential areas modelled to have noise impacts during establishment and operation of the compound. This is because the use of the space will largely remain unchanged during operation, the area is currently a carpark and will be utilised as a car park for workers during operation.

Extensive noise modelling for establishment and operation of the compound will be undertaken in order to further assess and mitigate impacts of noise to nearby receptors. This will be managed through a WEMP for the compound. The approach to managing community impacts resulting from the compound is outlined in section 7.

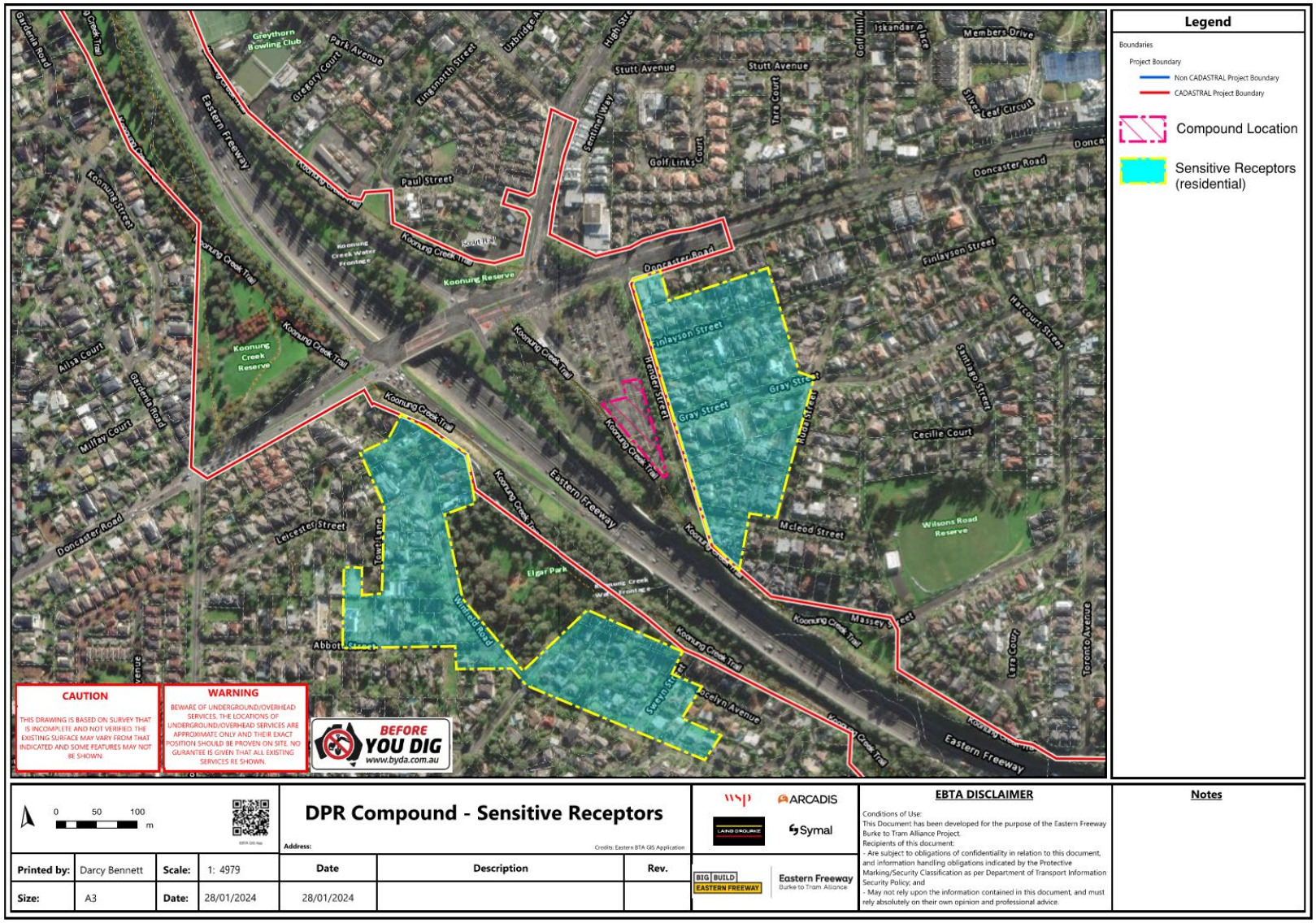

Figure 7: Doncaster Park & Ride compound - sensitive receptors

4.3 Risk assessment and identification of potential impacts

A preliminary risk assessment for this compound is presented in Table 6. This has informed the key risk management controls outlined in Section 5, Table 7.

Table 6: Risk assessment

Relevant EPR	Environmental aspect	Potential risks	Initial risk level
AH1, HH2	Aboriginal and Historic Heritage	• Unexpected discovery of cultural or historic heritage item, or potential disturbance or damage to any cultural or historic heritage item	Low
AQ1	Air Quality	• Generation of dust impacting amenity values of nearby areas • Generation of dust impacting human health • Generation of dust impacting ecological values	Low
AR1, AR2, AR3	Arboriculture	• Impact to vegetation during construction or operations marked for retention	Low
B4, B8	Business	• Impact and disruption caused to businesses in the area resulting from temporary occupation of the area	Low
CL1, CL5	Contamination and Soil	• Incorrect disposal of spoil generated from site compound establishment. • Mismanagement of hazardous substances on site resulting in substance spills, impacting environmental and human health	Low
FF1, FF2, FF3, FF4, FF5, FF8	Flora and Fauna	• Injury or death caused to fauna species during operations of the compound through machinery and plant movements. • Impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora, and habitat areas	Low
LP1	Land Use Planning	• Land used for construction and compound being in excess of what is required. • Land used for construction and compound being occupied for longer than necessary to facilitate construction.	Medium
LV2, LV3	Landscape and Visual	• Light spill from compound impacting on sensitive receptors, including ecological communities adjacent to site	Medium
NV3, NV4, NV5, NV8, NV9	Noise and Vibration	• Noise generated from the compound negatively impacting nearby receptors. • Compound operation to likely occur outside of normal working hours	Medium
SC1, SC2, SC3, SC4, SC5, SC6	Social and Community	• Negative impact to community users of the open space area as a result of compound construction or operations through noise, access interruptions, dust • Impacts to residents due to traffic occupation of Doncaster Park & Ride Carparks	Medium
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10	Surface Water	• Adverse impacts to water quality on the Koonung Creek. • Adverse impacts to aquatic flora, fauna, and habitat from construction water discharge • Uncontrolled release of water not meeting *State Environment Protection Policy (Waters) 2018* (SEPP) parameters	Medium
SCC1, SCC2, SCC4, SCC5	Sustainability and Climate Change	• Environmental impacts resulting from mismanagement of waste and potable water on site in both construction and operation of the compound. • Environmental impacts and impacts to sustainability credit ratings from inadequate compound set up regarding energy requirements and usage	Low
T2	Traffic and Transport	• Impacts to the community from traffic disruptions associated with the construction and operation of the compound, including equipment and material deliveries.	Medium

Relevant EPR	Environmental aspect	Potential risks	Initial risk level
		• Impacts to existing traffic conditions through traffic diversion, site access and egress, and SUP diversion. • Impacting car parking due to the occupation of the Doncaster Park & Ride	

4.4 Design and siting measures to reduce impacts.

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

- Noise attenuation hoarding has been incorporated into the design of the compound reducing noise and visual impact to nearby sensitive receivers as far as reasonably practicable.
- Compound footprint has been placed on an existing hardstand, removing the requirement for bulk earthworks.
- The compound has been located outside the LSIO Flood Extent

5. Management of flood risk and environmental sensitivities

5.1 Flood risk and management

This compound buildings are not located within 1% AEP for flooding therefore flood risk is considered to be not applicable to the compound. The nearest flood affected area is shown for reference in Appendix B.

No change in ground condition is proposed for this compound, with workers to utilise existing asphalt carpark and the compound buildings to be placed directly onto the existing asphalt. In accordance with EPR SW6, as there is no increase in overall flood risk or modification to the flow regime of waterways, consultation with Melbourne Water is not required for this compound.

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

- Daily monitoring of weather forecasts to ensure planning and site preparation in the event of heavy rain events. Key measures include:
  - Relocation of all mobile plant and equipment outside the 1 in 100-year flood extent.
  - Secure the site to ensure no dislodgment of remaining structures during inundation.

5.2 Environmental sensitivities

A comprehensive list of environmental controls to mitigate environmental sensitivities is included in the Project Plans and the WEMP for the construction of the Doncaster Park & Ride compound.

The controls required for the establishment and operation of the Doncaster Park & Ride compound are summarised in Table 7. These have been informed by the risk identification outlined in Section 4, Table 6.

Table 7: Residual risk assessment

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
Aboriginal and Historic Heritage (AH, HH)				
AH1, HH2	Unexpected discovery of cultural or historic heritage item, or potential disturbance or damage to any cultural or historic heritage item.	Low	• All works to be undertaken in accordance with CHMP 15576 • Cultural Heritage Inductions to be undertaken by all personnel engaged in ground disturbing works. • Unexpected finds procedure to be included in the CEMP and WEMP and all site personnel inducted into requirements. • Site induction to include project wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart.	Low
Air Quality (AQ)				
AQ1	• Generation of dust impacting amenity values of nearby areas • Generation of dust impacting human health • Generation of dust impacting ecological values	Low	A full suite of controls to be informed by the Dust and Air Quality Monitoring and Management Plan and the compound establishment and operational WEMP. • Dust tracking and mud on roads to be minimised through stabilised access and egress set up during the construction of the compound area. • Use of street sweepers where necessary • Site induction to include project wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart.	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
Arboriculture (AR)				
AR1, AR2, AR3	• Impact to vegetation during construction or operations marked for retention	Low	A full suite of controls to be informed by the Tree Removal Plan and Tree Protection Plan. Site specific arborist and ecological assessments undertaken to further develop controls specific to the construction of the compound. • Any required pruning to be undertaken by a minimum AQF Level 3 Arborist • Tree Protection Zone (TPZ) fencing to be erected prior to construction works for designated no go zones. • Site induction to include project wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart	Low
Business (B)				
B4, B8	• Impact and disruption caused to businesses in the area resulting from temporary occupation of the area	Low	• EBTA participation in business liaison groups outlining the program and works for the compound for notification purposes.	Low
Contamination and Soil (CL)				
CL1, CL5	• Mismanagement of hazardous substances on site resulting in substance spills, impacting environmental and human health	Low	• Implementation of a Spoil Management Plan and Worksite Environmental Management Plan • Victorian WorkCover Authority and AS 1940-2004, The storage and handling of flammable and combustible liquid	Low
Flora and Fauna (FF)				
FF1, FF2, FF3, FF4, FF5, FF8	• Injury or death caused to fauna species during operations of the compound through machinery and plant movements. • Impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora, and habitat areas	Low	A full suite of controls to be informed by measures outlined in the CEMP, Site Specific Ecological Assessment, and compound establishment WEMP. • Speed limits on site to be displayed to avoid accidental fauna collisions. • If a risk to fauna is identified on site, works are to pause until the fauna moves itself out of site. Alternatively, an accredited wildlife handler under the *Wildlife Act 1975* must be called to site to relocate the animal offsite	Low
Landscape and Visual (LV)				
LV2, LV3	• Light spill from compound impacting on sensitive receptors, including ecological communities adjacent to site.	Medium	• Visual assessment during compound construction and operation to ensure no light spill is impacting nearby ecosystem or residents. • Construction of noise attenuation hoarding may also contribute by making a physical barrier, blocking light paths to residents.	Low
Noise and Vibration (NV)				
NV3, NV4, NV5, NV8, NV9	• Noise generated from the compound	Medium	A full suite of controls is included in the Construction Noise and Vibration	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
	negatively impacting nearby receptors. • Compound operation to likely occur outside of normal working hours		Management Plan (CNVMP), site-specific Noise and Vibration Assessment and the WEMP. The Noise Impact Assessment for this compound considers plant and machinery in operation for each construction and operation phase, the duration and timing of works, and existing ambient noise conditions to determine works specific controls required. These include: • Recommended noise attenuation practices, including informing the design of the noise attenuation hoarding to be constructed along the southern boundary of the compound. • Tiered mitigation measures to be implemented for impacted receptors. Key controls used on site to manage impacts of noise will include the following, with more detailed controls outlined in the site specific WEMPs and the CNVMP: • Noise levels must meet the guidelines set in NV3. • Should the need for unavoidable works occur during the construction or operation of the compound, the process outlined in Section 3.3 is to be followed. • Respite periods to be incorporated into the construction of the compound for high-impact noise generation as required. • Residents likely impacted by the works will be notified. • The mandatory site induction for workers will include a noise and behaviour section to ensure appropriate conduct by workers will minimise potential impacts to nearby receptors. Noise monitoring will be undertaken based on the recommendations resulting from the noise modelling. • In response to community complaints/enquiries, noise monitoring may be undertaken to ensure noise modelling impacts are accurate and all tiered mitigation methods active on site are appropriate in managing impacts. • Unattended noise monitoring will be undertaken throughout compound establishment and operation. A vibration risk assessment was undertaken for this compound, though due to no vibratory generating works being proposed, no additional controls are required.	
Surface Water (SW)				
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10	• Adverse impacts to water quality on the Koonung Creek.	Medium	A full suite of controls for surface water management is included in the Surface Water Management and Monitoring Plan and	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
	• Adverse impacts to aquatic flora, fauna, and habitat from construction water discharge • Uncontrolled release of water not meeting SEPP parameters		the WEMP. Key controls for the compound include: • All site entry drainage within the compound footprint to be protected with appropriate sediment controls. • Run-off on site to be managed to prevent any water draining directly into nearby waterbodies. • Spill kits will be located at indicative locations shown in Figure 5, and as per the WEMP. • No refuelling of equipment is to occur within 10m of waterways. • Monitoring for flood events will be done through the Bureau of Meteorology (BoM) weather stations, which can be accessed from the BoM website (www.bom.com.au). Alternatively, phone apps such as Vic Emergency can be set up to deliver real-time notifications to site personnel to warn of upcoming flood risk. If a flooding event is predicted, controls outlined in the Flood Emergency Management Plan are to be followed.	
Land Use Planning (LP)				
LP1	• Land used for construction and compound is in excess of what is required. • Land used for construction and compound is occupied for longer than necessary to facilitate construction.	Medium	• Demobilisation of the facility to occur once Doncaster Road compound is operational. • Retain operation of the Doncaster Park & Ride Bus Facility during compound operation. • Area to be reinstated in accordance with the approved UDLP once construction is complete in the area.	Low
Social and Community (SC)				
SC1, SC2, SC3, SC4, SC5, SC6	• Negative impact to the open space occupied by the compound and its users as a result of compound construction or operations through noise, access interruptions, dust. • Impacts to residents due to traffic occupation of Doncaster Park & Ride carparks	Medium	• Dust and noise impacts to nearby receptors will be managed through the controls listed previously in this table, as well as the WEMP. • Compound noise attenuation hoarding to be constructed to minimise impacts to adjacent residences. • Regular consultation with council and sensitive receptors around timing and use of the area. • Bulleen Park and Ride established to cater for impacted users of the Doncaster Park & Ride.	Low
Sustainability and Climate Change (SCC)				
SCC1, SCC2, SCC4, SCC5	• Environmental impacts resulting from mismanagement of waste and potable water on site in both construction and operation of the compound.	Low	Waste management controls are included in the CEMP and the site-specific WEMP. • Waste segregation, including putrescible waste, to be in place within the compound to ensure waste is disposed of into the correct stream.	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
	• Environmental impacts and impacts to sustainability credit ratings from inadequate compound set up regarding energy requirements and usage		• All waste generated on site to be disposed of regularly to a lawful place. • Compound to be monitored for energy and fuel usage during operations. • The Project has committed to the target of maximising waste diverted from landfill and achieve landfill diversion rates of at least 90% by volume of inert and non-hazardous construction waste and 60% by volume of office waste. All site compounds connected to mains will be offset with 100% Greenpower. For those not connected to mains, low carbon power solutions are to be investigated and implemented where feasible. All long-term compounds will also feature rainwater capture for use in non-potable water applications. Further details on the broader energy and water reduction targets and strategy are detailed in the Sustainability Management Plan and associated IS Rating Implementation Sub-Plan. The compound will be compliant with the RCLG Site Facilities Requirements in accordance with EBTA IS Rating Implementation Subplan, criteria Wfs-4 of the IS v2.1 Technical Manual.	
Traffic and Transport (T)				
T2	• Impacts to the community from traffic disruptions associated with the construction and operation of the compound, including equipment and material deliveries. • Impacting car parking due to the occupation of the Doncaster Park & Ride	Medium	• Community notifications to be distributed to affected residents in advance of significantly impactful works. • Inductions and pre-start briefings to include behavioural requirements for access and egress to site, including keeping access areas clear for incoming traffic. • Community consultation for the closure of Doncaster Park & Ride for occupation by the project will be undertaken. Users will be directed to the newly constructed Bulleen Park and Ride for use during the occupation period. Doncaster Park & Ride footprint is also closed due to impacts from permanent works.	Low

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

Where temporary materials or structures are being removed during demobilisation, reuse opportunities will be explored. The area occupied by the compound will be reinstated in consultation with NELP and the City of Manningham in accordance with the approved Urban Design and Landscape Plan (UDLP).

Completion of compound works is expected in Q3 2024 with the compound to be demobilised at the completion of the Project or the completion of the related area activities. Demobilisation will be undertaken to achieve the requirements of the approved Urban Design and Landscape Plan (UDLP), noting the area will be utilised for construction initially once the compound is demobilised. The construction of the compound will be undertaken in line with the principles of the Project Urban Design Strategy, section 7.2.

7. Communications, stakeholder and community engagement

EBTA consulted with nearby residents, council, and the owner and operator of Doncaster Park & Ride to seek feedback on the proposed use of the compound and evaluate concerns and suggestions provided.

The resident consultation involved a targeted doorknock of all residents adjacent to the Doncaster Park & Ride, and a letterbox drop to residents and businesses within 100m of the location.

Stakeholder overview:

Residents:

- Doncaster Road
- Hender Street
- Finlayson Street
- Gray Street

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

- The compound will support EBTA construction works in the area and contain amenities and facilities required for employees.
- 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 noise, lights at night, light vehicles, and trucks in the area when work commences.
- EBTA will implement mitigations such as hoardings and light shields to control the impacts as far as practicable.

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

- The compound will enable EBTA construction works in the area.
- It will also support our workers by providing amenities and 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, lights at night, light vehicles, and trucks in the area when work commences.
- EBTA will implement mitigations such as hoardings and light shields to control 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.

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

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

In the lead up to site establishment, we will communicate the change by:

- Informing DTP and City of Manningham
- Distributing a works notice to nearby residents.
- Doorknocking adjacent residents
- Briefing the call centre to assist with incoming enquiries.
- Publishing information on the Big Build website
- Installing corflute signage throughout the carpark

- Engaging face-to-face with morning commuters by handing out DL-sized flyers and explaining the upcoming changes.

7.1 Contact numbers.

Big Build Contact Centre: 1800 105 105

7.2 Complaint management

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

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

Table 8: Complaint management requirements and responsibilities

Expectations	How we will meet the expectations (Minimum Requirements)	Key contributor	Deliverables
Procedures are established for effectively dealing with community enquiries and complaints. In adherence to EPR EMF4	EBTA will use a three-tiered complaint and enquiry management process, consistent with the MTIA Complaint Management Procedure Guide which enables complaints and enquiries to be registered and resolved quickly and provides opportunities for stakeholder concerns to be considered further if they are not satisfied with our initial response. A copy of the MTIA Complaint Management Policy can be found on the Big Build Website	Communications and Community Engagement Team Functional Lead(s)	Communications and Community Engagement Plan and associated deliverables
Enquiries and complaints are recorded, acknowledged, and resolved in a timely manner as per EPR EMF4.	The Big Build Contact Centre will act as the point of entry for complaints and enquiry management for most matters. It will determine if the complaint or enquiry is in relation to the Eastern Freeway Bourke to Tram works, allocate a case reference number, record the complaint or enquiry details, and assess whether the complaint or enquiry is high or low priority. Where the Big Build Contact Centre resolves the case immediately, the case will be considered closed, and the case referred to EBTA with a 'For your information' event assigned. Where a case cannot be resolved immediately, the Big Build Contact Centre will refer the case to EBTA for action and response. Where a complaint or enquiry cannot be resolved on the spot, EBTA's Head of Communications and Community Engagement, or delegate, will be responsible for: • Analysing the complaint or enquiry to determine its nature, how it should be dealt with and who should be involved. • Resolving or investigating the complaint or enquiry with the EBTA team as well as considering possible remedies for the complaint (which might include an explanation or an apology) • Providing a response within the required timeframes.	Communications and Community Engagement Team Functional Lead(s)	Monthly report of all enquiries and complaints Maintain records of all correspondence and resolutions

8. Review

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

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

Appendix A: IEA verification

North East Link Freeway Packages
Independent Environmental Auditor

Review and Verification Report:

Eastern Freeway - Burke to Tram Alliance

Construction Compound Plan – Doncaster Park and Ride

North East Link Program

26 February 2024

Document review and approval

Revision	Revision Detail	Author	Date	Reviewed and Approved by
0	Final Report	[redacted]	07/02/24	[redacted]
1	Final Report following EFBTA revisions to Construction Compound Plan – Doncaster Park and Ride (Rev B)	[redacted]	26/02/24	[redacted]

Contents

Inherent Limitations

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

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

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

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

Third Party Reliance

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

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

1. Introduction

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

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

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

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

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

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

Table 1 - Document subject to IEA Review and Verification assessment

Document	Construction Compound Plan – Doncaster Park and Ride (Document Number: NEL-STH-NSA-5900-EPA-PLN-0006; Revision 0.01; Dated: 19/02/24) (the Document).
Freeway package	The South Package consists of an upgrade to the section of the Eastern Freeway between Burke and Tram Roads, and addition of an elevated freeway interchange located near the southern portal of the Central Package.
Package Alliance	Eastern Freeway – Burke to Tram Alliance (EFBTA) - an Alliance comprising Laing O'Rourke Australia Construction Pty Ltd, Symal Infrastructure Pty Ltd, WSP Australia Pty Ltd and Arcadis Australia Pacific Pty Ltd, which has been engaged by NELP to execute the South Freeway Package scope of works described above.
Date of IEA assessment	12 January 2023 – 26 February 2024
Other relevant information	A full list of supporting EFBTA project documentation reviewed as part of this review and verification scope, is provided in Appendix A.

2. Scope and Approach

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

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

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

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

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

Table 2 - Construction Compound Plan – Doncaster Park and Ride revisions subject to this IEA Review and Verification Assessment

Revision	Remarks scope of documents	Date submitted by NELP and EFBTA to IEA	Date IEA review comments provided to NELP and EFBTA	Date Verified by IEA
A	Initial revision submitted to the IEA for review.	12/01/24	24/01/24	N/A
B	Subsequent revision submitted to the IEA for review following IEA comment on Rev A.	02/02/24	07/02/24	07/02/24
0.01	Subsequent revision submitted to the IEA for review following updates to Site Layout Plan in response to Department of Transport comments.	21/02/24	26/02/24	26/02/24

3. IEA Review Findings

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

The IEA has assessed EFBTA's Construction Compound Plan – Doncaster Park and Ride (Document Number: NEL-STH-NSA-5900-EPA-PLN-0006; Revision 0.01; Dated: 19/02/24) against the requirements of the program contract, including the EMF and EPRs, conditions of Program approvals, and in general accordance with the approved Urban Design Strategy (insofar as it is applicable to the Document assessed). Any issues and non-compliances identified in previous revisions of the Document reviewed by the IEA have been closed out.

Appendix A - Documents Reviewed

Table A1 - Documents Reviewed

Doc #	Revision	Document Name	Date submitted by NELP and EFBTA to IEA
Refer to Section 2, Table 2 for details of Document revisions subject to IEA Review and Verification Assessment.			
01	No revision details provided, received by the IEA on 12/01/24	Program showing anticipated timeframes for review and approval of Doncaster Park and Ride Construction Compound Plan (Filename: DPR CCP Program – NELP)	12/01/24
02	No revision details provided, received by the IEA on 02/02/2024	Doncaster Park and Ride Compound: Manningham City Council Presentation (Eastern Freeway – Burke to Tram Alliance)	02/02/24
03	No revision details provided, received by the IEA on 02/02/2024	Doncaster Park and Ride Pre-CCP Consultation Report (Eastern Freeway – Burke to Tram Alliance)	02/02/24
04	No revision details provided, received by the IEA on 02/02/2024	Community Notification – Easter Freeway Upgrades – Planning for construction compounds (Eastern Freeway – Burke to Tram Alliance)	02/02/24

Appendix B - Review and Verification Assessment Comment Register

Appendix B - Review and Verification Assessment Comment Register

NEL-STH-FIEA-5900-EPA-CRS-0006

De					ated Documents	All Docs related to	Raised By ompany	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	A	N/A	01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	Table 6, Contamination and Soil section of the CCP outlines that "Mismanagement of hazardous materials on site resulting in material spills, impacting environmental and human health" has been considered as a low risk.Table 7 Contamination and Soil section uses the term hazardous material, however references standards that relate to hazardous substances (eg AS1940, which is the Standard for flammable and combustible liquids).Please confirm whether the Contamination and Soil sections of Table 6 and 7 should reference hazardous materials (as stated), or whether they should refer to hazardous substances.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	24-01-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	A	N/A	01.01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Eastern Freeway: Burke to Tram Alliance	Amended to "substances"	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	02-02-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	B	N/A	01.01.01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	IEA comment addressed.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	08-02-24	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	A	N/A	02	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	Table 6, Noise and Vibration section of the CCP mentions "Vibration generated from haul road construction and compaction damaging infrastructure in close proximity to works, specifically utilties". The IEA notes that Section 3.2 Compound description does not include construction of a haul road. Please confirm whether this is in scope.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	24-01-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	A	N/A	02.01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Eastern Freeway: Burke to Tram Alliance	This was an error. No vibratory generating works are proposed for the compound, and no haul road construction is required for the compound.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	02-02-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	B	N/A	02.01.01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	IEA comment addressed.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	08-02-24	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	A	N/A	03	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	Table 6, Sustainability and Climate Change section of the CCP contains duplicated bullet points in the Potential Risks column. Please rectify.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	24-01-24	O	N/A	LPE	O	Yes

Total Items: 24

Appendix B - Review and Verification Assessment Comment Register

Document No **NEL-STH-FIEA-5900-EPA-CRS-0006**

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	A	N/A	03.01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Eastern Freeway: Burke to Tram Alliance	Amended.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	02-02-24	O	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	B	N/A	03.01.01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	IEA comment addressed.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	08-02-24	O	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	A	N/A	04	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	Table 7, Business section of the CCP includes reference to applicable EPRs, being EPR B4. The key control associated with potential risks is for "EBTA participation in business liaison groups outlining the program and works for the compound for notification purposes".Please consider whether EPR B8, relating to participation in the Business Liaison Group, should also be included as an applicable EPR.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	24-01-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	A	N/A	04.01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Eastern Freeway: Burke to Tram Alliance	EPR B8 now included.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	02-02-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	B	N/A	04.01.01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	IEA comment addressed.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	08-02-24	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	A	N/A	05	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	Table 7, Noise and Vibration section of the CCP indicates that a site-specific noise and vibration assessment will be undertaken. The IEA notes that there are high level controls in place for noise but not vibration. Please indicate if vibration is expected to be included in the assessment or whether it is deemed low risk and not requiring additional controls.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	24-01-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	A	N/A	05.01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Eastern Freeway: Burke to Tram Alliance	Included statement around vibration risk assessment determining no additional vibration controls being requiered (due to no vibratory generating works proposed).	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	02-02-24	D	N/A	LPE	O	

Total Items: 24

Appendix B - Review and Verification Assessment Comment Register

Document No **NEL-STH-FIEA-5900-EPA-CRS-0006**

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	B	N/A	05.01.01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	IEA comment addressed.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	08-02-24	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	A	N/A	06	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	Table 7, Land Use Planning section of the CCP includes a Key Control, being "Area to be reinstated as part of the finalised Urban Design once construction is complete in the area". Section 6 of the CCP indicates that the compound will be reinstated "in accordance with the approved Urban Design and Landscape Plan (UDLP)".Please ensure that the sections are consistent.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	24-01-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	A	N/A	06.01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Eastern Freeway: Burke to Tram Alliance	Reference amended.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	02-02-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	B	N/A	06.01.01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	IEA comment addressed.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	08-02-24	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	A	N/A	07	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	Table 7 Sustainability and Climate Change section of the CCP includes a key control being "All waste to be disposed of regularly on site for housekeeping". This excerpt suggests that waste will be disposed to the site. Please confirm that all waste on site will be disposed of regularly to a lawful place, and rectify the excerpt accordingly.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	24-01-24	M	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	A	N/A	07.01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Eastern Freeway: Burke to Tram Alliance	Amended	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	02-02-24	M	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	B	N/A	07.01.01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	IEA comment addressed.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan	08-02-24	M	N/A	LPE	C	

Total Items: 24

Appendix B - Review and Verification Assessment Comment Register

Document No **NEL-STH-FIEA-5900-EPA-CRS-0006**

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	A	N/A	08	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	Section 7 Communications, stakeholder and community engagement of the CCP outlines consultation undertaken, with the section written in the past tense.The Doncaster Park & Ride CCP Program provided as supporting documentation indicates that consultation is to occur over a period from 15 January 2024 to 5 February 2024.The South Package Environmental Strategy, section 4.6.4 Construction Compound Plans (CCP) requires the structure of the CCP to include a description of "indicative site plans, and relevant supporting information as required (i.e., evidence of stakeholder consultation, EPR compliance assessment in place)".Please provide evidence of stakeholder consultation.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan North East Link South Alliance Environmental Strategy, Revision 0, dated 13 February 2023, Section 4.6.4 Construction Compound Plans	24-01-24	N	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	A	N/A	08.01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Eastern Freeway: Burke to Tram Alliance	Stakeholder consultation summary provided in supporting documentation for this transmittal.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan North East Link South Alliance Environmental Strategy, Revision 0, dated 13 February 2023, Section 4.6.4 Construction Compound Plans	02-02-24	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	B	N/A	08.01.01	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	IEA comment addressed.	North east Link Project Incoprorated Document (dated December 2019), Clause 4.12 Construction Compound Plan North East Link South Alliance Environmental Strategy, Revision 0, dated 13 February 2023, Section 4.6.4 Construction Compound Plans	08-02-24	N	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0006	C	N/A	09	NEL-STH-NSA-5900-EPA-PLN-0006	N	Freeways IEA	The FIEA has no comments on Construction Compound Plan (CCP) – Doncaster Park and Ride (Revision 0.01).	Table 6.2 EMF	26-02-24	N	N/A	LPE	C	Yes

Total Items: 24

Appendix B: 1% AEP Flood Mapping

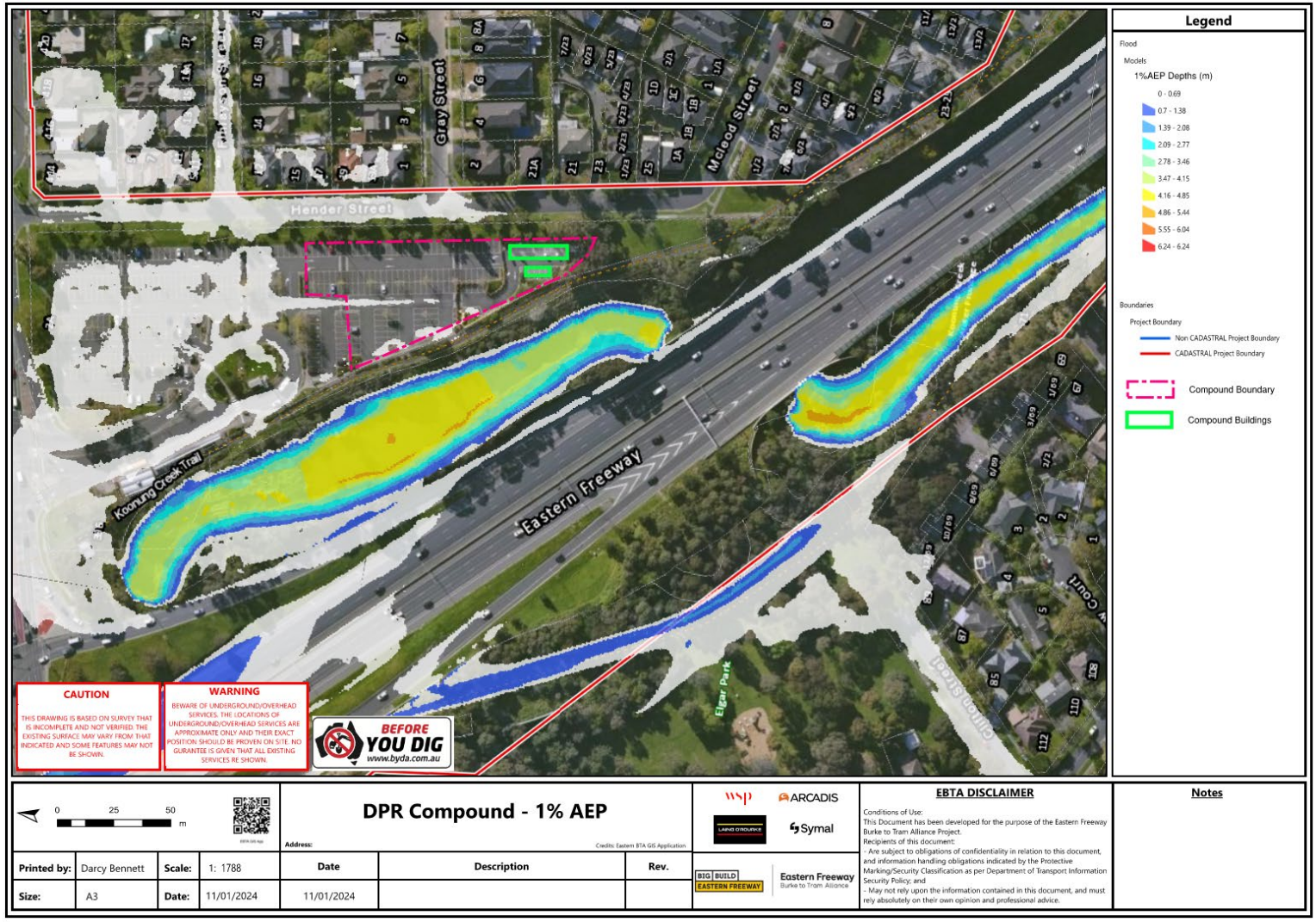

Figure 8: 1% AEP Flood Extents