BIG BUILD EASTERN FREEWAY

Eastern Freeway
Burke to Tram Alliance

EASTERN FREEWAY – BURKE TO TRAM ALLIANCE

Construction Compound Plan - Doncaster Road

Document number:	NEL-STH-NSA-5900-EPA-PLN-0003
Revision:	01
Date:	20/03/2024

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 REPORT

SHEET 1 OF 49

SIGNED

FOR
MINISTER FOR PLANNING

DATE: 18/4/2024

Document information

Document details	
Document title	Construction Compound Plan - Doncaster Road
Document number	NEL-STH-NSA-5900-EPA-PLN-0003

Revision control

Revision number	Revision detail	Date	Prepared by	Reviewed by	Approved by
0	Issued as IFU	02/02/2024	[redacted]	[redacted]	[redacted]
01	Issued as IFU	20/03/2024	[redacted]	[redacted]	[redacted]
Signatures			[redacted]	[redacted]	[redacted]

Acronyms and abbreviations

Acronyms/abbreviation	Meaning
ARI	Average Recurrence Interval
BoM	Bureau of Meteorology
CCP	Construction Compound Plan
CEMP	Construction Environmental Management Plan
CHMP	Cultural Heritage Management Plan
CNVMP	Construction Noise and Vibration Management Plan
EBTA	Eastern Freeway Bourke to Tram Alliance
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
MTIA	Major Transport Infrastructure Authority
NEL	North East Link
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

Table of Contents

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 Road construction compound.

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

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

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

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

This CCP is prepared for the Doncaster Road compound location as outlined in section 2. The Doncaster Road 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 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 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.

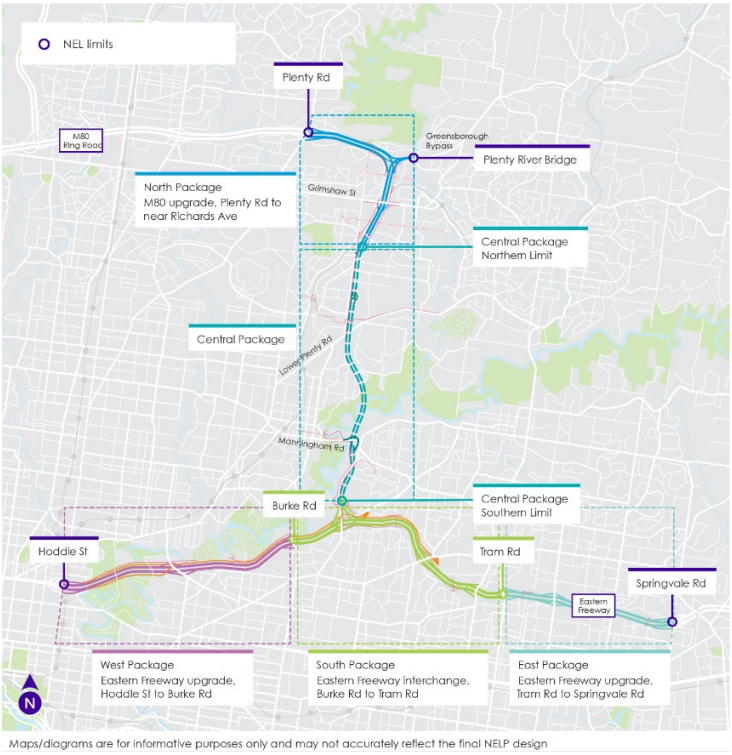

Figure 1: NEL Program

This construction compound will be utilised to facilitate works associated with the South Package.

- 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 Interchange
  - Construction of temporary traffic diversion ramps to manage public traffic during construction of the interchange
  - Construction of the new Doncaster Interchange, including new freeway on and off ramps, SUP and Bus routes.
- Utility treatments (including protection and relocation works for electricity, water, sewer etc.).
- Koonung Creek Diversions
- Heyington Bridge Upgrade

2. Justification of location and use of Doncaster Road 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. The Doncaster Road Compound services the main packages of works required in Zone 5300 (East Section).

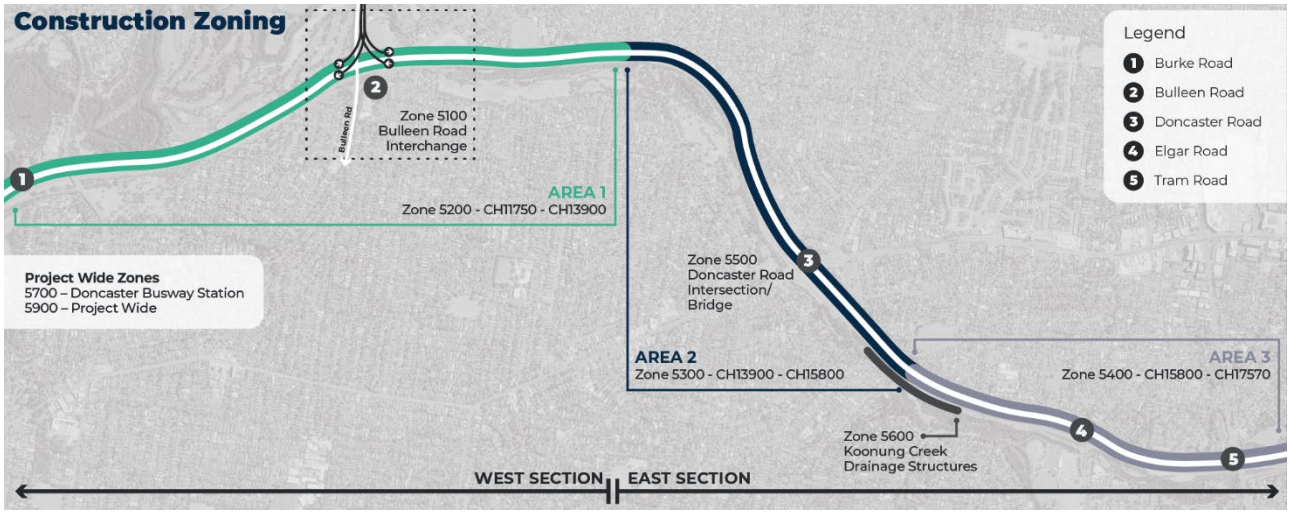

Figure 2: EBTA Construction Zones

The site compound facility at Doncaster Road has been designed to accommodate the main portion of the EBTA East Zone Team, with a total of 60 staff and a workforce of 299.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 Road compound included:

- The site was nominated as a potential construction compound site as part of the EES process.
- The compound requires space for 359 workers on site during peak construction, requiring a large footprint.
- Access is required for large vehicles delivering large equipment to site. The compound is set up to allow for direct access off Doncaster Road and direct egress onto the Eastern Freeway.
- 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 for the duration of the program, negating the need to demobilise and re-establish the compound elsewhere during construction.
- 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 is no current organised community recreation that use the area.
- A large section of the compound footprint will require clearing for the Permanent Works. Utilising this area for a compound in the interim avoids clearing vegetation for a compound elsewhere, which would add to the overall clearing footprint of the works.

- 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 Road 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 (Doncaster Road) and egress onto the freeway. • Doncaster Road compound can be utilised for an extended period of time 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 LSIO flood zone.
Minimise	• The eastern side of the Doncaster Road compound will be taken up by the permanent works. By using the adjacent space, an additional area is not required to be disrupted, reducing community impacts. • 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 a traffic diversion, with appropriate community notifications prior to implementation to direct the public to a safe route around the compound during operations. • Traffic diversion and hoarding alignment has been designed to avoid as many trees as practicable. • The compound has been designed to be double storey to reduce its spatial footprint, minimising the vegetation clearing required for establishment. Further vegetation clearing avoidance will be assessed and detailed in the Ecological Impact Assessment, Arboricultural Impact Assessment and WEMP. • Traffic impacts will be managed through a Worksite Traffic Management Plan considering impacts to all forms of transport, including construction vehicles and public pedestrians, bus routes, cyclists, and drivers.
Mitigate	• This compound is not proposed within the LSIO Flood zone, hence mitigation is not considered feasible for this location.

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 Road
- Option B: Winfield Reserve

Figure 3 gives context to the areas proposed.

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

Figure 3: Alternative Compound Location

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

Table 3: Location criteria

Description	Option A Doncaster Road	Option B Winfield Reserve
Is the site within the approved project boundary?	Yes	Partially. A planning scheme amendment would be required to utilise this location.
Is the area available for use during the required construction period?	Yes	Yes
Is the area immediately adjacent to the construction zone?	Yes	Yes
Does the area require vegetation removal?	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.
Does the area impact on residents?	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.
Does the area impact on businesses?	Traffic impacts from the compound may impact on businesses in the area.	No
Does the area impact on education facilities or childcare centres?	No	No
Is the area within the LSIO flood extent?	No	The compound location is partially within the LSIO flood extent.
Would the compound need to be moved during construction?	No	No
Would the compound impede construction or timing?	No	No
Is the area large enough for the required facility?	Yes	Yes
Is there available access and egress points to the site that reduce significant traffic disruptions, especially when large trucks and deliveries are entering/exiting site?	Yes	Yes, although access may impact the Koonung Creek to the south east of the compound. This would require significant works to construct.
What is the acquisition status of the proposed areas without the proposed compound?	To be temporarily acquired for the project regardless of compound, due to diversion ramp being constructed.	Not to be acquired. Occupation for the compound would be temporary.

The key reasons Doncaster Road 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 Road location requires less vegetation clearing for the compound footprint due to the existing patch of open space.
- The Winfield Reserve location has a higher residential impact, with housing bordering three sides of the compound.
- Access to Winfield Reserve would impact on the Koonung Creek requiring significant works during compound establishment.

3. Doncaster Road compound

3.1 Site context

The Doncaster Road compound is situated adjacent to Doncaster Road and the Eastern Freeway westbound on-ramp. The land in which the Doncaster Road compound sits is in the municipality of the City of Boroondara and includes a large area of open space. 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. Public open space is present along the freeway alignment to the north and south being 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 Road compound Worksite Environmental Management Plan (WEMP).

Uses for the site compound include:

- Office amenities for white collar workforce
- Amenities including bathrooms, first aid, crib rooms for the blue-collar workforce
- Site safety briefings and prestart
- Localised staff and visitor parking
- Materials storage including all relevant environmental controls required for specific materials.

3.2 Compound description

The Doncaster Road compound consists of a double stacked crib and amenity facility with a covered pre-start area, approximately 120 carparks and a waste management area. Compound buildings will be approximately 3m tall, with the total height of the double stacked facility being approximately 6.5m.

Access to the compound will initially be a left in, left out arrangement from Doncaster Road for compound establishment. Once the traffic diversion has been constructed (scheduled to open Q1, 2026), access will be off the diversion and egress will be back onto the diversion towards the Eastern Freeway, along with a signalised intersection on Doncaster Road. The Traffic diversion is to allow for permanent works within the area of the current freeway on-ramp and is not managed through this CCP.

Peak parking capacity will be provided at the Doncaster Park and Ride facility, with worker movements between the parking and the compound to be via footpath (as shown in Figure 6) or small bus/light vehicle movements. 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. This is also the only location close enough to the compound to utilise as overflow parking that will not significantly impact permanent works program.

Activities for both compound establishment and operation are outlined below.

Establishment

- Preliminary demolition works
- Hoarding construction
- Temporary Fence installation
- Environmental control installation
- Vegetation removal
- Bulk earthworks
- Hardstand and access road construction
- Car park asphalt works
- Tie into long term access at Eastern Free Way.

Operation

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

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 Road compound establishment works are anticipated to begin in the second half of 2023. Once the compound is established, it will remain in place until the supported construction activities are completed, having half of its capacity demobilised scheduled for Q4 of 2026 with a full demobilisation scheduled for Q4 2028.

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 Road compound	Q2 2024 - Project End 2028	Scheduled to commence Q2 2024 for approximately 18 weeks.	Week 1: • Establishment of Environmental Controls • Clearing and grubbing Week 2-7: • Establishment of access roads and haul roads, compound hardstand, carpark hardstands • Hoarding erection Week 8-18 • Erection of compound buildings • Installation of decks, stairs, landings, ramps, solar installation, connection to services Q4 - Q1 2025-2026 • Traffic Diversion construction from Doncaster Road to the Eastern Freeway city bound. Access and Egress to the compound will be managed off the diversion. The Traffic diversion is to allow for permanent works within the area of the current freeway on-ramp and is not managed through this CCP.

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

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

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

Monday to Friday: 7am – 6pm inclusive

Saturday: 7am – 1pm inclusive

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

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

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

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

3.4 Compound Site Plan (Condition 4.12.2 (a))

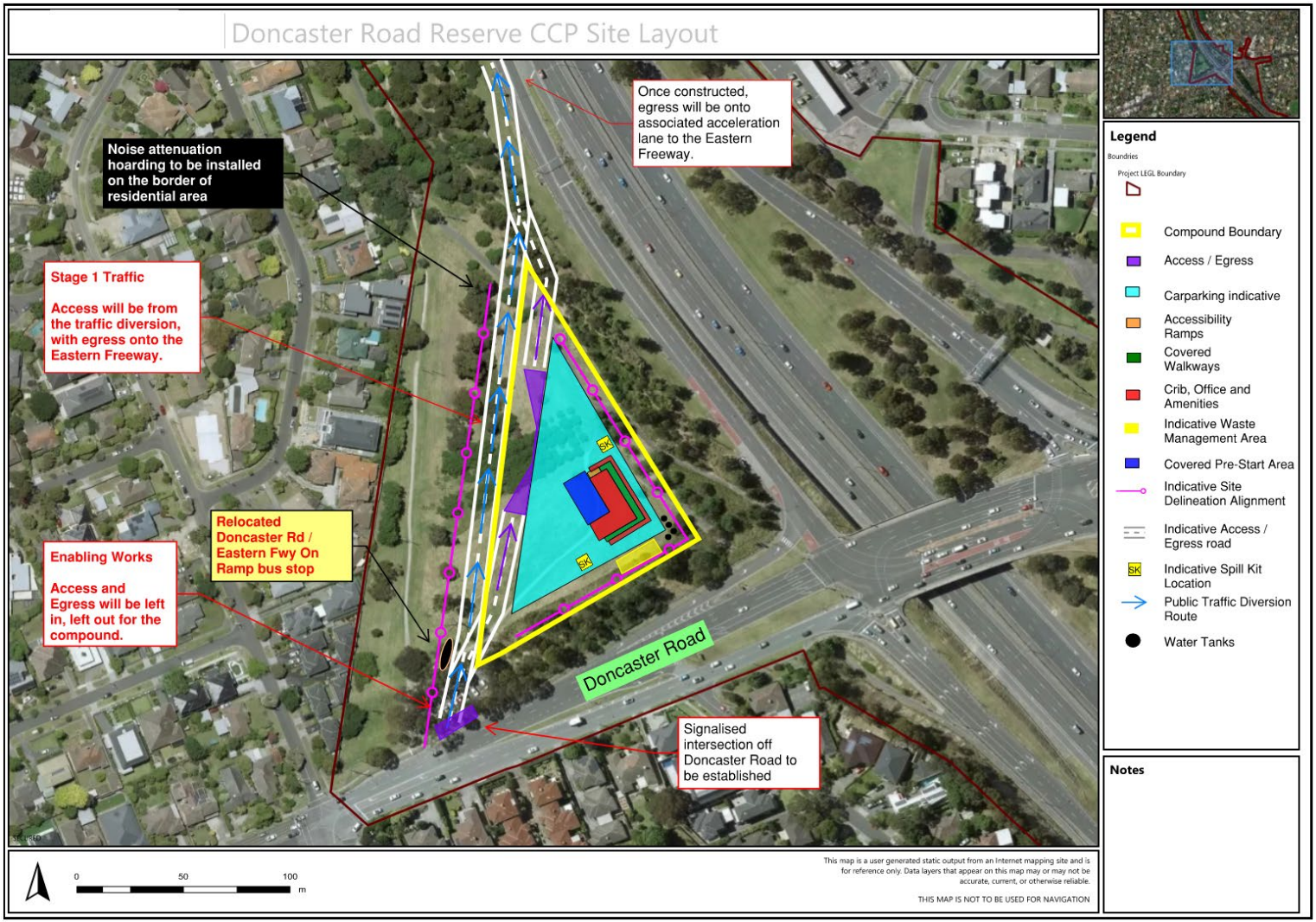

Figure 5: Indicative compound location and construction site

3.5 Compound Overflow Parking Arrangement

Figure 6: Indicative compound location and overflow parking

4. Management of potential impacts to sensitive users

4.1 Site Selection Assessment

Table 5 shows the site selection assessment for Koonung Creek Reserve. This has been undertaken to reduce potential impacts associated with the compound as identified in Section 2. The criteria for implementation is as follows-

Avoid – impact is avoided in relation to this potential impact

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

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

Table 5: Doncaster Road (preferred location) Site Selection Assessment

Impact	Avoid	Minimise	Mitigate	Comment
Vegetation		Y		A large section of the compound footprint will require clearing for the Permanent Works. Using this area for a compound in the interim avoids clearing vegetation for a compound elsewhere. Haul roads and laydown areas will be constructed to retain vegetation, including the meandering of haul roads and inclusion of 'vegetation islands' within laydown areas where practicable.
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 informed by noise impact modelling.
Open space			Y	The compound will result in a temporary net loss of open space for the community. Duration of occupation will be minimised as far as reasonably practicable. The compound has been arranged to retain a section of open space to the west. Shared use path diversion will be in place for the compound and relevant community notifications issued prior to works commencing in the area. SUP diversion route to be addressed in the Worksite Traffic Management Plan. The shared user path to the west of the compound will be retained throughout construction.
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			Traffic impacts from the compound may impact on businesses in the area, however unlikely to have a significant impact 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

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

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

Residents:

- Koonung Street
- Gardenia Road
- Winfield Road
- Doncaster Road
- Dale Court
- Ailsa Court
- Milfay Court
- Leicester Street
- Greythorn Road
- High Street
- Paul Street
- Kingsnorth Road

Businesses:

- General Practitioner Facility at 356 Doncaster Road
- Doncaster Road Shopping Precinct Shops
- Wonderland Childcare Centre
- Kazoku Kan Martial Arts The Family Dojo
- Relaxed 2 Be Massage

Community Facilities/Schools/Other:

- Greythorn Community Hub
- Greythorn Bowling Club
- North Eastern Jewish Centre
- Power Substation on Kingsnorth Street

Figure 7: Doncaster Road 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	Medium
AR1, AR2, AR3	Arboriculture	• Over clearing of vegetation in excess of area required for compound construction and operation, or in excess of approved removal area • Impact to vegetation during construction or operations marked for retention	Medium
B4	Business	• 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 material on site resulting in material spills, impacting environmental and human health	Medium
FF1, FF2, FF3, FF4, FF5, FF8	Flora and Fauna	• Over clearing of vegetation in excess of area required for compound construction and operation, or in excess of approved removal area • Injury or death caused to fauna species during operations of the compound through machinery and plant movements • Impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora and habitat areas • Removal of flora species subject to *Flora and Fauna Guarantee Act* (FFG Act) Permits without approval	Medium
LP1	Land Use Planning	• 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
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 • Vibration generated from haul road construction and compaction damaging infrastructure in close proximity to works, specifically utilities • Compound operation to likely occur outside of normal working hours	High
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 local businesses and residents through traffic diversion • Impact to existing shared use path in Doncaster Reserve	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	Medium

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

4.4 Design and siting measures to reduce impacts

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

- Access to the compound to be constructed off Doncaster Road and egress onto the Eastern Freeway to avoid impacts on local roads. Once constructed, this will be tied into the traffic diversion establishment, as shown in Figure 5.
- Noise attenuation hoarding has been incorporated into the design of the compound reducing noise impact to nearby sensitive receivers as far as reasonably practicable This will also assist as a visual barrier from the compound to residential areas.
- Compound building footprint reduced by design to be a double stacked facility reducing vegetation removal extents.
- The compound has been located outside the LSIO Flood Extent.
- The compound will be connected to mains power, avoiding the need for long term generator operation after the compound has been established.

5. Management of flood risk and environmental sensitivities

5.1 Flood risk and management

This compound is not located within the Land Subject to Inundation Overlay for flooding therefore flood risk is considered to be not applicable to the compound. The nearest flood affected area is the Koonung Creek at Doncaster Park and Ride, shown for reference in Appendix B. The project Flood Emergency Management Plan includes controls to mitigate the risk of flood to the project, and all controls included in the plan will be applied to 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-

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

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 Road compound.

The controls required for the establishment and operation of the Koonung Creek Reserve 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	Medium	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 to be managed on site with controls including soil binding polymers for open cut excavations and haul roads, water carts • Dust tracking and mud on roads to be minimised through stabilised access and	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
			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	
Arboriculture (AR)				
AR1, AR2, AR3	• Over clearing of vegetation in excess of area required for compound construction and operation, or in excess of approved removal area • Impact to vegetation during construction or operations marked for retention	Medium	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 clearing and construction works for designated no go zones • TPZ fencing to be established for protected trees within the compound area • Site induction to include project wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart • Ecological assessment to advise the need for any necessary vegetation removal applications or permits for the removal of FFG listed species or areas of native vegetation • Where a patch of native vegetation removal is required, survey markings are to be set out on site to confirm approved removal extent. Any removal of scattered trees and native patches will require approval from DEECA prior to clearing works.	Low
Business (B)				
B4	• 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	• Incorrect disposal of spoil generated from site compound establishment • Mismanagement of hazardous material on site resulting in material spills, impacting environmental and human health	Medium	• Implementation of a Spoil Management Plan and Worksite Environmental Management Plan will include relevant requirements to manage spoil generated from compound construction • Hazardous material to be stored in accordance with: ○ Victoria EPA Publication (1834) Civil construction building and demolition guide (EPA 1843),	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
			○ 1698 Liquid Storage and Handling Guidelines • Victorian WorkCover Authority and AS 1940-2004, The storage and handling of flammable and combustible liquid	
Flora and Fauna (FF)				
FF1, FF2, FF3, FF4, FF5, FF8	• Over clearing of vegetation in excess of area required for compound construction and operation, or in excess of approved removal area • Injury or death caused to fauna species during operations of the compound through machinery and plant movements • Impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora and habitat areas • Removal of flora species subject to FFG Permits without approval	Medium	A full suite of controls to be informed by measures outlined in the CEMP, Site Specific Ecological Assessment, and compound establishment WEMP. • Where a patch of native vegetation removal is required, survey marks are to be set out on site to confirm approved removal extent • Speed limits on site to be displayed to avoid accidental fauna collisions • If a risk to fauna is identified on site, works are to pause until the fauna moves itself out of site. Alternatively, an accredited wildlife handler under the *Wildlife Act 1975* must be called to site to relocate the animal offsite. • Ecological assessment to advise the need for any necessary vegetation removal applications or permits for the removal of FFG listed species or areas of native vegetation • Site-Specific Ecological Impact Assessment will assess any relevant impacts and management measures required during construction and operation of the compound for the protection of the Australian Grayling, including consideration to the critical migration and breeding period between September and November.	Low
Landscape and Visual (LV)				
LV2, LV3	• Light spill from 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 negatively impacting nearby receptors • Vibration generated from haul road construction and compaction damaging infrastructure in close proximity to works, specifically utilities	High	A full suite of controls is included in the Construction Noise and Vibration Management Plan (CNVMP), site-specific Noise and Vibration Assessment and the WEMP. The 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:	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
	• Compound operation to likely occur outside of normal working hours		• 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 for these works outlines the need for site specific controls in order to comply with NV8 and NV9: • Risk of vibration impacts for this site is a reason the area was chosen, away from high-risk permanent infrastructure. • Controls outlined to protect existing underground services will be included in the WEMP, including minimum clearance distance from the use of heavy vibratory rollers and existing services.	
Surface Water (SW)				
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10	• Adverse impacts to water quality on the Koonung Creek. • Adverse impacts to aquatic flora, fauna and habitat from construction water discharge	Medium	A full suite of controls for surface water management is included in the Surface Water Management and Monitoring Plan and the WEMP. Key controls for the compound include: • All site entry drainage within the compound footprint to be protected with appropriate sediment controls	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
	• Uncontrolled release of water not meeting SEPP parameters • Impact to surrounding areas due to change in flood levels, flows and velocities		• Run-off on site to be managed to prevent any water draining directly into nearby waterbodies • All dangerous good and chemicals are to be stored in bunded containers clearly labelled on site • 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. Hoarding construction has the potential to obstruct overland flows in the area. Sections of hoarding will be constructed with localised gaps above existing ground level to convey flow under the hoarding or provide for overlaps in hoarding that convey flows around the hoarding.	
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	• Compound buildings are designed to be double stacked to reduce the compound footprint. • Area to be reinstated as part of the finalised Urban Design once the works that the compound facilitates are complete.	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 local businesses through traffic disruptions • Impact to shared user path connecting Doncaster Road through to Koonung Reserve.	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. • Shared user path to be retained on the west side of the compound hoarding with community consultation undertaken prior to advise community of changed conditions. • Regular consultation with council and sensitive receptors around timing and use of the area. • Traffic impacts to be managed through the sites WTMP.	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
Sustainability and Climate Change (SCC)				
SCC1, SCC2, SCC4, SCC5	• Environmental impacts resulting from mismanagement of waste on site in both construction and operation of the compound • Environmental impacts and impacts to sustainability credit ratings from inadequate compound set up in regard to energy requirements and usage and water requirements and usage.	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 • All waste to be disposed of regularly on site for housekeeping • 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.	Low
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 • 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 and Ride	High	• Community notifications to be distributed to affected residents in advance of significantly impactful works • A Worksite Traffic Management Plan (WTMP) and supporting information will be developed for the compound operation addressing the traffic engineering characteristics, with due consideration to all modes of movements including access and egress, carparking, construction vehicle movement and public pedestrians, bus routes and cyclists. SUP diversion route around the compound area will be addressed in the Worksite Traffic Management Plan. • 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 and Ride for occupation by the project will be undertaken. Users will be directed to the newly constructed	Medium

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
			Bulleen Park and Ride for use during the occupation period. Doncaster Park and Ride footprint is also closed due to impacts from permanent works.	

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 Boroondara in accordance with the approved Urban Design and Landscape plan (UDLP), and contribute to the Koonung Creek Reserve Masterplan, complementing future development of the area.

Completion of compound works is expected in 2028 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). 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, businesses, and council to seek feedback on the proposed use of the compound and evaluate concerns and suggestions provided.

The consultation involved a targeted doorknock of all residents adjacent to the reserve, and a letterbox drop to residents and businesses within 200m of the reserve.

Stakeholder overview:

Residents:

- Gardenia Road
- Koonung Street

Businesses:

- Relaxed 2 Be Massage

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, as well as an office, pathways, hardstands for sheds and parking, laydown and storage areas, a car park and waste and recycling facilities.
- The site compound 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.
- EBTA 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 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, 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.
- EBTA will implement mitigations to reduce impacts such as hoardings, minimising noise at the source, light shields, traffic management, preventing dust and water runoff, concrete/asphalt/sealed areas to minimise the impacts as far as practicable.
- Hours of work, including details of the site requiring 24/7 access and operation will be 24 hours a day and up to seven days a week in peak construction periods.

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

EBTA will consult with residents and businesses of the following surrounding and adjacent streets via a EBTA :

The Doncaster Park and Ride (DPR) will be progressively closed to facilitate compound overflow parking and due to construction of the new Doncaster Road Interchange.

In the lead up to each stage of car park closures, we will communicate the change by:

- Informing DTP and City of Manningham
- Briefing the call centre to assist with incoming enquiries
- Installing corflute signage throughout the carpark noting number and location of car parking bays to be closed (two weeks prior to closure)
- Handing out DL-sized flyers and engaging face-to-face with morning commuters.

For the full closure of DPR and relocation of bus stops we will develop and implement a comprehensive communications and engagement strategy, including additional activities such as:

- maps showing the location of new bus stops
- pop up events at the Park & Ride with coffee giveaways for morning commuters
- advertising on social and traditional media
- information on the Big Build website.

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 NEL South Package 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 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	Communications and Community Engagement Team Functional Lead(s)	Monthly report of all enquiries and complaints Maintain records of all correspondence and resolutions

Expectations	How we will meet the expectations (Minimum Requirements)	Key contributor	Deliverables
	• 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.		

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 Road

North East Link Program

20 March 2024

Document review and approval

Revision	Revision Detail	Author	Date	Reviewed and Approved by
1.0	Final Report	[redacted]	01/02/24	[redacted]
2.0	Re-verification following updates to previously IEA verified version (i.e., Revision F)	[redacted]	20/03/24	[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 North East Link 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 Road (Document Number: NEL-STH-NSA-5900-EPA-PLN-0003; Revision 0.01; Dated: 19/03/24) (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	NEL 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	23 August 2023 – 20 March 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;
- In general accordance with the approved Urban Design Strategy (insofar as it is applicable to the Document assessed); and,

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

- For the first revision of the Document submitted to the IEA, review the Document:
    - Against the Program contract requirements to assess whether the Document addresses and considers the Program contract requirements; and,
    - Assessing whether consultation, as and where specified by the EMF and EPRs, had been undertaken during preparation of the Document.
- For subsequent revisions of the Document submitted to the IEA, review of the Document considering whether comments from the previous IEA review had been adequately addressed, such that the Document complied with Program contract requirements.
- Findings and observations arising from review of each revision of the Document were represented as comments on a Comment Register (refer to Section 3 and Appendix B).
- Comments arising from review of each revision of the Document were subsequently returned to NELP, and from NELP to 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 Road 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
C	Initial revision submitted to the IEA for review.	23/08/2023	07/09/2023	N/A
C	Subsequent revision submitted to the IEA for review. No change was made to the document.	11/09/2023	15/09/2023	N/A
D	Subsequent revision submitted to the IEA for review following IEA comment on Rev C.	08/01/2024	16/01/2024	N/A
E	Subsequent revision submitted to the IEA for review following IEA comment on Rev D.	25/01/2024	29/01/2024	N/A
F	Subsequent revision submitted to the IEA for review following IEA comment on Rev E.	31/01/2024	01/02/2024	01/02/2024
0.01	Subsequent revision submitted to the IEA for review following IEA comment on Rev F.	19/03/24	20/03/24	20/03/24

3. IEA Review Findings

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

The IEA has assessed EFBTA's Construction Compound Plan – Doncaster Road (Document Number: NEL-STH-NSA-5900-EPA-PLN-0003; Revision 0.01; Dated: 19/03/24) 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	Revision A, dated 10/08/2023	Memorandum: Doncaster Road Reserve site compound (NEL-STH-NSA-5900-CTW-MEM-0004) (North East Link Eastern Freeway Burke to Tram Alliance)	10/08/2023
02	Revision B, dated 18/12/2023	Memorandum: Koonung Creek Reserve and Doncaster Road Reserve site compounds flood impact assessment (NEL-STH-NSA-5900-CTW-MEM-0005) (North East Link Eastern Freeway Burke to Tram Alliance)	08/01/2024

Appendix B - Review and Verification Assessment Comment Register

Appendix A - Review and Verification Assessment Comment Register

Project: North East Link Program

Document No	NEL-STH-FIEA-5900-EPA-CRS-0003														
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-0003	00.01	N/A	06	NEL-STH-NSA-5900-EPA-PLN-0003	N	Freeways IEA	The FIEA acknowledges EFBTA's revisions of Construction Compound Plan - Doncaster Road (NEL-STH-NSA-5900-EPA-PLN-0003, 19/03/24, Rev 0.01) and has no further comments. The updated version of the CCP will be verified.	General comment.	20-03-24	O	N/A	LPE	C	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	A	N/A	03	NEL-STH-NSA-5900-EPA-PLN-0003	N	Freeways IEA	Incorporated Document section 4.12.1 f) requires the CCP to include "Measures to restore the former use of the land used for construction...".Whilst Section 6 of the CCP acknowledges the need for reinstatement it does not include measures or supporting detail for how reinstatement would occur. Please clarify the measures that will be undertaken to restore the land to its former use.In addition, the impact of any reinstatement measures on environmental sensitivities (section 5.2) should be considered (e.g. the Contamination and Soil EPR category is not currently noted, although this may become material if reinstatement measures involve movement of earth etc).	Incorporated Document section 4.12.2 f)	07-09-23	N	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	A	N/A	03.01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Eastern Freeway: Burke to Tram Alliance	Specific measures have not been included to enable flexibility for the land to be reinstated in consultation with the relevant land manager and returned works schedule. This approach is consistent with CCPs for other packages of works (i.e. early works, central) and as such for the purpose of this document no further detail is deemed required. All reinstatement and land planning would be undertaken in line with relevant legislation, EPRs and returned work schedules.	Incorporated Document section 4.12.2 f)	08-09-23	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	B	N/A	03.01.01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Freeways IEA	IEA acknowledged.	Incorporated Document section 4.12.2 f)	15-09-23	N	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	A	N/A	04	NEL-STH-NSA-5900-EPA-PLN-0003	N	Freeways IEA	Incorporated Document section 4.12.5 requires the compound "to be located and operated in accordance with ... relevant EPRs:"Section 4.2 and 5.2 of the CCP identify relevant EPRs, potential risks and key controls proposed. The IEA notes that not all EPR categories and requirements are addressed (including EPRs in the EMF, Contaminated Land and Ground Movement categories, and various EPRs across all categories), and justification is not provided why some are not deemed relevant. Please clarify within the CCP.	Incorporated Document section 4.12.5	07-09-23	N	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	A	N/A	04.01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Eastern Freeway: Burke to Tram Alliance	The CCP identifies the relevant EPRs through a risk assessment approach outlined in section 4.2, as required by this condition. There is no requirement to explain the irrelevance of various EPRs, this would result in additional information being presented to the public distracting from the purpose of the CCP. This approach is consistent with DTP Feedback on the required content of the plan and previously approved CCPs on the NEL Program.	Incorporated Document section 4.12.5	08-09-23	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	B	N/A	04.01.01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Freeways IEA	IEA acknowledged.	Incorporated Document section 4.12.5	15-09-23	N	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	A	N/A	01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Freeways IEA	In accordance with Incorporated Document section 4.12.1 c), the CCP is required to "demonstrate 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 orpractical". The acquisition status of the Doncaster Road site is not clear, and although a broader Multi Criteria Analysis is presented in Section 2.1 for the alternative location (option B), it does not compare the impact on land acquisitions between the two options.	Incorporated Document section 4.12.2 c)	07-09-23	M	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	A	N/A	01.01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Eastern Freeway: Burke to Tram Alliance	The MCA of alternative locations is the comparison of the various impacts of potential land acquisition at each area, taking into account vegetation, open spcae, schools etc. Acquisition status has been made clear through explaining mobilisation, demobilisation, being a temporary occupation of the area. Specific details on land access agreements are not required in the CCP. This approach is consistent with all other CCPs on the NEL Program.	Incorporated Document section 4.12.2 c)	08-09-23	M	N/A	LPE	O	

Appendix A - Review and Verification Assessment Comment Register

Project: North East Link Program

Document No	NEL-STH-FIEA-5900-EPA-CRS-0003														
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-0003	B	N/A	01.01.01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Freeways IEA	Incorporated Document (ID) condition 4.12.2 c) explicitly applies to "...land which is not to be permanently acquired…". The Multi Criteria Analysis presented in section 2.2 table 3 does not document the land acquisition status of each option, or provide any information on the additional impact to land acquisition resulting from the compound (and make a comparison between the impacts of each options). The IEA notes that South Package CCP - Bulleen Interchange documents the aquisition status of the location proposed in section 3.1 Site Context "... The Bulleen Interchange compound is situated on a parcel of land permanently acquired for use by the North East Link Project..."). In Bulleen Interchange case, the land is permanently acquired and thus the requirements of ID 4.12.2 (c) don't apply. The IEA notes that South Package CCP - Freeway Golf Course also documents the aquisition status of the location proposed in section 2.1 table 2 "avoid row" "This location avoids impacts to open space and sporting and recreation areas through the use of a portion of the Freeway Golf Course has been temporarily acquired by the project. The selection of this space does not increase the amount of available open space impacted from the Project." and section 2.2 table 4 "... Avoided impact to Freeway Golf Course as it takes up the space temporarily acquired by NELP. No further impact to nearby sporting and recreation areas...."). Please clarify the acquisition status of the land such that compliance of the 'CCP - Doncaster Road' with ID condition 4.12.2c) can be considered (i.e. describe whether the construction compound locations considered in the MCA are located on land that has been permanently acquired or will be temporarily acquired).	Incorporated Document section 4.12.2 c)	15-09-23	M	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	B	N/A	01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Eastern Freeway: Burke to Tram Alliance	Status of acquisition and consideration of the impact has now been included in table 3 to show what impacts would occur without the proposed compound (whether there would be impacts regardless of the compound, or whether the compound would create an entirely new area of occupation for the project)	Incorporated Document section 4.12.2 c)	22-12-23	M	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	C	N/A	01.01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Freeways IEA	IEA comment addressed.	Incorporated Document section 4.12.2 c)	16-01-24	M	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	C	N/A	05	Flood Impact Memo (Koonung Creek Reserve and Doncaster Road Reserve site compounds flood impact assessment, Revision B, date 18 December 2023).	N	Freeways IEA	EPR SW6 includes the following consultation requirements:"...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).. the acceptance of the relevant drainage authority or asset owner prior to commencement of construction..."Please provide evidence of consultation and written approval from the relevant drainage authority with regards to the Flood Impact Memo (Koonung Creek Reserve and Doncaster Road Reserve site compounds flood impact assessment, Revision B, date 18 December 2023).	EPR SW6	16-01-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	C	N/A	05.01	Flood Impact Memo (Koonung Creek Reserve and Doncaster Road Reserve site compounds flood impact assessment, Revision B, date 18 December 2023).	N	Eastern Freeway: Burke to Tram Alliance	EBTA note after discussions with FIEA and NELP this comment is closed.	EPR SW6	25-01-24	D	N/A	LPE	O	

Appendix A - Review and Verification Assessment Comment Register

Project: North East Link Program

Document No	NEL-STH-FIEA-5900-EPA-CRS-0003														
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-0003	D	N/A	05.01.01	Flood Impact Memo (Koonung Creek Reserve and Doncaster Road Reserve site compounds flood impact assessment, Revision B, date 18 December 2023).	N	Freeways IEA	The IEA notes that this comment is addressed on the basis that appropriate stakeholder consultation has been undertaken with the relevant drainage authority which in turn, informs this CCP. The IEA understands that consultation evidence can be reviewed during the regular FIEA auditing process and evidence provided as required	EPR SW6	29-01-24	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	A	N/A	02	NEL-STH-NSA-5900-EPA-PLN-0003	N	Freeways IEA	Incorporated Document section 4.12.1 e) requires the CCP to demonstrate that "…works will be suitably managed to address any flood risk".Section 5.1 of the plan notes that the compound is not located in Land Subject to Inundation Overlay and makes the conclusion that flood risk is not applicable. The IEA notes that the Flood Impact Assessment (Document NEL-STH-NSA-5900-CTW-MEM-0004) is not referenced in the CCP and the conclusion presented in the CCP that 'flood risk is considered to be not applicable' appears inconsistent with the Flood Impact Assessment. The Flood Impact Assessment shows that this site has a significant impact on flood levels (i.e. Section 5.2 and Figure 10 clearly state that the proposed works divert an existing waterway and floodplain flow, resulting in flood level increase to the north of the site). Therefore, as specified in EPR SW6, consultation and acceptance of the relevant flood plain manager, drainage authority or asset owner is required. This consultation should be undertaken and acceptance received prior to commencement of construction works. Please clarify this within the CCP.	Incorporated Document section 4.12.2 e)	07-09-23	N	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	A	N/A	02.01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Eastern Freeway: Burke to Tram Alliance	The requirements of SW6 are stated in section 5.1 of the CCP referencing the flood modelling. Modelling is stated in the CCP as a key flood mitigation control. This control is then satisfied by the impact assessment itself. Section 5.2 of the flood impact assessment conclusion is- "With the channel realignment incorporated, the existing flow path through the park reserve to the north of the site has been reinstated. The flood impacts are limited to within the flow path. There are no adverse impacts to either the Temporary Works site office buildings or to the private properties located to the west of the site compounds." This does not quanity a "significant impact on flood levels" as stated in this comment. In reference to SW6 - no adverse impacts results in no increase of flood risk, SW6 is satisfied without acceptance from MW.	Incorporated Document section 4.12.2 e)	08-09-23	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	B	N/A	02.01.01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Freeways IEA	Section 5.1 of the CCP and EPR SW6 state that "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)." As per Melbourne Water Standards for Infrastructure Projects in Flood-Prone Areas (2019), and in particular within Section 3, a number of key standards are to be met for a site to be classified as having no increase in flood risk. The current Flood Impact Assessment memo does not address each of these key standards or, as per the Melbourne Water Standards, "demonstrate why they cannot meet these standards and how they have appropriately mitigated or minimised any associated impact". In addition, a number of the required parameters outlined within Section 5.2 of the Melbourne Water Standards have also not been provided. Therefore the requirements of SW6 do not appear to have been met and the current assessment of flood risk should be updated to address the requirements of the Melbourne Water Standards for Infrastructure Projects in Flood-Prone Areas (2019).	Incorporated Document section 4.12.2 e)	15-09-23	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	B	N/A	02.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Eastern Freeway: Burke to Tram Alliance	Updated Flood Memo provided for review.	Incorporated Document section 4.12.2 e)	22-12-23	N	N/A	LPE	O	

Appendix A - Review and Verification Assessment Comment Register

Project: North East Link Program

Document No	NEL-STH-FIEA-5900-EPA-CRS-0003														
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-0003	C	N/A	02.01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Freeways IEA	The IEA acknowledges BTA's response and considers the matter of compliance of the Flood Impact Memo with Melbourne Water Standards addressed.Based on the information in the Flood Impact Memo:* Confirm whetherl the flood mitigation measures proposed in the Flood Impact Memo will be included in the environmental controls outlined in Section 3.2, Establishment of the CCP* The Flood Impact Memo indicates that modelling did not consider the hoarding to be installed. Please confirm how hoarding will be addressed to ensure it does not fail in a potential flood event and present a public safety risk.	Incorporated Document section 4.12.2 e)	16-01-24	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	C	N/A	02.01.01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Eastern Freeway: Burke to Tram Alliance	No flood mitigation measures are proposed in the memo for Doncaster Road Compound only KCR Compound, therefore no updates required in Section 3.2. The temporary works flood modelling has identified a number of locations where hoarding has the potential to obstruct overland flows and cause impacts on adjacent properties. This assessment is ongoing as hoarding layouts are confirmed. Where the risk is confirmed the mitigation will be to install localised sections of pervious hoarding (e.g. localised sections of hoarding with gaps above existing ground level to convey flow under the hoarding or provide for overlaps in hoarding that convey flows around the hoarding). This will be also detailed in the relevant WEMP.	Incorporated Document section 4.12.2 e)	25-01-24	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	D	N/A	02.01.01.01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Freeways IEA	The IEA acknowledges BTA's response. The Incorporated Document (section 4.12.2 (e)) requires "works will be suitably managed to address any flood risk". EPR SW6 relates to the requirement to "minimise risk from changes to flood levels, flows and velocities".The IEA notes that whilst the detail relating to hoarding will be contained in the WEMP, the risk is required to be addressed in the CCP. Please incorporate the information provided above into the CCP.	Incorporated Document section 4.12.2 e)	29-01-24	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	D	N/A	02.01.01.01.01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Eastern Freeway: Burke to Tram Alliance	Risk and control now included in table 6 and 7.	Incorporated Document section 4.12.2 e)	30-01-24	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0003	E	N/A	02.01.01.01.01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0003	N	Freeways IEA	IEA comment addressed.	Incorporated Document section 4.12.2 e)	01-02-24	N	N/A	LPE	C	

Appendix B: Land Subject to Inundation Overlay