



EASTERN FREEWAY – BURKE TO TRAM ALLIANCE

Construction Compound Plan – Massey Reserve

Document number: NEL-STH-NSA-5900-EPA-PLN-0008
Revision: 01
Date: 14/07/2025

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 11

[Signature]

Signed: for
MINISTER FOR PLANNING
Date: 23/07/2025

Document Information

Document details	
Document name	Construction Compound Plan – Massey Reserve
Document number	NEL-STH-NSA-5900-EPA-PLN-0008

Revision Control

Rev. #	Revision detail	Date	Prepared by	Reviewed by	Approved by
0	Issued for Use	12/05/2025			
01	Issued for Use	14/07/2025			
Signatures					



Acronyms and abbreviations

Acronyms/ abbreviation	Meaning
AEP	Annual Exceedance Probability
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	<i>Flora and Fauna Guarantee Act 1988</i>
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	<i>State Environment Protection Policy (Waters) 2018</i>
TPZ	Tree Protection Zone
UDLP	Urban Design and Landscape Plan
WEMP	Worksite Environmental Management Plan

**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 4 of 41

Signed:  for
MINISTER FOR PLANNING
 Date: 23/07/2025

Table of Contents

1. Introduction.....	5
1.1 Plan Purpose	5
1.2 Purpose of the compound	6
2. Justification of location and use of Massey Reserve compound (Condition 4.12.2(d))	7
2.1 Alternate locations consideration (Condition 4.12.2 (c))	8
3. Massey Reserve Compound.....	12
3.1 Site Context	12
3.2 Compound Description.....	12
3.3 Duration.....	13
3.4 Compound Site Plan (Condition 4.12.2 (a)).....	14
4. Management of Potential Impacts to Sensitive Users	15
4.1 Site Selection Assessment.....	15
4.2 Identification of Sensitive Receptors.....	15
4.3 Risk assessment and identification of potential impacts.	18
4.4 Design and Siting Measures to Reduce Impacts	19
5. Management of flood risk and environmental sensitivities	20
5.1 Flood Risk and Management.....	20
5.2 Environmental Sensitivities	20
6. Site demobilisation and restoration (Condition 4.12.2 (f)).....	25
7. Communications, Stakeholder and Community Engagement.....	26
7.1 Contact Numbers.....	27
7.2 Complaint management	27
8. Review.....	28
Appendix A: IEA verification.....	29
Appendix B: 1% AEP Flood Mapping.....	30



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 Massey Reserve 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 Massey Reserve compound location as outlined in section 2. The Massey Reserve compound is located off Massey Street, Doncaster, 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 of the Incorporated Document. Relevant Conditions are included in Table 1.

Table 1: Incorporated Document - Relevant Conditions for the Project

Section	Content requirements	Where addressed
4.12.1	Prior to the use and development of any compound, the applicant must submit a plan to the satisfaction of the Minister for Planning.	Plan
4.12.2	The CCP must include: <ol style="list-style-type: none"> A plan showing the location and extent of the compound, the location of works and operations proposed within the compound, and the location of any existing or proposed infrastructure. The estimated duration of activities proposed within the compound. 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. 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). 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. Measures to restore the former use of the land used for construction once these activities are complete. 	Conditions 3.1, 3.2 3.4 Conditions 3.3 Section 2 and 2.1 Section 2.1 Section 4 Table 2 Section 5 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

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 3 of 3

Signed: _____ for
MINISTER FOR PLANNING
Date: 23/07/2025

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.

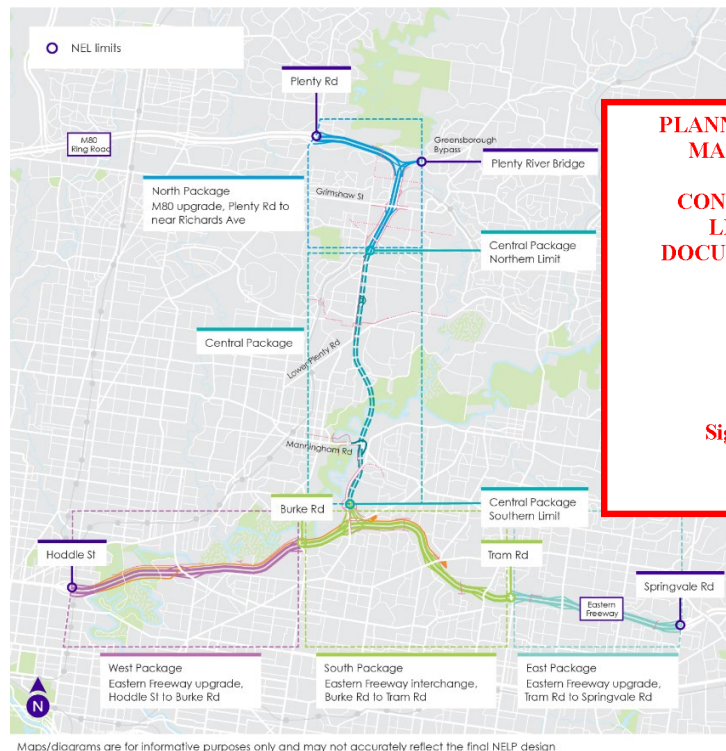


Figure 1: NEL Program

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

- B130 Sewer Relocation works-
 - TBM Shaft Construction.
 - Tunnel boring operations.
- Earthworks and Drainage associated with the new freeway construction between Doncaster Road and Tram Road.
- Retaining Wall and Noise Wall construction adjacent to the newly constructed freeway.

2. Justification of location and use of Massey Reserve compound (Condition 4.12.2(d))

To support permanent works, EBTA require establishment of compound facilities to 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 the number of workers at each zone.

The current key large active compounds servicing the Freeway Upgrades for all located on the inbound (south) side of the freeway, due to space availability. Workforce requirement on the outbound (north) side of the freeway, long-term required to be established. Recently two small compounds (Estelle East and on the north side of the freeway west of Doncaster Road. An additional compound at Massey Reserve, Freeway and east of Doncaster Road at the Massey Reserve location.

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 7 of 41

Signed: _____ for
MINISTER FOR PLANNING
Date: 23/07/2025

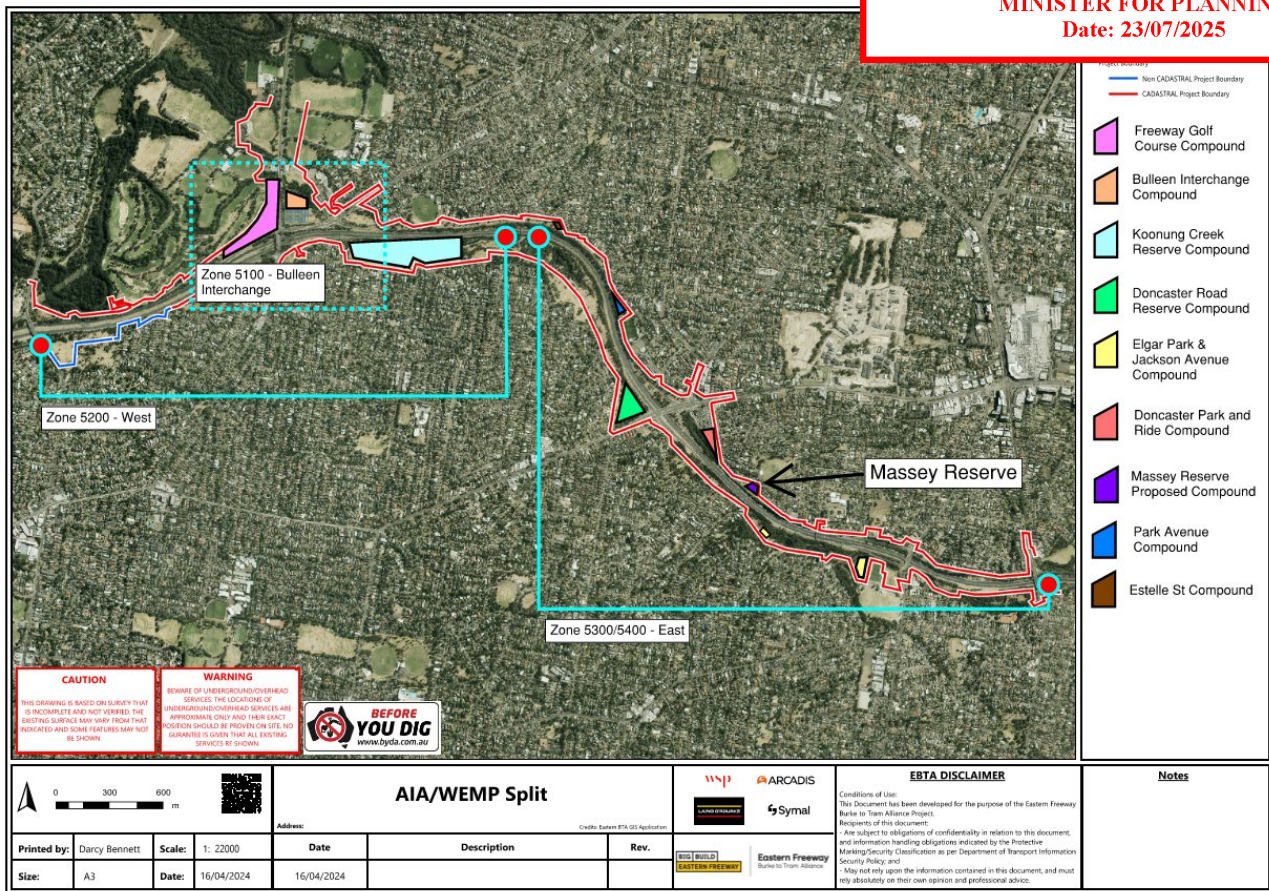


Figure 2: EBTA Construction Zones and Compound Locations

The site compound facility at Massey Reserve has been designed to accommodate a small workforce of 36 people. This number was determined through an assessment of the construction program required to deliver the works in the immediate area 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 Massey Reserve compound included:

- The site was nominated as a potential construction compound site as part of the EES process.
- Access is required directly to the worksite at Massey Reserve. Using the existing open space reduces travel time and vehicles on roads.

- The compound sits within the Cultural Heritage Management Plan (CHMP) 15576 boundary 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.
- There is no current organised community recreation that use the area. The carpark that exists currently was used by the public to access Massey Reserve prior to construction occupation, and therefore is now obsolete.

Table 2 describes the implementation of our Avoid, Minimise and Mitigate strategy in choosing Massey Reserve as the compound location.

Table 2: Details of implementation

Incorporated Document requirement	Details of implementation
Avoid	<ul style="list-style-type: none"> • The compound location is wholly within the project boundary, avoiding further impact to open space or recreational facilities. • Massey Reserve 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. • The compound occupation area has been minimised to avoid any impact to existing native or amenity vegetation.
Minimise	<ul style="list-style-type: none"> • The existing carpark is used to facilitate public access to Massey Reserve. Due to the project occupying Massey Reserve for construction, utilisation of the carpark will not have an increased impact to public open space, as the carpark is now obsolete for the duration of construction in the area.
Mitigate	<ul style="list-style-type: none"> • 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: Massey Reserve
- Option B: Doncaster Park & Ride (existing facility)
- Option C: Katrina Street 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.

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 8 of 11

Signed: _____ for
MINISTER FOR PLANNING
Date: 23/07/2025

Eastern Freeway

Burke to Tram Alliance

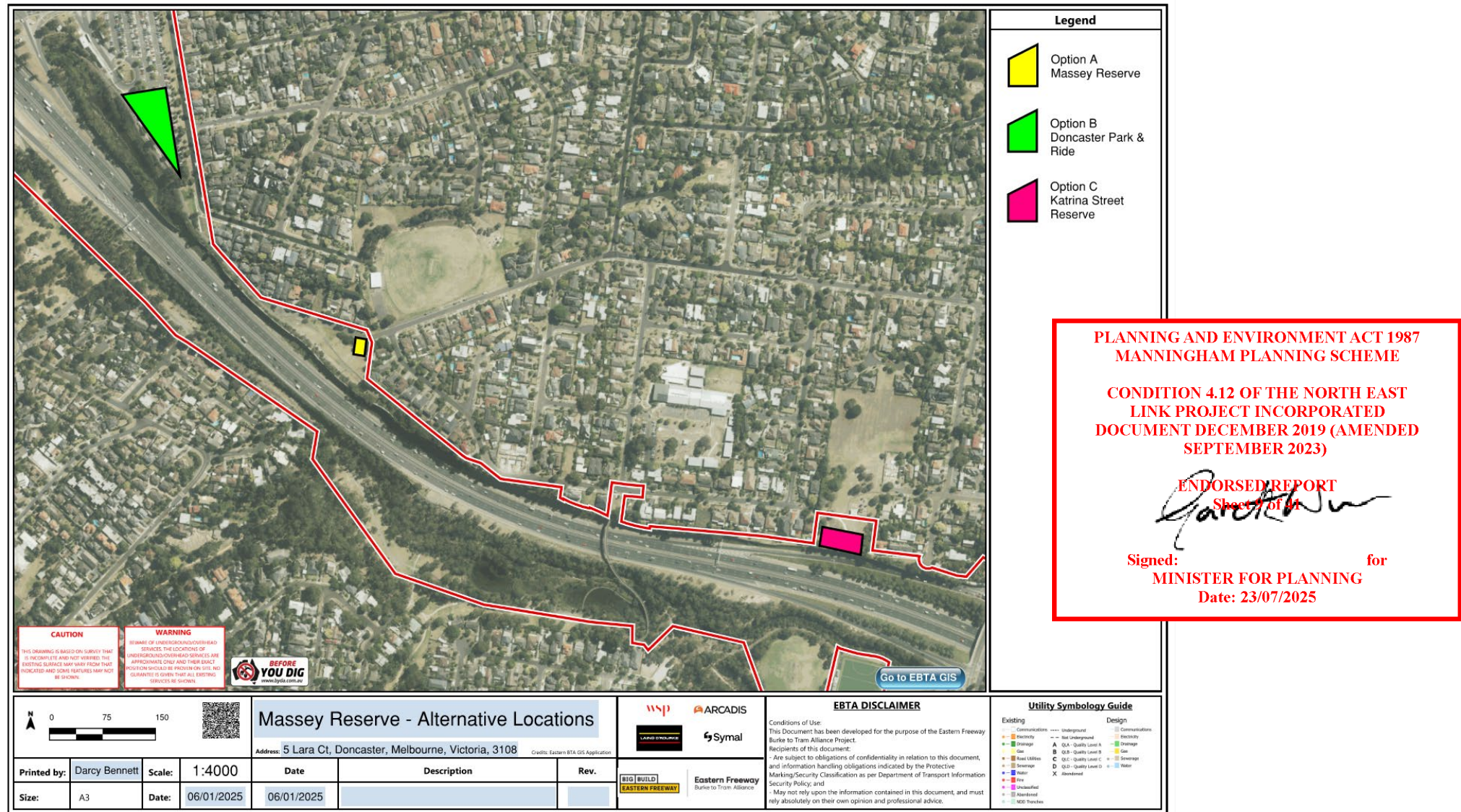


Figure 3: Alternative Compound Location

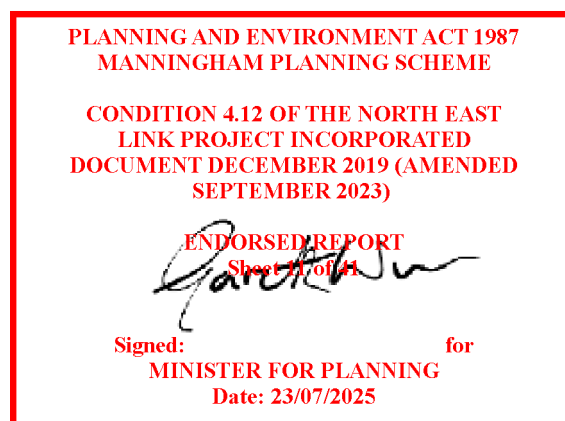
Table 3 outlines the key selection criteria used to select the proposed location.

Table 3: Location criteria

Description	Option A Massey Reserve	Option B Doncaster Park & Ride	Option C Katrina Street Reserve
Is the site within the approved project boundary?	Yes	Yes	Yes
Is the area available for use during the required construction period?	Yes	No. Due to works required at the Doncaster Interchange, the Doncaster Park & Ride compound is currently at full capacity.	Yes
Is the area immediately adjacent to the construction zone?	Yes	No	No
Does the area require vegetation removal?	No	No	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.
Does the area impact on residents?	Yes, residents border the location to the east.	Yes, residents border the location to the north.	Yes, residents border the location to the east and west.
Does the area impact on businesses?	No	No	No
Does the area impact on education facilities or childcare centres?	No	No	No
Is the area within the 1% AEP flood extent?	No	No	No
Would the compound need to be moved during construction?	No	Yes – to facilitate other works in the area required the Doncaster Park & Ride compound will require relocation	No
Would the compound impede construction or timing?	No	No.	Yes – to facilitate a compound in this location additional works would be required for access construction, including demolition of an existing noise wall currently planned for retention.
Is the area large enough for the required facility?	Yes	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 – an existing access point is available off Massey Street	Yes – directly off Doncaster Road	No, access would have to be constructed through an existing noise wall currently planned for retention. The use of Katrina Street or Stanton Street would require works outside the project boundary.
What is the acquisition status of the proposed areas without the proposed compound?	The reserve is to be temporarily occupied for the project regardless of compound. Additional area would be required for the compound to be positioned on the existing council carpark	To be temporarily occupied for the project regardless of compound, due to a diversion ramp being constructed.	Not to be occupied. Occupation for the compound would be temporary

The key reasons Massey Reserve has been selected for the preferred location

- The location is wholly within the project boundary, avoiding the need for further planning scheme amendments and approvals.
- The Massey Reserve location requires no native or amenity vegetation clearing, due to the area being a pre-existing hardstand and open grassed area.
- The reserve is to be occupied for construction regardless of if the Massey Reserve compound is established.
- The compound is directly adjacent to a large sewer construction work front, reducing required travel between pre-start and amenity facilities and the work site.



3. Massey Reserve Compound

3.1 Site Context

The Massey Reserve compound is situated at the end of Wilsons Road, Doncaster and borders Massey Street. The land in which the Massey Reserve compound sits is in the municipality of the City of Manningham and includes a pre-existing carpark used for the Massey Reserve and nearby Koonung Creek Linear Reserve. 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. Public open space is present to the north with Wilsons Road Reserve also nearby, used for active recreation.



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 relevant Worksite Environmental Management Plan (WEMP).

Uses for the site compound include:

- Amenities including bathrooms, first aid and 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 Massey Reserve compound consists of a single storey crib and amenity facility with a covered pre-start area and walkways. Parking will be facilitated within the construction footprint at Massey St. Due to limited parking availability within the construction footprint, personnel will be bussed in and out of the compound. Compound buildings will be approximately 3m tall (single story). A noise barrier will be installed in the form of hoarding or similar along the southeast border of the compound to assist in noise mitigation to surrounding residents.

Access to the compound will be through the existing Massey Reserve entrance. Travel from the compound to the worksite will be via foot traffic through a gate in the existing hoarding around the project area.

Activities for both compound establishment and operation are outlined below.

Establishment

- Environmental control installation
- Hardstand Extension
- Building Installation
- Temporary Fence / noise barrier installation

Operation

- Occupancy of buildings during worker breaks
- Tunnel operation support within compound building.
- Prestart

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 Massey Reserve compound establishment works are anticipated to begin in Q3 of 2025. Once the compound is established, it will remain in place until the demobilisation of the area after construction is complete, at the end of 2026.

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

Table 4: Setup activities and indicative timings

Compound	Occupation	Mobilisation duration	Work activities with indicative timeframes
Massey Reserve compound	Q3 2025 – Q4 2026	Scheduled to commence July 2025 for approximately 3 weeks.	Week 1: • Establishment of Environmental Controls Week 2: • Building landing Week 3: • 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 meet the requirements set out in EPR NV3.

Unavoidable Works are construction works outside of the normal working hours stipulated in NV3 which do not meet their corresponding out of normal working hours period noise guideline targets.


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.

**PLANNING AND ENVIRONMENT ACT 1987
MANNINGHAM PLANNING SCHEME**

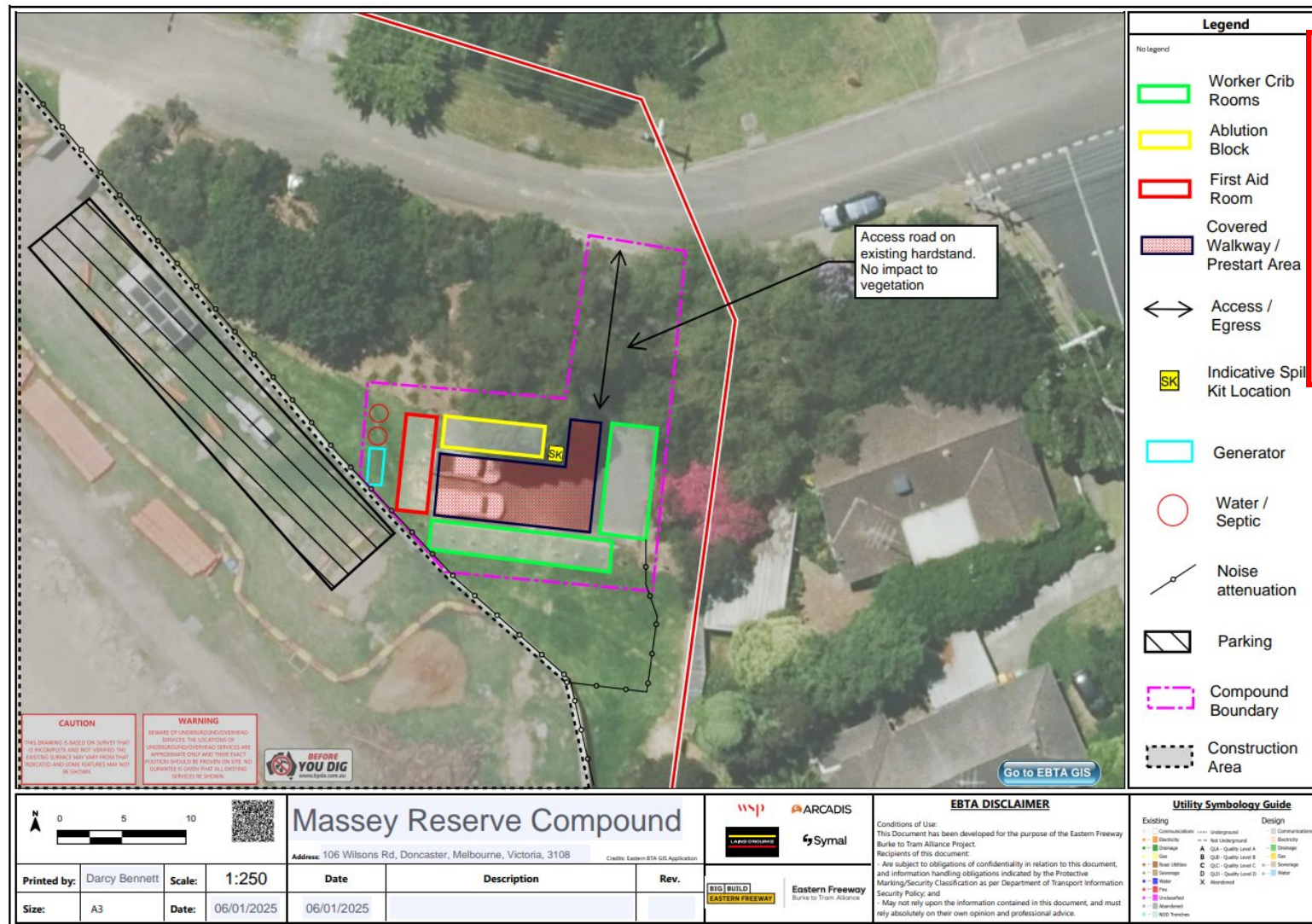
**CONDITION 4.12 OF THE NORTH EAST
LINK PROJECT INCORPORATED
DOCUMENT DECEMBER 2019 (AMENDED
SEPTEMBER 2023)**

ENDORSED REPORT

Sheet 15 of 41

Signed:  for
MINISTER FOR PLANNING
 Date: 23/07/2025

3.4 Compound Site Plan (Condition 4.12.2 (a))



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 14 of 41

Signed: _____ for
MINISTER FOR PLANNING
Date: 23/07/2025

Figure 5a: 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 Massey Reserve. 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: Massey Reserve (preferred location) Site Selection Assessment

Impact	Avoid	Minimise	Mitigate	Comment
Vegetation	Y			No native or amenity tree removals are required for this compound establishment or operation.
Residential		Y	Y	<p>Due to the nature of the Project area, 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 utilising a silenced generator that will be located as far from the residential area as possible. The buildings will act as noise attenuation for the residents to the east. Noise barriers will be installed to the southwest of the compound.</p> <p>Limited car parking is available within the project boundary, as a result, to mitigate potential impacts to local residents due to worker vehicles parking in local streets, a shuttle bus service will operate to ferry workers to and from the Massey compound and main compound minimising vehicles in the area.</p> <p>Ongoing consultation will be undertaken for the residents in the area as part of the broader EBTA Community and Stakeholder Engagement process.</p>
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			No car parking will occur outside of the project boundary avoiding possible impact to Wilson Road Reserve sporting and recreation area.
Flood	Y			The compound is outside of the 1% AEP extent, or 1-in-100-year flood extent.
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 boundary and the project boundary. No areas of cultural heritage significance are within the compound footprint.

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 15 of 41

Signed:  for
MINISTER FOR PLANNING
Date: 23/07/2025

4.2 Identification of Sensitive Receptors

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

Residents:

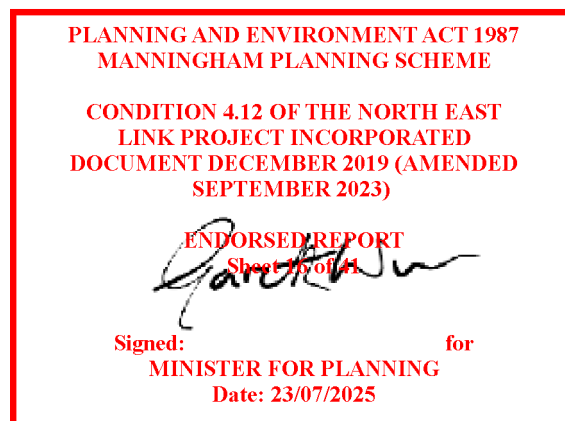
- Massey Street

- Stanton Street
- Wilsons Road

Sporting Clubs:

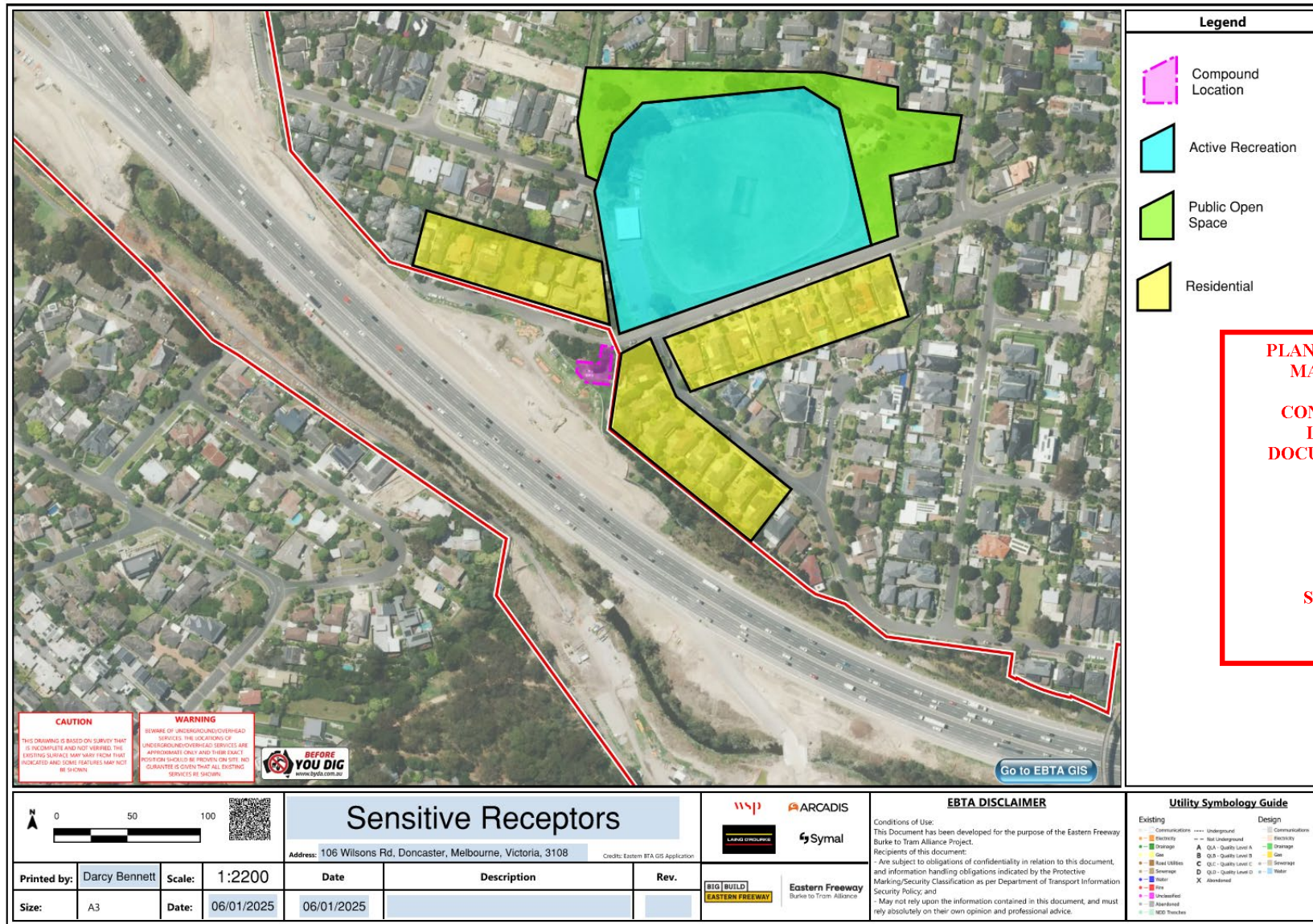
- Bulleen Cricket Club

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 covering the compound. The approach to managing community impacts resulting from the compound is outlined in section 7.



Eastern Freeway

Burke to Tram Alliance



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 7 of 11

Signed: *[Signature]* for
MINISTER FOR PLANNING
Date: 23/07/2025

Figure 7: Massey Reserve compound - sensitive receptors

ENDORSED REPORT

Sheet 18 of 41

Signed: _____ for
MINISTER FOR PLANNING
Date: 23/07/2025

4.3 Risk assessment and identification of potential impacts

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

Table 6: Risk assessment

Relevant EPR	Environmental aspect	Potential risks	
AH1, HH2	Aboriginal and Historic Heritage	<ul style="list-style-type: none"> Unexpected discovery of cultural or historic heritage item, or potential disturbance or damage to any cultural or historic heritage item 	Low
AQ1	Air Quality	<ul style="list-style-type: none"> Generation of dust impacting amenity values of nearby areas Generation of dust impacting human health Generation of dust impacting ecological values 	Low
AR1, AR2, AR3	Arboriculture	<ul style="list-style-type: none"> Impact to vegetation during construction or operations marked for retention 	Low
B4, B8	Business	<ul style="list-style-type: none"> Impact and disruption caused to businesses in the area resulting from temporary occupation of the area 	Low
CL1, CL5	Contamination and Soil	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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. 	Low
LV2, LV3	Landscape and Visual	<ul style="list-style-type: none"> Overlooking from compound operation into private residences. Light spill from compound impacting on sensitive receptors, including ecological communities adjacent to site 	Medium
NV3, NV4, NV5, NV8, NV9	Noise and Vibration	<ul style="list-style-type: none"> Noise generated from the compound negatively impacting nearby receptors. Compound operation to likely occur outside of normal working hours 	High
SC1, SC2, SC3, SC4, SC5, SC6	Social and Community	<ul style="list-style-type: none"> 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 Massey Reserve Carpark 	Medium
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10	Surface Water	<ul style="list-style-type: none"> Adverse impacts to water quality on the Koonung Creek. Adverse impacts to aquatic flora, fauna, and habitat from construction water discharge Uncontrolled release of water not meeting <i>Environmental Reference Standard (2022) Guidelines</i> 	Low
SCC1, SCC2, SCC4, SCC5	Sustainability and Climate Change	<ul style="list-style-type: none"> 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

Relevant EPR	Environmental aspect	Potential risks	Initial risk level
T2	Traffic and Transport	<ul style="list-style-type: none"> Impacts to the community from traffic disruptions associated with the construction and operation of the compound, including equipment and material deliveries. Increased LV Traffic in local streets during compound operation. Impacts to existing traffic conditions through traffic diversion, site access and egress, and SUP diversion. Impacting car parking due to the occupation of the Massey Reserve 	Medium

4.4 Design and Siting Measures to Reduce Impacts

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

- Silenced generator has been positioned to allow for compound buildings to act as noise attenuation between residential receivers.
- Compound footprint has been placed primarily on an existing hardstand, removing the requirement for bulk earthworks.
- Single story design eliminates overlooking potential during compound operation.
- Addition of hoarding to the southeast assists in noise attenuation. Note additional hoarding could not be installed completely around the compound due to the existing vegetation present.
- Directional lighting requirement on the compound will allow for complete management of potential light spill, where lights can be altered to avoid any impact to private property.
- Compound footprint has been designed to avoid impact to existing trees.



ENDORSED REPORT

Sheet 20 of 41

Signed:  for
MINISTER FOR PLANNING
Date: 23/07/2025

5. Management of flood risk and environmental

5.1 Flood Risk and Management

The Massey Reserve compound buildings are not located within 1% AEP for considered to be not applicable to the compound. The nearest flood affected Appendix B.

Minor change in ground condition is proposed for this compound, with worker and the compound buildings to be placed directly onto the existing asphalt. A small section of grass will be turned into a hardstand to facilitate building landing, with existing surface levels to be matched in the hardstand design.

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:
 - o Relocation of all mobile plant and equipment outside the 1 in 100-year flood extent.
 - o 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 Massey Reserve compound.

The controls required for the establishment and operation of the Massey 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	<ul style="list-style-type: none"> All works to be undertaken in accordance with CHMP 15576 Cultural Heritage Inductions to be undertaken by all personnel engaged in ground disturbing works. Unexpected finds procedure to be included in the CEMP and WEMP and all site personnel inducted into requirements. Site induction to include project wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart. 	Low
Air Quality (AQ)				
AQ1	<ul style="list-style-type: none"> Generation of dust impacting amenity values of nearby areas Generation of dust impacting human health Generation of dust impacting ecological values 	Low	<ul style="list-style-type: none"> 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 establishment 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 	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
			outlined to the site crews regularly at prestart. • No disturbance to existing asphalt base. Minor extension of hardstand required.	
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
<div style="border: 2px solid red; padding: 10px; text-align: center;"> <p>PLANNING AND ENVIRONMENT ACT 1987 MANNINGHAM PLANNING SCHEME</p> <p>CONDITION 4.12 OF THE NORTH EAST LINK PROJECT INCORPORATED DOCUMENT DECEMBER 2019 (AMENDED SEPTEMBER 2023)</p> <p>ENDORSED REPORT Sheet 23 of 41</p> <p></p> <p>Signed: _____ for MINISTER FOR PLANNING Date: 23/07/2025</p> </div>				
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. • Compliance with 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 <i>Wildlife Act 1975</i> must be called to site to relocate the animal offsite	Low
Landscape and Visual (LV)				
LV2, LV3	• Overlooking from compound operation into private residences. • Light spill from compound impacting on sensitive receptors, including ecological	Medium	• Compound has been designed as single story, eliminating potential overlooking risks associated with compound operation. • Visual assessment during compound construction and operation to ensure no light spill is impacting nearby residents.	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
	communities adjacent to site.		<ul style="list-style-type: none"> Directional lighting only to be utilised for compound lighting. 	
Noise and Vibration (NV)				
NV3, NV4, NV5, NV8, NV9	<ul style="list-style-type: none"> Noise generated from the compound negatively impacting nearby receptors. Compound operation to likely occur outside of normal working hours 	High	<p>A full suite of controls is included in the Construction Noise and Vibration Management Plan (CNVMP), site-specific Noise and Vibration Assessment and the WEMP.</p> <p>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:</p> <ul style="list-style-type: none"> Tiered mitigation measures to be implemented for impacted receptors. 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 <u>Section 3.3</u> is to be followed. Establishment of compound is to be undertaken only during day works. Respite period to be incorporated during crane lifting operations as necessary. 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. Installation of a noise barrier in the form of hoarding or similar around the south east boundary. <p>Noise monitoring will be undertaken based on the recommendations resulting from the noise modelling.</p> <ul style="list-style-type: none"> 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. <p>A vibration risk assessment was undertaken for this compound. Any vibratory rolling required for hardstand extension must be undertaken with attended vibration monitoring to ensure nearby properties are adequately protected.</p>	Medium
Surface Water (SW)				

**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 22 of 41

Signed:  for
MINISTER FOR PLANNING
Date: 23/07/2025

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10	<ul style="list-style-type: none"> 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 <i>Environmental Reference Standard (2022) Guidelines</i> 	Low	<p>A full suite of controls for surface water management is included in the Surface Water Management and Monitoring Plan and the WEMP. Key controls for the compound include:</p> <ul style="list-style-type: none"> All site entry drainage within the compound footprint to be protected with appropriate sediment controls. Run-off on site to be managed to prevent any water draining directly into nearby waterbodies. Spill kits will be located at indicative locations shown in <u>Figure 5</u>, and as per the WEMP. No refuelling of equipment is to occur within 20m 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. 	Low

**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 23 of 41

Signed: _____ for
MINISTER FOR PLANNING
Date: 23/07/2025

Land Use Planning (LP)

LP1	<ul style="list-style-type: none"> 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. 	Low	<ul style="list-style-type: none"> Demobilisation of the facility to occur as soon as the works program finishes. 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	<ul style="list-style-type: none"> 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 Massey Reserve carparks 	Medium	<ul style="list-style-type: none"> Dust and noise impacts to nearby receptors will be managed through the controls listed previously in this table, as well as the WEMP. Regular consultation with council and sensitive receptors around timing and use of the area. 	Low
------------------------------	---	--------	---	-----

Sustainability and Climate Change (SCC)

SCC1, SCC2, SCC4, SCC5	<ul style="list-style-type: none"> Environmental impacts resulting from mismanagement of waste and potable water on site in both construction and 	Low	<p>Waste management controls are included in the CEMP and the site-specific WEMP.</p> <ul style="list-style-type: none"> Waste segregation, including putrescible waste, to be in place within the compound to ensure waste is disposed of into the correct stream. 	Low
------------------------	--	-----	--	-----

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
	<ul style="list-style-type: none"> operation of the compound. Environmental impacts and impacts to sustainability credit ratings from inadequate compound set up regarding energy requirements and usage 		<ul style="list-style-type: none"> 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. <p>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.</p> <p>The compound will be compliant with the RCLG Site Facilities Requirements in accordance with EBTA IS Rating Implementation Subplan, criteria Wfs-4 of the IS v2.1 Technical Manual.</p>	

Traffic and Transport (T)				
T2	<ul style="list-style-type: none"> Impacts to the community from traffic disruptions associated with the construction and operation of the compound, including equipment and material deliveries. Impacting car parking due to the occupation of the carparks at Massey Reserve 	Medium	<ul style="list-style-type: none"> 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. 	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 establishment is expected in Q3 2025 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 community/sporting groups near Wilsons Road Reserve 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 proposed site, and a letterbox drop to residents and businesses within 100m of the location.

Stakeholder overview:

Residents:

- Massey Street
- Stanton Street
- Wilsons Road

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 hoarding and light shields to control the impacts as far as practicable.
- Hoarding will be installed along the southeast section of the construction compound to mitigate noise spill, as far as practicable.
- EBTA will introduce shuttle buses, transporting workers from the nearby major compounds to reduce additional traffic and parking impacts on local roads

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 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:

- Manningham United Football Club
- 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

**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 23 of 41

Signed:  for
MINISTER FOR PLANNING
 Date: 23/07/2025

- Briefing the call centre to assist with incoming enquiries
- Publishing 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 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: <ul style="list-style-type: none"> • Analysing the complaint or enquiry to determine its nature, how it should be dealt with and who should be involved. • Resolving or investigating the complaint or enquiry with the EBTA team as well as considering possible remedies for the complaint (which might include an explanation or an apology) • Providing a response within the required timeframes. 	Communications and Community Engagement Team Functional Lead(s)	Monthly report of all enquiries and complaints Maintain records of all correspondence and resolutions

**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 2 of 41

Signed:  for
MINISTER FOR PLANNING
 Date: 23/07/2025

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

IEA verification to be inserted upon receipt





North East Link Freeway Packages
Independent Environmental Auditor

Review and Verification Report:

Eastern Freeway - Burke to Tram
Alliance

Construction Compound Plan –
Massey Reserve

Major Road Projects Victoria

**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 30 of 41

Signed:  for
MINISTER FOR PLANNING
Date: 23/07/2025

22 July 2025

© 2025 KPMG, an Australian partnership and a member firm of the KPMG global organization of independent member firms affiliated with KPMG International Limited, a private English company limited by guarantee. All rights reserved. The KPMG name and logo are trademarks used under license by the independent member firms of the KPMG global organization.

Liability limited by a scheme approved under Professional Standards Legislation.

Document Classification: KPMG Confidential

OFFICIAL: Sensitive



Document review and approval

Revision	Revision Detail	Author	Date	Reviewed and Approved by
0	Final Report		19/05/25	
01	Final Report following EFBTA updates to CCP – Massey Reserve (Rev 0)		22/07/25	



ENDORSED REPORT

Sheet 12 of 41

Signed:  for
MINISTER FOR PLANNING
Date: 23/07/2025

NELP Freeway Packages IEA
Review and Verification Report
Eastern Freeway - Burke to Tram Alliance
Construction Compound Plan – Massey Reserve
22 July 2025

Contents

1.	Introduction	3
2.	Scope and Approach	5
3.	IEA Review Findings	6
	Appendix A - Documents Reviewed	7
	Appendix B - Review and Verification Assessment Comment Register	8

Inherent Limitations

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

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

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

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

Third Party Reliance

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

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

1. Introduction

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

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

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

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

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

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

**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

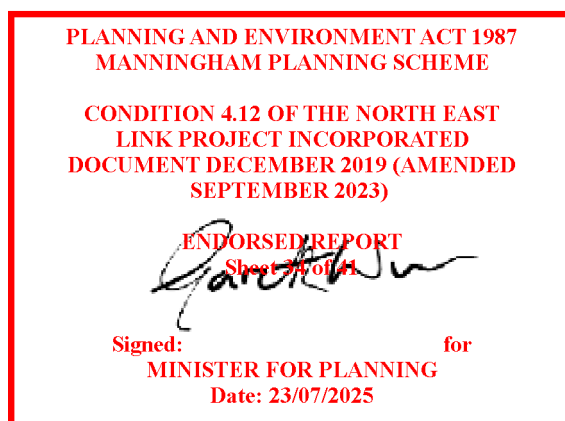
Sheet 35 of 41

Signed:  for
MINISTER FOR PLANNING
Date: 23/07/2025



Table 1 - Document subject to IEA Review and Verification assessment

Document	Construction Compound Plan – Massey Reserve (Document Number: NEL-STH-NSA-5900-EPA-PLN-0008; Revision 01; Dated: 14/07/25) (the Document).
Freeway package	The South Package consists of an upgrade to the section of the Eastern Freeway between Burke and Tram Roads, and addition of an elevated freeway interchange located near the southern portal of the Central Package.
Package Alliance	Eastern Freeway – Burke to Tram Alliance (EFBTA) - an Alliance comprising MRPV, Laing O’Rourke Australia Construction Pty Ltd, Symal Infrastructure Pty Ltd, WSP Australia Pty Ltd and Arcadis Australia Pacific Pty Ltd, which is delivering the South Freeway Package scope of works described above.
Date of IEA assessment	15 April 2025 – 22 July 2025
Other relevant information	A full list of supporting EFBTA project documentation reviewed as part of this review and verification scope, is provided in Appendix A.



2. Scope and Approach

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

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

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

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

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

**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 35 of 41

**Signed: [Signature] for
MINISTER FOR PLANNING
Date: 23/07/2025**

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

Revision	Remarks scope of documents	Date submitted by MRPV and EFBTA to IEA	Date IEA review comments provided to MRPV and EFBTA	Date Verified by IEA
D	Initial revision submitted to the IEA for review.	15/04/25	02/05/25	N/A
E	Subsequent revision submitted to the IEA for review following IEA comment on Rev D	05/05/25	09/05/25	N/A
0	Subsequent revision submitted to the IEA for review and verification reporting (Issued For Use version)	15/05/25	19/05/25	19/05/25
01	Subsequent revision submitted to the IEA for review and verification reporting (Issued For Use version)	18/07/25	22/07/25	22/07/25

3. IEA Review Findings

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

The IEA has assessed EFBTA's Construction Compound Plan – Massey Reserve (Document Number: NEL-STH-NSA-5900-EPA-PLN-0008; Revision 01; Dated: 14/07/25) against the requirements of the program contract, including the EMF and EPRs, conditions of Program approvals, and in general accordance with the approved Urban Design Strategy (insofar as it is applicable to the Document assessed). Any issues and non-compliances identified in previous revisions of the Document reviewed by the IEA have been closed out.

**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 26 of 41

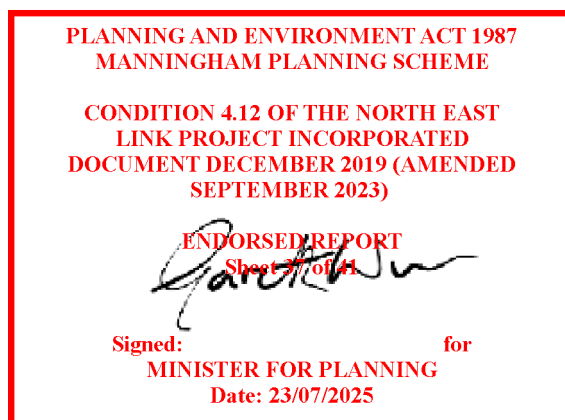
Signed:  for
MINISTER FOR PLANNING
Date: 23/07/2025



Appendix A - Documents Reviewed

Table A1 - Documents Reviewed

Doc #	Revision	Document Name	Date submitted by MRPV and EFBTA to IEA
Refer to Section 2, Table 2 for details of Document revisions subject to IEA Review and Verification Assessment.			
01	No revision details provided, received by the IEA on 15/04/25	Massey Street Pre-CCP Consultation Report (Eastern Freeway – Burke to Tram Alliance)	15/04/25






Appendix B - Review and Verification Assessment Comment Register



Appendix B. Review and Verification Assessment Comment Register

Project: North East Link Program
Document No: NEL-STH-HEA-5900-
EPA-CRS-0008

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-IEA-5900-EPACRS-0008	B	N/A	01	NEL-STH-NSA-5900-EPAPLN-0008	N	Freeways IEA	With regards to Table 5: Massey Reserve (preferred location) Site Selection Assessment, the table indicates residential impacts have been assessed as 'minimise'. The IEA notes the corresponding comment indicates mitigation measures have been implemented to manage residential impacts. In addition, impact to residents includes parking impacts, which EBTA has indicated will be managed through the provision of a shuttle bus service (i.e. a mitigation measure), have not been included in the corresponding comment. Please revise the table to indicate 'mitigate' in accordance with the comment and CCP consultation report, and update wording to include provision of shuttle bus as a mitigation measure.	T2 SC1 NV3	02-05-25	D	N/A	LPE	O	Yes
N/A	NEL-STH-IEA-5900-EPACRS-0008	B	N/A	01.01	NEL-STH-NSA-5900-EPAPLN-0008	N	Eastern Freeway Burke to Tram Alliance	Table 5 has been updated to include 'Mitigate' and additional commentary included to include shuttle bus service.	T2 SC1 NV3	05-05-25	D	N/A	LPE	O	
N/A	NEL-STH-IEA-5900-EPACRS-0008	B	N/A	01.01.01	NEL-STH-NSA-5900-EPAPLN-0008	N	Freeways IEA	IEA comment addressed. Whilst not preventing verification, the IEA notes there are a number of spelling issues/typographical issues in the updated text, EBTA to consider reviewing/updating prior to finalising.	T2 SC1 NV3	09-05-25	D	N/A	LPE	C	

PLANNING AND ENVIRONMENT ACT 1987
MANNINGHAM PLANNING SCHEMECONDITION 4.12 OF THE NORTH EAST
LINK PROJECT INCORPORATED
DOCUMENT DECEMBER 2019 (AMENDED
SEPTEMBER 2023)ENDORSED REPORT
Sheet 37 of 41Signed:  for
MINISTER FOR PLANNING
Date: 23/07/2025



**PLANNING AND ENVIRONMENT ACT 1987
MANNINGHAM PLANNING SCHEME**

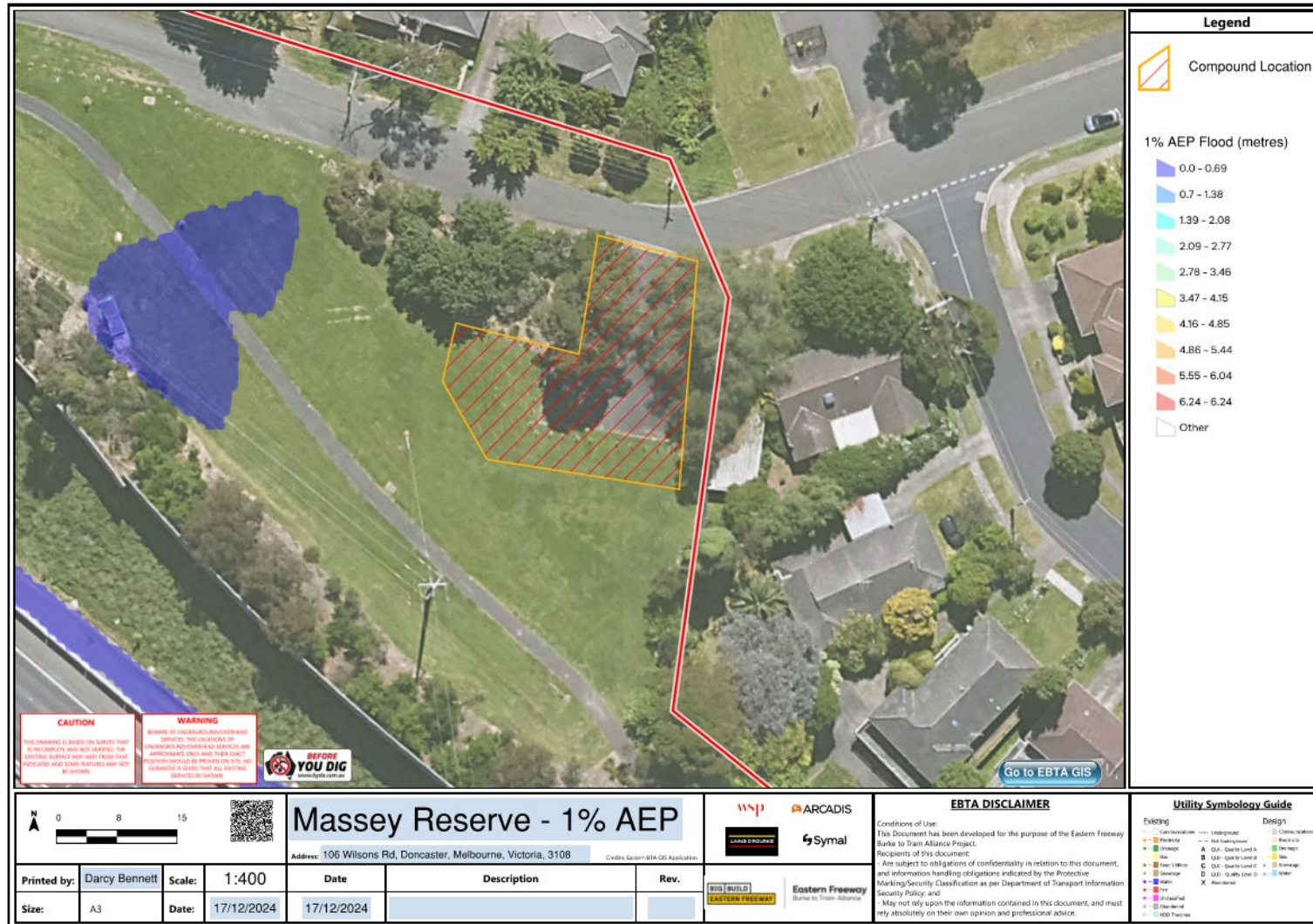
**CONDITION 4.12 OF THE NORTH EAST
LINK PROJECT INCORPORATED
DOCUMENT DECEMBER 2019 (AMENDED
SEPTEMBER 2023)**

ENDORSED REPORT
Sheet 40 of 41

A handwritten signature in black ink, appearing to read 'Garth', is written over the text 'ENDORSED REPORT' and 'Sheet 40 of 41'.

Signed: for
MINISTER FOR PLANNING
Date: 23/07/2025

Appendix B: 1% AEP Flood Mapping



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 41 of 41

Signed: _____ for
MINISTER FOR PLANNING
Date: 23/07/2025

Figure 8: 1% AEP Flood Extents