

Construction Compound Plan (CCP) – Eram Park

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PLANNING AND ENVIRONMENT ACT 1987
WHITEHORSE PLANNING SCHEME
CONDITION 4.12 OF THE NORTH EAST LINK PROJECT
INCORPORATED DOCUMENT DECEMBER 2019 (AMENDED
SEPTEMBER 2023)

ENDORSED PLAN

SHEET 1 to 67

SIGNED



FOR
MINISTER FOR PLANNING







DATE 28/11/2025

Details of Revision Amendments

Document Control

The Project Director is responsible for ensuring that this plan is reviewed and approved. The Land, Planning and Environment Manager is responsible for updating this plan to reflect changes to the project, legal and other requirements, as required. The current version of this plan will be stored in TeamBinder as a controlled document.

Document Approval

Rev.	Date	Prepared by	Reviewed by	Approved by	Remarks
00	04/09/2025	C Maslin	R Stone	M Potts	
Signature:					
01	18/11/2025	C Maslin	R Stone	M Potts	
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Amendments

Any revisions or amendments must be approved by the Project Director and/or client before being distributed / implemented.

Revisions and Amendments

Rev No.	Date	Description of Change	Prepared By
00	04/09/25	Issued for use	C Maslin
01	18/11/25	Update in response to DTP comments	C Maslin

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Abbreviations and acronyms

Table 1 Abbreviations and acronyms

Abbreviation	Definition
ARI	Average Recurrence Interval
AMP	Archaeological Management Plan
AS	Australian Standards
AS/NZS	Australian Standard/New Zealand Standard
CCEP	Communications and Community Engagement Plan
CCP	Construction Compound Plan
CEMP	Construction Environmental Management Plan
CHMP	Cultural Heritage Management Plan
CNVMP	Construction Noise and Vibration Management Plan
DAQMMP	Dust and Air Quality Management and Monitoring Plan
DEECA	Department of Energy, Environment and Climate Action (formerly DELWP)
EES	Environmental Effects Statement
EMF	Environmental Management Framework
EMS	Environmental Management System
EPA	Environment Protection Authority (Victoria)
EPR	Environmental Performance Requirement
FFG Act	Flora and Fauna Guarantee Act 1998 (Vic)
GMP	Ground Movement Plan
IEA	Independent Environmental Auditor
ITS	Intelligent Transport System
ITT	Invitation to Tender
LSIO	Land Subject to Inundation Overlay
MRPV	Major Roads Projects Victoria
NEL	North East Link
NELP	North East Link Project
NGZ	No Go Zone
PSA	Planning Scheme Amendment (GC98)
RAP	Registered Aboriginal Party
SDS	Safety Data Sheet
SUP	Shared Use Path
SWMP	Surface Water Management Plan
TMLG	Transport Management Liaison Group
TPZ	Tree Protection Zone
TSA	Tram to Springvale Alliance (VIDA Roads, CPB Contractors, BMD Constructions, ARUP)
VAHR	Victorian Aboriginal Heritage Register
VIDA Roads	Victorian Infrastructure Delivery Authority – Roads (Formally MRPV)
VHI	Victorian Heritage Inventory

Abbreviation	Definition
VHR	Victorian Heritage Register
WEMP	Worksite Environmental Management Plan
WSUD	Water Sensitive Urban Design

Definitions

Table 2 Definitions

Word	Definition
Alliance	The Alliance is made up of VIDA Roads, CPB Contractors, BMD Constructions and ARUP, engaged to manage the design and delivery of the Eastern Freeway Upgrades: Tram to Springvale in accordance with the Project Alliance Agreement.
Construction Compound	Long term compounds, including buildings for office, crib (meals), ablutions and washing facilities located within fixed a boundary.
Construction Environmental Management Plan (CEMP)	Overarching document which details the management of environmental aspects and impacts associated with the delivery of the works. The document has been prepared in accordance with the Environmental Management Framework.
Construction Site	Short term construction works areas or construction fronts including temporary storage/laydown areas that are to be undertaken throughout the Project
Environment Effects Statement (EES)	Assessment of the potential environmental, social and business impacts associated with the proposed construction and operation of the North East Link Freeways Package (Tram to Springvale) under the Environment Effects Act 1978.
Environmental Management Framework (EMF)	The EMF is to provide a transparent framework to manage the environmental effects of the Project to meet statutory requirements, protect environmental values and sustain stakeholder confidence. The EMF provides clear accountabilities for the implementation of the Environmental Performance Requirements.
Environmental Performance Requirements (EPRs)	A suite of performance-based environmental standards and outcomes that apply to the design, construction and operation of the Project. Define the minimum environmental outcomes that must be achieved during Project delivery.
Incorporated Document	The delivery of the North East Link Project is facilitated by the Incorporated Document approved December 2019, under the Banyule, Boroondara, Manningham, Whitehorse, Whittlesea and Yarra Planning Schemes.
Independent Environmental Auditor	The independent party appointed by the Victorian Government to undertake environmental reviews and environmental audits of project activities including assessing compliance with the EMF.
North East Link Project (NELP)	North East Link Project is the broader project consisting of Tram to Springvale, Burke to Tram, Central, M80RR and Hoddle to Burke Packages.
Open Space	Land that provides outdoor recreation, leisure and/or environmental benefits and/or visual amenity.
Risk	Risk is measured as a combination of the magnitude of potential consequences of an event happening, and the likelihood of the event and associated impact occurring.
Stakeholders	Stakeholders as specifically identified under Clause 4.5.5 (b-c) of the Incorporated Document. Also defined by person or group affected by or concerned with an issue.
TeamBinder	TeamBinder (InEight) document control system used by the Alliance to transmit and manage documentation
Unavoidable works	Unavoidable works are defined in EPR NV3 and must be verified by the IEA as such for each instance they are undertaken.

Part A: Overview

1. Introduction

1.1. Purpose of this plan

The North East Link Incorporated Document, GC98 dated December 2019 (Incorporated Document) allows the land shown as SCO12 on the planning scheme maps of the Whitehorse and Manningham Planning Schemes to be used and developed for the North East Link (NEL) Project.

Under the requirements of the Incorporated Document, prior to the use and development of any construction compound, a CCP must be prepared to the satisfaction of the Minister for Planning. The Construction Compound must be located and operated in accordance with the approved CCP and relevant Environmental Performance Requirements (EPRs) in the approved Environmental Management Framework (EMF).

The purpose of this Construction Compound Plan (CCP) is to comply with the requirements of clause 4.12 of the North East Link Project (NEL) Incorporated Document and regulate the use and development of the Eram Park Construction Compound to support the Eastern Freeway Upgrades: Tram to Springvale (the Project).

A construction compound is a long-term compound comprising buildings for office, crib meals, ablutions and washing, and first aid facilities located within a fixed boundary to be used during delivery of a project. It is not a construction site but supports construction activities.

A construction site comprises of short-term construction work areas or construction ancillary facilities such as but not limited to, temporary storage/laydown areas, works zone and associated elements required to facilitate the works.

The Project's approach is to segregate compounds and construction sites, which is consistent with previous CCPs approved for the Early Works Packages of the NEL Project, among others.

This CCP has been prepared for the Eram Park Construction Compound, which is to be located in Eram Park, within the Koonung Creek Linear Reserve, located to the east of Tram Road and north of the Eastern Freeway. The site context and Compound layout is further discussed in Section 4.

This plan describes the proposed activities, hours of operation and potential environmental and community impacts of the Eram Park Compound. This CCP includes mitigation and management controls associated with the construction and operation of the proposed Compound that will support site establishment and ongoing construction as part of the Project.

The Incorporated Document 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 compliant with all relevant conditions stipulated in the Incorporated Document.

The Incorporated Document, clause 4.12 details relevant CCP conditions. Table 3 (below) demonstrates how this CCP complies with these requirements.

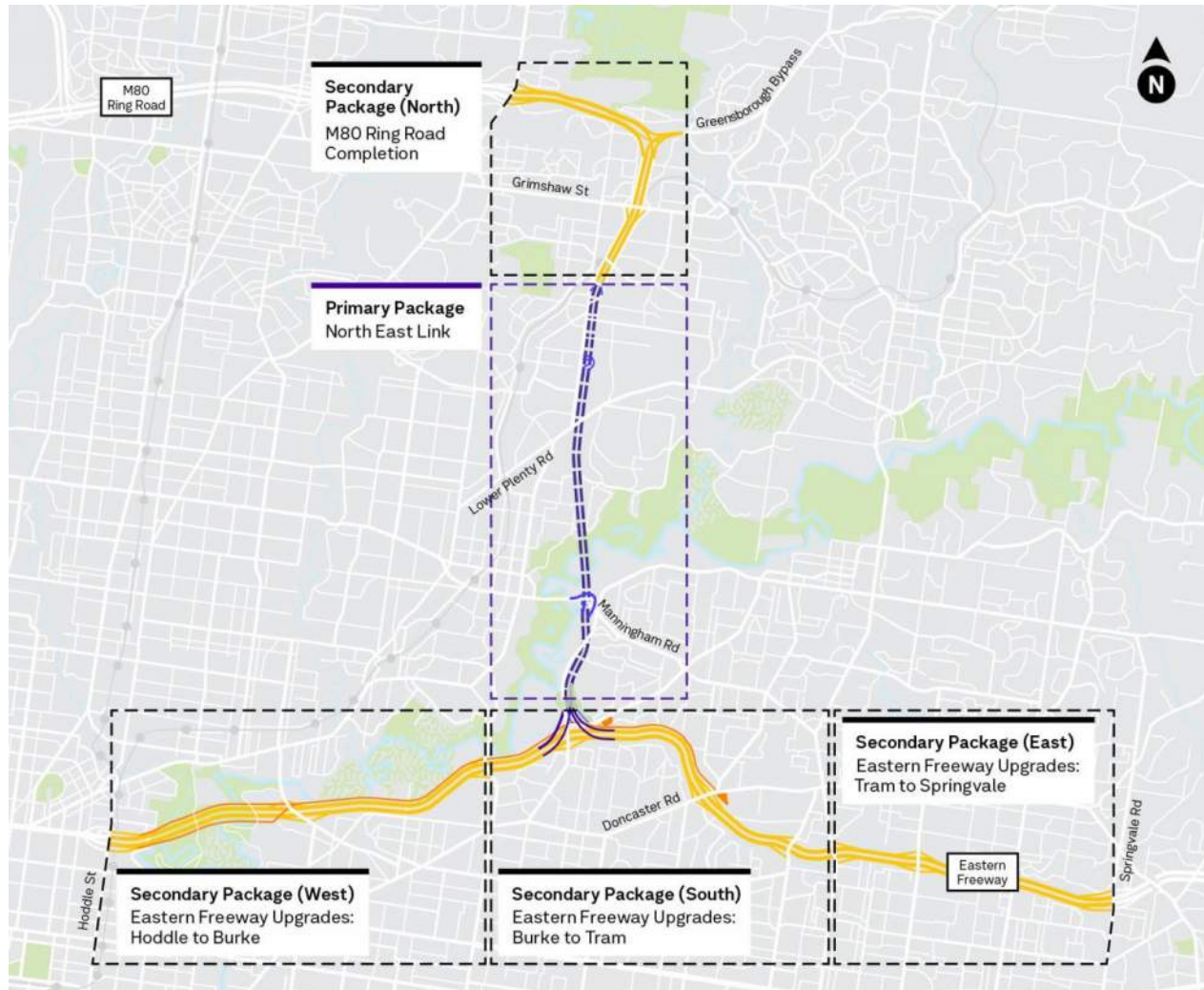
Table 3 Compliance with Incorporated Document

Clause	Requirement	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 (a)	A plan showing the location and layout of each compound and the categories of works and operations proposed within each compound.	Section 4.2
4.12.2 (b)	The estimated duration of activity within each compound.	Section 4.3
4.12.2 (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 5
4.12.2 (d)	Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas).	Section 6
4.12.2 (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 7
4.12.2 (f)	Measures to restore the former use of the land used for construction once these activities are complete.	Section 8
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.	This plan
4.12.4	A CCP may be amended from time to time, to the satisfaction of the Minister for Planning.	Section 10
4.12.5	All construction compounds must be located and operated in accordance with the approved CCP and relevant EPRs included in the approved EMF.	Section 6

2. Project overview

The Tram to Springvale Alliance (TSA) has been engaged to deliver the Project, which extends along the Eastern Freeway from Tram Road to Springvale Road and includes major road design and construction along the Freeway.

Figure 1 shows the Project as part of the overall NEL Program.



Not to scale. Maps are for informative purposes only and may not accurately reflect the final NELP design.

Figure 1 The Eastern Freeway Upgrades are being delivered as part of the NEL Program

2.1. Key scope

The key scope of the Project includes:

- Upgrades to the existing Eastern Freeway corridor between Tram Road and Springvale Road involving additional lanes in both inbound and outbound directions, construction of new ramps and safety barriers, road reprofiling, and other roadworks
- Relocation of sewer and electrical utilities to make way for Freeway widening
- Upgrades to existing shared user paths (SUP), including the Koonung Creek Trail, to provide ample room for both cyclist and pedestrian traffic
- Construction of a new pedestrian and cyclist bridge over the Eastern Freeway at Eram Road to provide north-south connectivity along the Koonung Creek Trail
- Creek realignment, landscaping and water sensitive urban design (WSUD) interventions along the Koonung Creek
- Improvements to open space areas surrounding the Project at Koonung Creek Linear Park and Eastern Freeway Linear Reserve

- Installation of new and upgraded noise walls, reducing impacts from traffic noise to residential areas, open space and pedestrian/ cycling networks
- Design, supply, installation, testing and local commissioning of the Intelligent Transport System (ITS) elements for the Project and the associated infrastructure.

2.2. Project work zones

The Project works have been split into three geographic construction zones along the Eastern Freeway alignment as shown in Figure 2 and described in Table 4 as Zones 6100 and 6200, 6300.

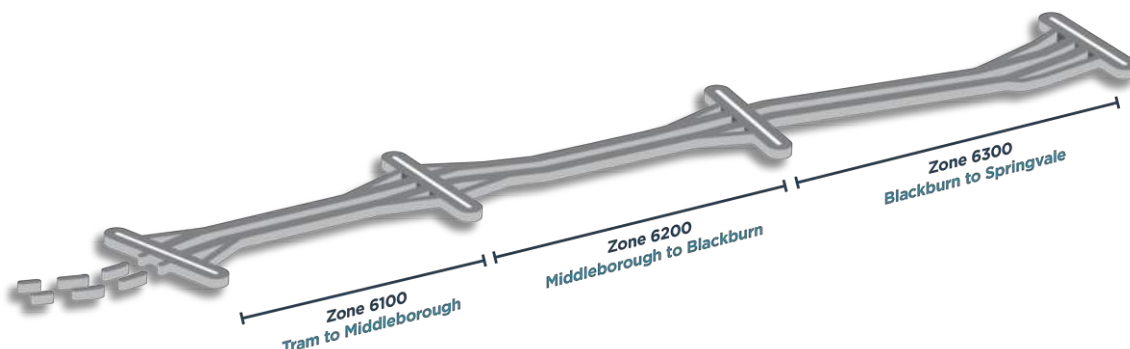


Figure 2 Project work zones (6900 is Project Wide)

Table 4 Work zones and relevant CCPs

Zone ID	Location Description	Construction Compound detail
6100	Tram Road to Middleborough Road	Eram Park Construction Compound
6200	Middleborough Road to Blackburn Road	Details of Construction Compound #2 to be confirmed in an additional CCP
6300	Blackburn Road to Springvale Road	
6900	Project wide	The above two compounds will be used for 6900 works

There will be two construction compounds developed to facilitate the Project works, these compounds will be shared by all construction zones.

The Eram Park Construction Compound (this CCP) is the first compound to be developed to support the works, particularly in Zones 6100 and 6900. An additional compound will be built at Junction Road Reserve west of Springvale Road and south of the Eastern Freeway, details to be confirmed in an additional CCP.

3. Primary approvals and Incorporated Document requirements

VIDA Roads has obtained all Primary Approvals for the North East Link Project, which apply to the Eastern Freeway Upgrades: Tram to Springvale Package.

These approvals include:

- Planning approval under the *Planning and Environment Act 1987*
- Cultural Heritage Management Plan (No. 15576) approved under the *Aboriginal Heritage Act 2006*
- Approval for works on Commonwealth land under the *Environment Protection and Biodiversity Conservation Act (Cth) 1999*.

Planning approval for the NEL Project is facilitated through a Planning Scheme Amendment (PSA) which allows for the use and development of the NEL Project, subject to specific controls set out in the Incorporated Document Dec 2019 (amended Sep 2023) which apply to all land within the designated Project boundary.

Figure 3, below, illustrates the planning and environment approvals context for this Plan.

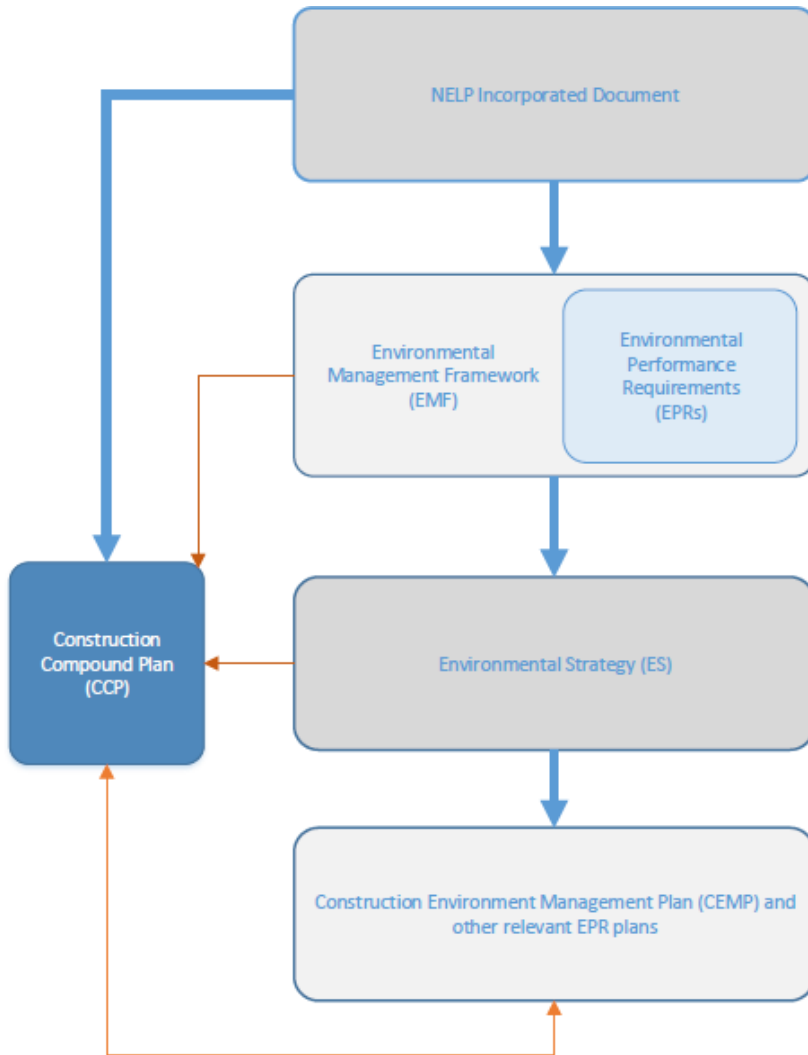


Figure 3 CCP Planning and Approvals Context

3.1.1. Additional approvals for the Eram Road Construction Compound

Table 5 details the requirements of Additional Approvals that may be necessary to establish the Compound. The relevant approvals will be obtained progressively as they are required relative to the works.

Table 5 Additional Approvals

Legislation	Responsible Authority	Approval	Purpose/Location	Application to this CCP
<i>Wildlife Act 1975</i>	Department of Energy, Environment and Climate Change (DEECA)	Authority to Control Wildlife (relocate fauna)	Qualified ecologists (fauna handlers) involved in clearing activities will hold the Authority to Control Wildlife authorisation. Required in the event that works necessitate the handling of wildlife.	When managing fauna that may be displaced due to vegetation removal or encountered on site during construction works, the fauna handler must hold this authorisation.
<i>Flora and Fauna Guarantee Act 1988</i>	DEECA	Permit(s) to take flora species listed under the FFG Act.	Ecology Assessment will address the need for a permit to remove protected flora on public land.	Prior to construction activities that may destroy protected flora species, where clearing of these species is required as part of the works, a FFG permit is required
<i>Road Management Act 2004</i>	City of Whitehorse	Working within a road reserve permit	Local streets associated with the works, and within the Koonung Creek Linear Park	Consent for works issued by DTP supersedes requirement for Working within Road Reserve Permit
<i>Road Management Act 2004</i>	DTP	Working within a road reserve permit	Eastern Freeway (Tram Rd Eastbound Onramp)	Consent for works issued by DTP supersedes requirement for Working within Road Reserve Permit
<i>Heritage Act 2017</i>	Heritage Victoria	Permit/s to impact places on Victorian Heritage Register (VHR), and consents for impacts on places on the Victorian Heritage Inventory (VHI).	In the event that a works will impact on a registered place.	No Victorian Heritage Inventory (VHI) or Victorian heritage Register (VHR) places identified at the site
<i>Planning and Environment Act 1987 (Vic)</i> <i>Incorporated Document Clause 4.10</i>	DEECA	Approval to remove native vegetation, offset biodiversity impacts of native vegetation removal - <i>Guidelines for removal, destruction or lopping of native vegetation 2017</i> .	Where Ecology site assessment and Native Vegetation Removal Report (NVR) identify native vegetation then GIS shapefiles and offset calculations are required.	No native vegetation to be removed for the Compound.

Legislation	Responsible Authority	Approval	Purpose/Location	Application to this CCP
Melbourne Water (Flood Impact Assessment) <i>Incorporated Document Clause 4.12.2 (e)</i>	Melbourne Water	Letter of No Objection to locate Compound within flood prone land	The Compound is not within the Land Subject to Inundation Overlay (LSIO), site specific flood modelling will determine flood risk for this site.	Flood modelling is required for this CCP and Melbourne Water No Objection.

4. Eram Park Compound

4.1. Site context

This section includes a plan showing the location and layout of the Compound, and section 5 explains the categories of works and operations proposed within the Compound.

The Compound will be located in Eram Park, within the Koonung Creek Linear Reserve, north of the Eastern Freeway and east of Tram Road, Doncaster. The location of the construction site in relation to the Compound and nearby environmental features is shown in Figure 4.

The land is located within the municipality of Whitehorse City Council. The site is within the Project Specific Controls Boundary (as well as the boundary of CHMP 15576) and will be temporarily occupied. Access to the Compound will be via the Eastern Freeway near Tram Road.

Koonung Creek is located to the north of the Compound and generally serves as the border of two councils, where Whitehorse City Council lies to the south of Koonung Creek, and Manningham City Council lies to the north.

Fencing and hoarding will be installed to delineate the construction site from surrounding land, whilst maintaining public access through the park along the Koonung Creek.

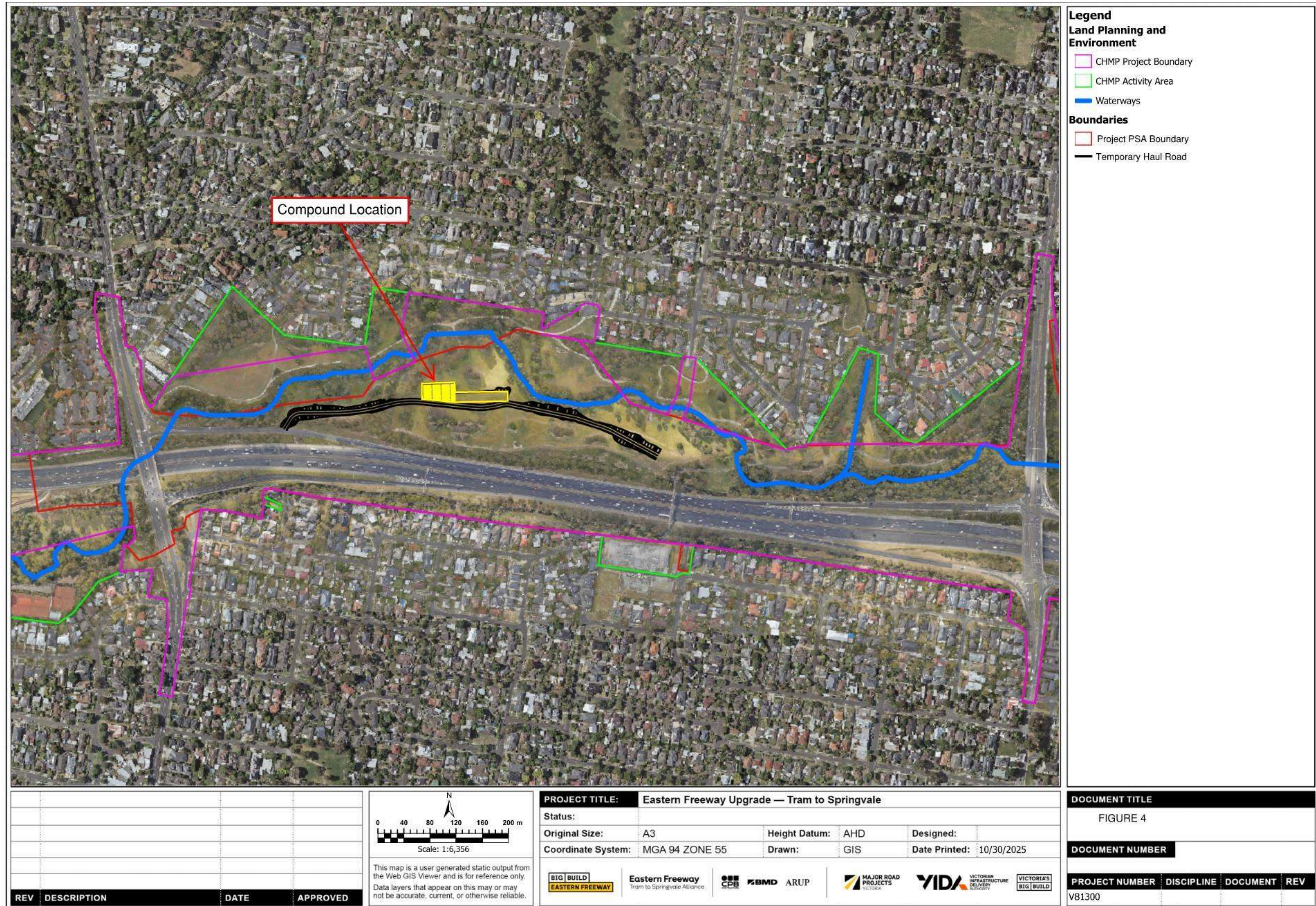


Figure 4 Locational Context of the Eram Park Compound

4.2. Compound description

The Compound will be utilised to primarily support and facilitate works associated with Zone 6100 and 6900 Tram to Middleborough Road (refer Table 4 for Zones).

The compound design includes allowance for 60 construction labour / workforce and 40 project management staff working out of the compound.

The compound facilities will be single storied to a maximum height of 5 metres and will include cribs / lunchrooms offices for project management staff, toilets, change rooms and shower facilities.

The Compound will have an area for construction storage of plant, equipment and materials.

Project daily prestart and toolboxes will be facilitated at the compound in covered areas between the compound buildings.

Figure 5 outlines the Compound and facilities within and Table 6 summarises the Compound uses and the construction activities to be undertaken in Zones 6100 and 6900.

Figure 5 Layout of the Eram Park Compound

Table 6 Compound Uses and Activities

Compound uses	Construction activities supported by Compound
<ul style="list-style-type: none"> Office amenities for site management Construction workforce amenities including buildings for bathrooms, first aid and meals/crib Holding site safety briefings each morning Staff car parking Materials storage Storage of hazardous substances in accordance with Australian Standard (AS) 1940:2017 Storage of tools, equipment and non-hazardous substances appropriately and banded as required 	<ul style="list-style-type: none"> Tree and vegetation clearing Utility Relocations – Sewer, watermain and HV Electrical Bulk excavation Excavation / removal of former landfill at Eram Park Road widening including retaining walls, pavement and drainage Bridge construction Eram Pedestrian bridge and shared user path Creek realignment and flood mitigation works

Site accommodation facilities will be designed to meet Responsible Construction Leadership Group (RCLG) minimum site facilities requirements in alignment with Workforce Sustainability - 4 Level 1 under IS Rating Tool v2.1.

Hard stand areas are to be established through stripping of topsoil followed by the placement and compaction of crushed rock.

The Compound has been sited outside of the 5% AEP flood event for the Koonung Creek.

Rumble grids, large diameter crushed rock or similar controls will be installed at egress points to ensure that vehicles do not cart soil or rocks onto public roads.

4.3. Duration of work activities and timing (Incorporated Document Condition 4.12.2 (a))

Compound works are anticipated to begin in Q1 2026. Once the Compound is established, it will remain in place until the end of the Project (expected Q2 2028), or until supported construction activities are completed, after which the Compound will be demobilised and former use of the land restored as per the Incorporated Document, clause 4.12.2 (f) (Refer Section 8).

Table 7 provides further details about the estimated duration of activities within the Compound.

It is expected to take approximately five weeks to establish the Compound as outlined in Table 7. These works will occur during normal working hours.

Table 7 Eram Park Compound (establishment activities and indicative durations)

Activity	Anticipated Start & Duration	Work activity
Site preparation	2 weeks Nov 25	Environmental controls and temporary fencing as per the WEMP for Zone 6100 (NEL-EST-NEA-6100-EEE-MPL-0001): <ul style="list-style-type: none"> Setup environmental monitoring for air, noise and vibration, spill kit placement Temporary fencing, tree protection or no-go zones to be established and delineated from the site operations Erosion and sediment controls Clearing and grubbing Site egress will be stabilised to prevent mud tracking and dust Install of Haul roads
Compound establishment	4 weeks Nov 25	Compound establishment: <ul style="list-style-type: none"> Haul road installation Hardstand area establishment Lifting and placement of Compound buildings Connection of services Services to be connected to the Compound: Mains power connection to be sought, temporary generators to be used for site power until mains connection is established.

Activity	Anticipated Start & Duration	Work activity
		<ul style="list-style-type: none"> Temporary generator(s) to be sited behind hoarding to minimise noise impacts with sufficient exhaust clearance and height to prevent air quality impacts to the community. Sewage disposal to be managed through installation of ablution tanks, these will be pumped into a truck and taken to a licensed waste facility on a regular basis. Ablution tanks to be above ground, impermeable and with high level alarms to ensure no leakage into the surrounding environment. Sewer connection to be sought if available. Water supply from a nearby hydrant or by truck delivery to potable water tanks
Construction activity	2.5 years 2026- 2028	<ul style="list-style-type: none"> Relocation of utilities Clearing and grubbing for permanent works Bulk earth works in Eram Park Road widening Install of noise walls and other ancillary structures associated with the Freeway Point of supply connections to the Freeway intelligent transport systems
Demobilisation of Compound	5 weeks Q3 2028	<ul style="list-style-type: none"> Disconnection of temporary compound utilities Removal of site buildings and construction equipment Removal of construction hardstand Return to public use in accordance with UDLP The compound site will be developed in accordance with the Approved Urban Design Landscape Plan

4.4. Access to the Eram Park Compound

The intended access to the Eram Park Compound is to share the use of the proposed temporary construction access haul road from the Tram Road east bound on ramp which will be constructed to facilitate utility relocations and landfill remediation works within Eram Park. The intended haul road will require removal of low value amenity planted trees, by sharing this haul road already required for works, there will not be further vegetation removal required for this construction of the Eram Construction Compound.

The connection point of the construction haul road onto the Eastbound on ramp at Tram Rd has been sited taking in consideration of the topography of the site as well as the swing paths of truck and trailers accessing and egressing the site. The Eram Park site inclusive of accessing the compound will only be for site approved vehicles and plant with no private vehicles to access the site.

4.5. Working hours

The primary use of the Compound will be within normal construction hours as detailed in Table 8.

Time periods have been defined in EPA Publication 1834 – Civil construction, Building and Demolition guidelines and in EPR NV3. Noise levels vary during different time periods of the day resulting in differing potential impact.

As prescribed by EPR NV3, working hours are defined in Table 8.

Table 8 Time Periods

Time of Day
Daytime/normal working hours: <ul style="list-style-type: none"> Monday to Friday 7am to 6pm Saturday 7am to 1pm
Weekend and Evening: <ul style="list-style-type: none"> Monday to Friday 6pm to 10pm Saturday 1pm to 10pm Sunday/Public Holidays 7am to 10pm
Nighttime: <ul style="list-style-type: none"> Monday to Sunday 10pm to 7am

4.5.1. Working outside normal hours (out of hours works)

Any works outside standard working hours will be conducted as per the requirements in the CNVMP and the Unavoidable works procedure will be followed as stated below.

During operation of the Compound, EPR NV3 noise limits will need to be complied with. Noise modelling will be undertaken to establish predicted noise levels and noise mitigations will be implemented as per the CNVMP.

4.5.2. Unavoidable works

During the Project, works may need to be conducted outside normal working hours. EPA Publication 1834 defines hours and categories of out of hours works. Works outside normal working hours must be justified, being that it is not reasonably practicable to conduct the works during normal working hours.

If the works are unavoidable, then they must also be verified as such, prior to commencement, by the IEA. Unavoidable Works are required to be verified by the IEA for each instance they are undertaken to ensure they align with the works definitions listed in EPR NV3.

All reasonable strategies to mitigate the impacts of such Unavoidable Works must be applied.

TSA will work carefully to coordinate works to minimise inconvenience to the community.

5. Justification of location and use of Compound

The location of the Compound was selected based on future land use and the most practicable location to avoid, minimise and mitigate impacts on sensitive users and environmental receptors. The Compound was deemed to have a minimal impact in terms of the following aspects:

- **Future Land Use:** The Compound will be temporarily located on land that is parkland. The area will be reinstated once the Compound is no longer required. The Compound is proposed on land which is not to be permanently acquired and is to be returned to the former use of the land.
- **Proximity to Works:** The Compound is required to be accessible to the main works area and is located adjacent to many of the work fronts to ensure accessibility. The Compound is located to the west of the electrical utility relocations launch shaft work area and sewer works, and to the north of the earthworks, road widening and pedestrian overpass bridge, in addition to the south side the electrical utility retrieval shaft will be constructed. The Compound has been located as far from residential areas as practicable to reduce noise, vibration and lighting impacts to residential sensitive receivers. As the Compound is located close to the main works area, this reduces travel and access of work crews from the Compound to the work area and therefore minimises disruption to residential sensitive receivers and users of the park. The Compound is situated outside of the permanent works footprint to support later stages of the Project without the need for relocation.
- **Sensitive Users:** Siting and size of the Compound has been selected to minimise impacts within Eram Park Reserve and pedestrian paths/SUPs. Efforts to maximise recreational areas for park users has been considered, to allow continued use of parts of the Reserve during construction and compound operations by park users
- **Business Impacts:** Impacts to nearby businesses are expected to be minimal due to main access via the Eastern Freeway and with no businesses nearby to the sited location.
- **Cultural Heritage:** The Compound is located within the Victorian Aboriginal Heritage Register (VAHR) 7922-1594 Management Zone, as per Condition 13 of Cultural Heritage Management Plan (CHMP) 15576, Registered Aboriginal Party (RAP) inspections will take place during any ground disturbing works within the CHMP Management Zone. All potential impacts to cultural heritage will be mitigated through these inspections, and salvage of artefacts will be conducted, where necessary.
- **Flooding:** The Compound location is adjacent to Land Subject to Inundation (LSIO, VicPlan) associated with the Koonung Creek. Additional flood modelling of the Koonung Creek within the Eram Park, Construction Compound and works extent has been undertaken and the Compound has been located outside the 20% AEP flood extent. Refer to Appendix A for flood extent mapping. Works will be suitably managed to address any flood risk through the Flood Emergency Management Plan prepared to meet EPR SW7.
- **Surface Water:** Project works are located near Koonung Creek. The Compound has positioned as far from the creek and as close to the work area as possible. Erosion and sediment controls will be installed

on the downslope side of the Compound, which may include a silt fence or similar barrier control. Selection of erosion and sediment controls will be determined closer to the Compound construction date.

- **Arboriculture and Flora and Fauna:** A small number of trees will already be required to be removed for the establishment of the construction haul road. The haul road alignment design considers the permanent freeway design. The compound has been sited to share this haul road with the construction works to eliminate the removal of additional trees for a separate compound access. No trees or native vegetation will be removed within the Compound footprint for the construction of the compound itself.
- **Transport Impacts:** The compound has been sited adjacent to works to minimise distance travelled by the workforce to the work front and associated traffic impact from construction traffic driving on public roads.
- **Site Capacity:** The capacity for the workforce has been divided up between the Compound and the project's other Compound at Springvale Road to reduce overall sizes of both sites, Project staff have been additionally sited across both Compounds and a third project office to reduce the space required. The capacity between both Compounds has been determined based off of peak construction numbers. Parking has likewise been determined off of peak project numbers with an extra allowance for private owned vehicles being parked at the Springvale Construction Compound carpooling in construction vehicles to the Compound at Eram Park.

The categories of works proposed within the Compound is appropriate, having regard to the risk of land being flood prone and environmental sensitivities.

Table 9 Eram Park Compound Avoid – Minimise and Mitigate (Incorporated Document Clause 4.12.2. (d))

Incorporated Document Requirement	Details of Implementation - Eram Park Compound
Avoid	<ul style="list-style-type: none"> • Avoids impacts to residential receptors as the Compound lays within public land • Avoids impacts to Industrial Zones as no Industrial Zones are within proximity to the Compound. • Avoids impacts to trees and native vegetation by being located in open space on exotic grass.
Minimise	<ul style="list-style-type: none"> • Minimises traffic impacts by using existing access to the site from Eastern Freeway Tram Road Onramp (State Controlled) and not Council controlled roads. • Flood modelling undertaken to select and minimise impact of the location with respect to flooding, and Melbourne Water 'No Objection' to be sought prior to use of the Compound • Minimises impacts to protected flora and fauna as no additional clearing is required within the footprint of the Compound. (Only vegetation already required for removal as part of works for access to the worksite and Compound). • Minimise impacts to VAHR 7922-1594 as per CHMP management conditions; RAP inspections to occur for the duration of works within the management zone until a culturally sterile layer is reached • Minimises impact on recreational activities by minimising the size of the compound within the Project Boundary.
Mitigate	<ul style="list-style-type: none"> • Mitigates impacts to recreational use by maintaining existing access through Eram Park via Koonung Creek Trail during compound use as much as possible (There will be minor diversions to the SUP to facilitate the construction of the new pedestrian bridge however access will be maintained around the site and Compound during construction).

5.1. Alternative Compound locations

Alternative locations were assessed for the Compound; however, due to the local constraints including flood prone land, trees and vegetation and pedestrian access there have been minimal viable alternatives for the Compound location.

Considered locations included south of the Eastern Freeway at the Doncaster Zone Substation (DZS) and closer to the work area on the north side of the Eastern Freeway (see Figure 6), however these locations were considered less suitable as described below.

The considered location sited within the Eram Park but further East (Alternative Compound Location B) would have required additional removal of trees and vegetation. The location would interface with the permanent works footprint and therefore would not be suitable for use for the entire project duration. The location also would require significant earthworks due to the topography and the proximity to the high voltage overhead lines would create a risk when deploying or demobilising the compound buildings. For these reasons the location assessed at the end of the haul road has been deemed unsuitable for use.

The considered location within the Doncaster Zone Substation (Alternative Compound Location C) would be directly adjacent to residential properties and only be accessible via residential streets (Eram Rd & Dorking Road), the associated impacts to the community have been deemed unacceptable to the project. The location is additionally sited outside of the project's Cultural Heritage Activity Area as nominated by CHMP 15576. For these reasons the Doncaster Zone Substation has been deemed unsuitable as a location for the project's Construction Compound.

The sited location allows for the supporting of works throughout the Project and throughout delivery in addition to the works. The selection of the proposed site considers the environmental impact and impacts to nearby residents.

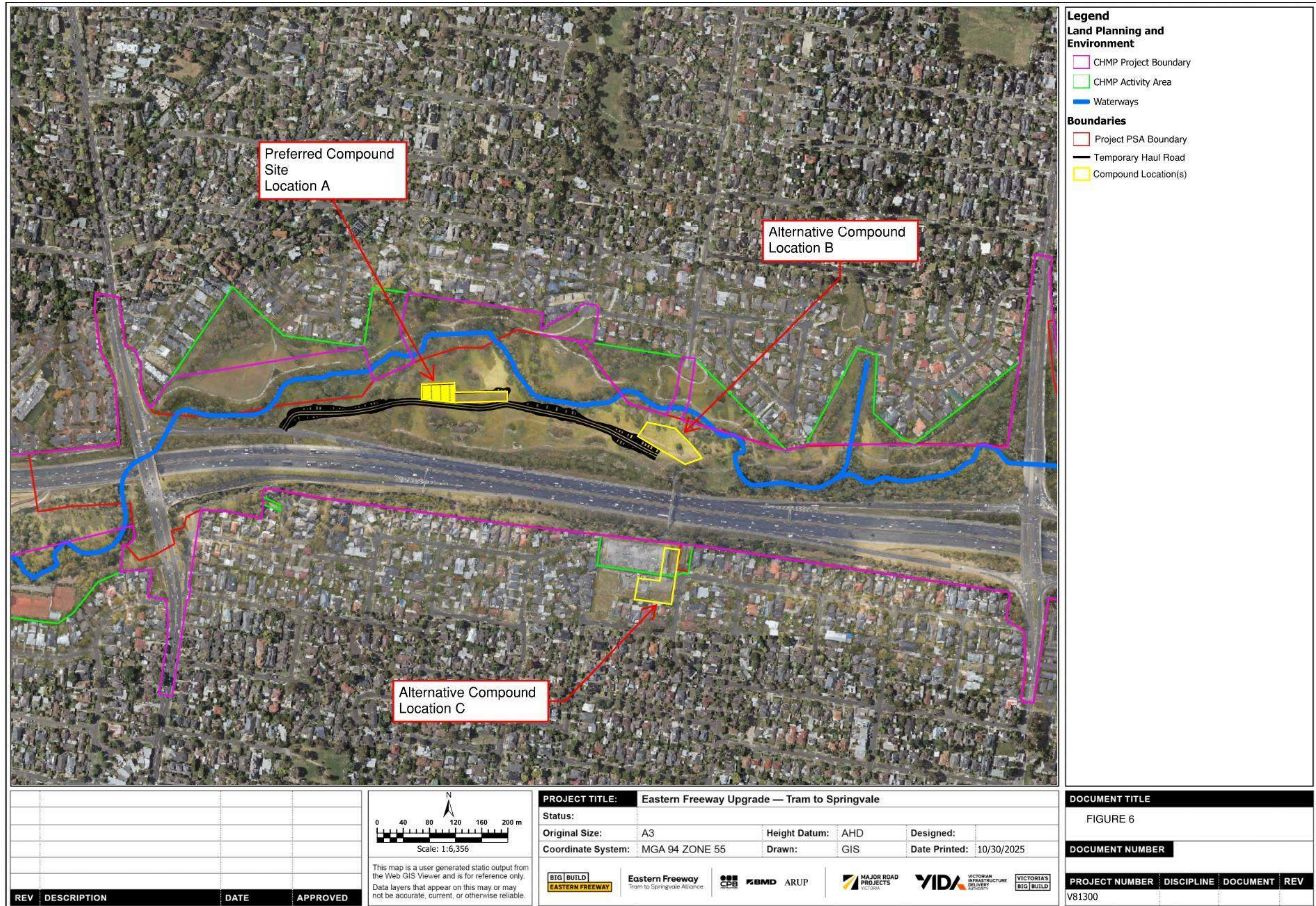


Figure 6 Alternate Compound location consideration

Table 10 Site selection assessment

Description	Option A (Eram Park - preferred)	Option B (Eram Park West - not selected)	Option C (Doncaster Substation – Not selected)
Space and Land use	Currently used as a community use recreation / green space and offleash dog area.	Currently used as a community use recreation / green space and offleash dog area.	The area is currently used as part of the Doncaster Zone Substation. The area available is small and would require the compound to be double storied with associated overshadowing impacts.
Proximity to permanent construction works	The location is directly adjacent project works (5m) and accessible by being built off of the designed temporary project haul road	The location is directly adjacent project works (5m) and accessible by being built off of the designed temporary project haul road	The location is adjacent enabling works tying into the Doncaster Zone Substation but would not be near the majority of their works within Eram Park.
Sensitive recievers	The location is 130m from residential recievers and is visually and audibly screened by retained trees along Koonung Creek	The location is 80m from residential recievers and is visually and audibly screened by retained trees along Koonung Creek	The location is directly adjacent residential properties
Heritage	The area is within the boundary of the approved project CHMP15576	The area is within the boundary of the approved project CHMP15576	The location is outside of the existing CHMP boundary and activity area.
Flood Risk	The location is outside of the 10% AEP for Koonung Creek	The location is outside of the 10% AEP for Koonung Creek	The location is outside of the 2% AEP for Koonung Creek
Flora and Fauna	This location will not have an impact to mapped native vegetation or fauna	This location is directly adjacent native vegetation	This location will not have an impact to mapped native vegetation or fauna
Arboriculture	The location does not require the removal of any trees for the compound footprint Tree Protection Zones around adjacent retained trees will be required	It is likely trees will need to be pruned or removed for the construction of the compound at this location Tree Protection Zones around adjacent retained trees will be required	It is likely trees will need to be pruned or removed for the construction of the compound at this location
Access to the location	Access to the location will be off of the haul road / works entering the project site at the Middleborough Road onramp	Access to the location would be off of the haul road / works entering the project site at the Middleborough Road onramp	Access would be via Eram Rd a minor residential street
Impacts to business	No impacts to businesses operating in the area	No impacts to businesses operating in the area	No impacts to businesses operating in the area

6. Management of potential impacts to sensitive uses

6.1. Identification of sensitive receptors

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

The location of the Compound may have impacts on the following sensitive receptors:

Environmental:

- Koonung Creek
- Cultural Heritage Management Zone (CHMP 15576).
- Trees and vegetation along Koonung Creek and around the park

Sports and Recreation Facilities:

- Eram Park users (pedestrians, cyclists, dog walkers).

Residents:

- Church Road
- Windella Quadrant
- Norfolk Court
- Larkspur Avenue
- Grange Park Avenue
- Meadowbank Avenue
- Eastern Freeway Tram Rd on eastbound ramp.

Section 5 includes a discussion of how selection of the site seeks to avoid, minimise, and mitigate impacts on these sensitive receptors. Further details on measures that will be taken to mitigate impacts on sensitive receptors in accordance with relevant EPRs is provided in section 0. Figure 7 shows the Compound location in relation to the surrounding area and sensitive receptors.

The consultation and engagement in relation to the management of these sensitive receptors and is detailed in section 9. All sensitive receptors and impacted stakeholders will be consulted during the development and finalisation of this CCP.

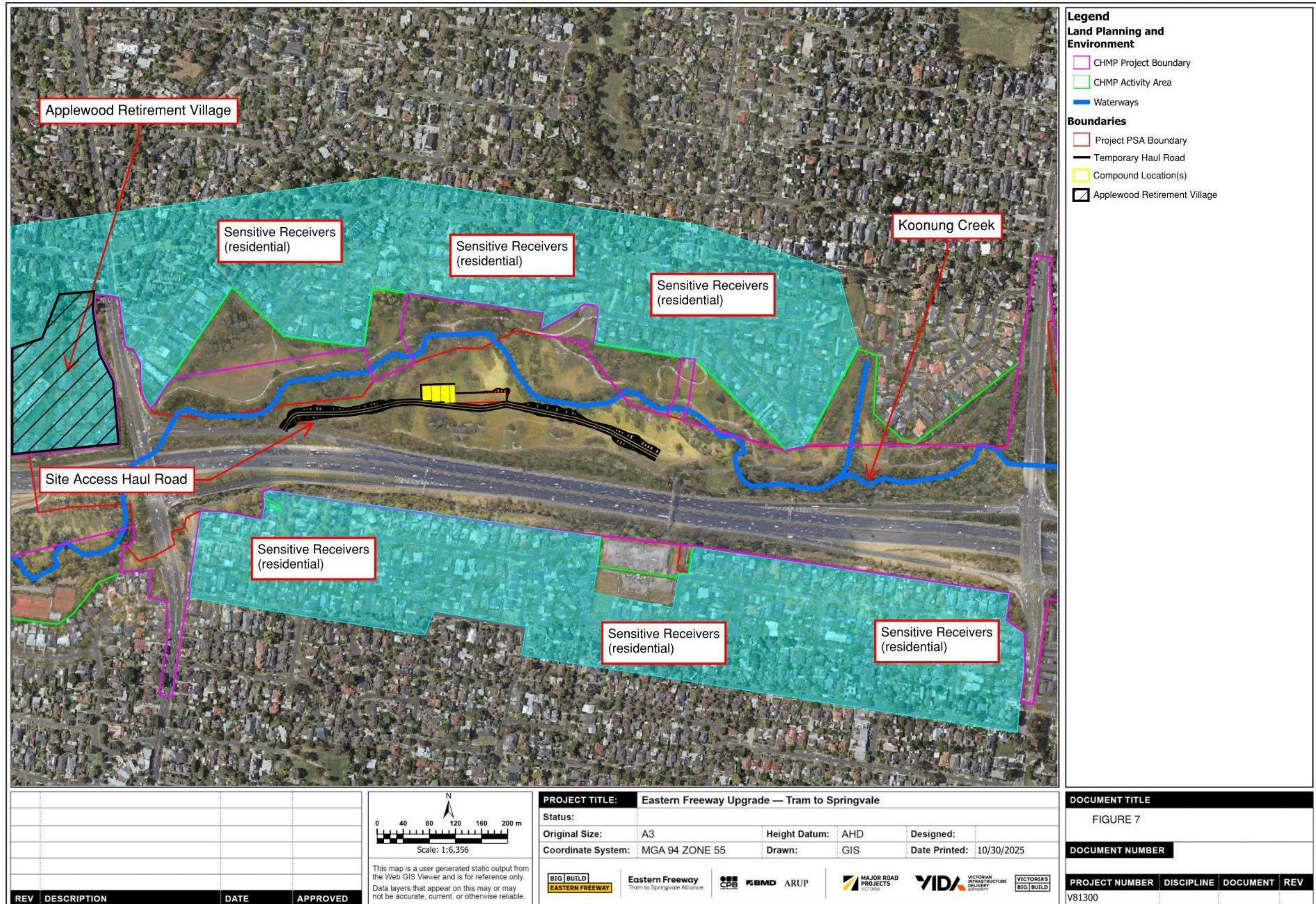


Figure 7 Compound Location with Nearby Sensitive Receptors

6.2. Risk assessment and identification of potential impacts

EPRs applicable for this CCP have been addressed through development of Project specific EPR management plans, containing procedures and controls that will be implemented across the Project.

The risk to sensitive receptors and the environment has been assessed as part of the preparation of this CCP. Based on the activities detailed in section 4.3, the risks below have been identified with proposed controls to manage this risk. These controls are required to be in place prior to commencement of the construction activity to which they relate.

Table 11 Risk assessment and controls – Eram Park Construction Compound

Construction activity	Associated impact (risk)	Initial risk	Controls	Residual risk
Aboriginal Cultural Heritage (AH1)				
All works	<ul style="list-style-type: none"> Unexpected artefacts being found and potentially impacted 	Medium	<ul style="list-style-type: none"> Construction Environmental Management Plan (CEMP) Archaeological Management Plan (AMP) EPR Plan CHMP site induction for all personnel performing ground disturbing works Unexpected finds to be managed in accordance with the approved (CHMP 15576) Aboriginal Heritage Place (VAHR 7922-1594) may be harmed in accordance with conditions of CHMP 15576 (RAP inspections and supervision during excavation) During the activity a printed copy of Volume 1: Management Conditions and Contingencies of the approved CHMP to retained, accessible within the Compound. 	Low

Construction activity	Associated impact (risk)	Initial risk	Controls	Residual risk
Air Quality (AQ1, AQ4, AQ6)				
Haul Road and Hardstand Construction	<ul style="list-style-type: none"> Dust generation Material tracking out onto roads Sediment laden run off impact to waterways Adverse impact to vegetation 	Medium	<ul style="list-style-type: none"> CEMP Dust and Air Quality Monitoring Management Plan (DAQMMP) EPR Plan Disturbed areas and haul roads to be treated with dust suppressants, especially in high risk areas or on high risk days Stockpiles to be monitored, sediment fence or equivalent at toe of stockpile to minimise sediment runoff Mud tracking and dust on roads to be minimised through use of stabilised site exits such as crushed rock or rumble grids and road sweepers Traffic speed limit of 10km/h to be adhered to on site Environmental Inspection Checklists to be completed during construction 	Low

Construction activity	Associated impact (risk)	Initial risk	Controls	Residual risk
Arboriculture (AR1, AR2) / Flora and Fauna (FF1, FF2, FF3, FF4)				
All works	<ul style="list-style-type: none"> Impacts on trees Adverse impact to native vegetation Adverse impact on fauna and flora Commitment to minimise impacts on trees may have adverse impacts on the community. 	High	<ul style="list-style-type: none"> CEMP All arboriculture and flora and fauna related works to be undertaken as per controls and management procedure outlined in Tree Removal and Protection Management Plan EPR Plan and CEMP Flora and Fauna sub-plan. Arboricultural assessments to be completed prior to works as per section 6.2 to determine impacts to existing trees Ecological assessment to be completed prior to works as per section 6.2 to determine any sensitive ecological areas in the works proximity, Compound location has been selected to avoid and minimise tree and vegetation removal as much as possible. All plant to remain on haul roads to avoid unapproved damage to vegetation. Tree Protection Zones (TPZ) to be established for trees to be retained If a threat to an animal is evident, works are to cease. Licensed fauna handlers to undertake fauna relocation. Environmental Inspection Checklists to be completed during construction Plant and equipment leaving the Compound will be washed and inspected to ensure no spread of weeds or soil borne pathogens. Declared weeds identified in the Compound area will be identified in the Ecology assessments, removed and disposed of to landfill. 	Low

Construction activity	Associated impact (risk)	Initial risk	Controls	Residual risk
Groundwater (GW1, GW4, GW5)				
	<ul style="list-style-type: none"> Impacts to groundwater 	Low	<ul style="list-style-type: none"> Implement a Groundwater Management Plan Design of compound to be above ground ensuring no interface with groundwater Groundwater wells to be protected from infiltration of rainwater or contaminants 	Low
Land Use Planning (LP1)				
	<ul style="list-style-type: none"> Unnecessary impact footprint Impacts to community use of greenspace areas 	High	<ul style="list-style-type: none"> This Construction Compound Plan Compound layout considers surrounding land use Compound land use is temporary and the project compound will be demobilised and site made good as soon as reasonably practicable at the end of the project works. Maximise areas retained for use by the community concurrent with project's use. Compound retained within project SCO boundary Compound sited on South bank of Koonung Creek to allow unimpeded community use of the space on the Northern bank. Compound built to minimum size necessary for the project requirements by locating site offices at other locations and by using offsite parking (ie at Joseph St office & Springvale Compound) 	Medium
Landscape and visual (LV2, LV4)				

Construction activity	Associated impact (risk)	Initial risk	Controls	Residual risk
Compound office operation Compound operation (Night Works)	<ul style="list-style-type: none"> Light spill during the use of Compound office outside of the standard working hours resulting in impact on sensitive receptors Impact on nearby fauna habitat by disrupting natural light cycles Visual intrusion from Compound use on public users 	Medium	<ul style="list-style-type: none"> CEMP, CEMP Flora and Fauna sub-plan and Communication and Community Engagement Plan (CCEP) EPR Plans Site induction to include detail on adhering to office hours and unavoidable works process to meet the requirements of the EMF. Lighting towers will be angled and placed to avoid impact on nearby receptors Compound lighting to be installed with advice from ecologist to ensure impacts to usual animal behavioural patterns is not impacted due to the Compound lighting Fencing / hoarding will be installed to minimize visual intrusion and amenity impact to park users from the operation of the Compound. 	Low
Noise and Vibration (NV3, NV4)				
Haul road and hardstand construction Establishment of Compound and buildings Grubbing and Clearing Tree Removal Compound usage for Night Works	<ul style="list-style-type: none"> Nuisance noise Nuisance vibration Structural damage Community concern / complaint Noise impact from nightly pre-starts and general site usage for night works 	High	<ul style="list-style-type: none"> CEMP, Ground Movement Plan (GMP), Construction Noise and Vibration Management (CNVMP) EPR Plans Siting of Compound away from sensitive receivers as much as possible Undertake construction activities within the nominated hours of work, where possible. Implement noise reduction controls to reduce impacts of significant noise generating activities or plant as required in order to comply with EPR NV4. Noise monitoring conducted in accordance with the noise and vibration monitoring procedure in the CNVMP 	Medium
Surface Water (SW1, SW3, SW4, SW5, SW6, SW7)				

Construction activity	Associated impact (risk)	Initial risk	Controls	Residual risk
Haul road and hardstand construction Operation of Compound and buildings	<ul style="list-style-type: none"> Adverse impacts to water quality Adverse impacts to aquatic flora and fauna Damage to property, interference to amenity due to flooding risk Disturbance of watercourse stability, waterway modification Uncontrolled release of poor-quality water (turbid, high/low pH, other) 	Medium	<ul style="list-style-type: none"> CEMP, Surface Water Management Plan (SWMP) and Flood Emergency Management EPR Plan(s) Silt fences or equivalent around stockpiles to control sediment runoff Environmental Inspection Checklists to be completed during construction Develop and implement a Surface Water Management Plan including reference to erosion and sediment controls 	Low
Energy, Water, and Materials (SCC1, SCC2, SCC4 and SCC5)				
Establishment of Compound and buildings Operation of Compound and buildings	<ul style="list-style-type: none"> Upstream impacts due to the consumption of water, materials, and energy. 	Low	<ul style="list-style-type: none"> CEMP, Spoil Management EPR Plan The Project to specify facilities that meet the Responsible Construction Leadership Group (RCLG) minimum Site Facilities Requirements for up to 100%, by number, of their site buildings. Use of renewable energy for electricity used (Compound and buildings as well as via Green Power). Collection and use of rainwater to minimise use of potable water 	Low
Spoil Management Plan (CL1, CL2, CL3, CL4)				

Construction activity	Associated impact (risk)	Initial risk	Controls	Residual risk
Establishment of Compound Hardstand	<ul style="list-style-type: none"> Impacts from disturbance of acid sulfate soil and rock Oxidation that could lead to acid formation in exposed spoil Odour impacts caused by the disturbance of areas of contamination that pose an odour risk Impacts associated with vapour and ground gas intrusion associated with disturbance of extant landfill sites or other contaminated areas 	High	<ul style="list-style-type: none"> CEMP, Spoil Management EPR Plan Completing a detailed site investigation prior to the commencement of works Identifying the nature and extent of spoil (clean fill and contaminated spoil) Identifying, in consultation with the waste industry, the capacity for contaminated spoil material to be treated and/or disposed Construction of appropriate cover (soil, concrete, geofabric etc) such that no contamination is left exposed at the surface or where it may be readily accessed by the public and local fauna such that it cannot generate runoff or leachate during rain events Identifying locations and extent of any industrial waste, priority waste, reportable priority waste, other waste, and the method for characterising industrial waste, priority waste, reportable priority waste and other waste prior to excavation 	Low
Hazardous Materials Sub Plan (in CEMP) (CL5)				
All works	<ul style="list-style-type: none"> Uncontrolled release of hazardous substances from storage containers Hydrocarbon spills 	Low	<ul style="list-style-type: none"> CEMP Storage and handling of hazardous substances in accordance with AS1940:2017 and Safety Data Sheet (SDS). Hazardous substances stored in a bunded area with minimum holding capacity of 110% of the largest container within the bund or 25% of the total capacity of all containers within it, whichever is the greatest. Spill kits must be located near all hazardous substance storage units Refuelling to be conducted with mini tanker trucks in designated area on hardstands or at plant 'go-line' with spill kit. Refuelling must not occur within 30m of a waterway Environmental Inspection Checklists to be completed during construction 	Low
Community Interaction (SC1, SC2, SC3)				

Construction activity	Associated impact (risk)	Initial risk	Controls	Residual risk
	<ul style="list-style-type: none"> Impacts to community use and access through greenspace areas (Eram Park, Koonung Creek Trail) Impacts to community via inappropriate parking of project vehicles and private vehicles owned by the workforce. 	High	<ul style="list-style-type: none"> CEMP and Communications and Community Engagement Plan (CCEP) EPR Plan Community notifications of works prior to commencement of works Access maintained along Koonung Creek Trail where possible Prepare and implement a Communications and Community Engagement Plan (CCEP) Community notified prior to occupation of areas of community use and changes to SUP or other community access, notification to include relevant information on work staging, extent of project occupation of community areas and details on areas still available to public. Community Queries and Complaints to be managed in accordance with project (CCEP) Greenspace areas in Eram Park to be returned to higher community use through urban design in accordance with project UDLP. Project occupied areas to be returned to public within a reasonable timeframe to nearby works completion. Project toolbox talks and prestart meetings to reinforce community awareness and sensitivity including to prevent the workforce from parking in local roads and in public parking 	Medium
Traffic Management (T2, T3)				
	<ul style="list-style-type: none"> Impact to local community traffic and commuters 	Medium	<ul style="list-style-type: none"> Prepare and implement a Traffic Management Plan Establish a Transport Management Liaison Group (TMLG) – TMLG to discuss impacts to roads and SUPs from the Compound operation. 	Low

6.3. Project Parking

The Compound has been located as close to the works as possible to provide the workforce and construction staff with close to Project Parking for 90 site vehicles. (Personal vehicles are not to be parked at the Compound). Parking for the Eram Park work fronts will be restricted to the Eram Park Compound or other project facilities (Joseph St Office or proposed Springvale Rd Construction Compound) to eliminate the use of nearby residential streets to the north for Project Parking.

The Project will only allow site inducted project vehicles to access the Compound, personal vehicles owned by the workforce will be parked at the Project's main Compound (on Springvale Road) or at the Project offsite office before the Springvale Compound is set up. The workforce will carpool drive to the Eram Park Compound in site vehicles.

The car park is expected to be able to handle the volume of vehicles currently modelled with 60 workers and 40 project management staff expected to be using the compound at peak (noting private vehicles are to be parked at the project office in Joseph St or at the Compound in Springvale Road).

6.4. Environmental Management System

The Environmental Management System (EMS) TSA will use is based on the requirements of the CPB Management System and has been specifically tailored to ensure compliance with additional project environmental requirements. The EMS is certified to conform to AS/NZS ISO 14001:2016 Environmental management systems.

The CPB Management System has been developed and implemented to ensure a consistent approach to project delivery. The management system comprises the following components:

- Policy, Project Management Plan, Procedures and Work Instruction
- Tools are preformatted documents such as forms and templates that are required to be completed as part of a Procedure
- Knowledge documents are reference material to provide context, additional information or guidance to a Policy or Procedure
- Business Applications are the software tools used to manage our business and support our operations.

6.5. Monitoring and review

Throughout the Project, inspection, monitoring and auditing will be conducted as detailed in the CEMP and EPR Plans.

Environmental performance will be reported monthly to VIDA Roads within the Contract Monthly Report. TSA will undertake weekly environmental inspections to assess and ensure environmental controls are effective on site as per management procedures within Section 0, ensuring the EPRs are complied with.

7. Management of flood risk and impacts to environmental sensitivities

In accordance with Section 4.12.2 (e) of the Incorporated Document management of flood risk and impacts to environmental sensitivities has been considered and addressed.

The environmental risk and EPR compliance assessment above, identifies the compound specific environmental and / or community sensitivities. These sensitivities are discussed further below.

7.1. Flood risk

The Compound does not sit within the Land Subject to Inundation (LSIO) flood extent, however flood risk has been assessed further using flood models of both the pre-existing and the newly designed Koonung Creek alignment.

The flood extent has been modelled as part of the design for the Project. The updated flood model indicates the Compound buildings locations would be outside the 5% AEP extent in the existing flood condition, however, there will be a minimal section of the compound carpark which is within the 5% AEP extent. Flood modelling of the area demonstrates that the establishment of the Construction Compound will not have a negative impact on the flooding of Eram Park or surrounding private properties.

Refer to Appendix A for the flood extent based on the modelling outputs.

The sited location of the compound has been located outside of the modelled 5% AEP flood extent and does not overall increase the flood risk or impede upon the flow path of Koonung Creek.

If flooding greater than a 5% AEP event is anticipated the project will manage the flooding risk in accordance with the projects flood emergency management plan, controls may include but not limited to demobilisation of plant, equipment and vehicles from the compound, barrier controls (ie sandbags), removal of hazardous chemicals, dangerous goods and stockpiles and other items with potential to contaminate or be mobilised by flood waters.

8. Site demobilisation and restoration

In accordance with the Incorporated Document 4.12.2 (f) measures to restore the former use of the land once construction activities are complete is required.

The land within Eram Park in which the compound is sited is currently a flat area of exotic grasses with surrounding planted amenity trees, used as community greenspace predominantly as an off-leash area for dog walkers, pictures of the location are shown below in Table 12.

The existing use of the land is Public Park and Recreation Zone 'open space' and the site will be restored for use as open space, retaining its zoning as a Public Park and Recreation Zone.



The site will be developed in accordance with the Approved Urban Design Landscape Plan.

Demobilisation of the Compound is to occur at the conclusion of project works which is expected to occur in Q2 / Q3 2028. The demobilisation will involve the removal of Compound materials, structures, buildings and temporary utility connections (inclusive of the compound hardstand).

All site demobilisation and restoration works to be undertaken as per relevant EPRs. These include:

- EPR CL1: In areas used for temporary construction works, contamination attributable to the Project must be appropriately remediated in consultation with the relevant land manager. As part of the demobilisation and restoration process, relevant land owners will be consulted to ensure that the Project restores the site to its former land use and removes any contamination that was attributable to the works
- EPR LV2: Temporary and construction works must be located, designed and carried out in accordance with a Construction Compound Plan to be approved under the Incorporated Document and the Urban Design Strategy guidance on using design to help manage construction impacts. Areas disturbed by temporary and construction works must be reinstated with no objection from the relevant land manager, waterway manager and any relevant public asset owners. The Project will undertake all reasonable endeavours to reach a position of no-objection with the relevant stakeholders

Table 12 Compound area prior to project occupation

Description	Photo
Proposed compound location from East looking West into proposed site.	
Proposed compound location from North East looking South into proposed site.	

9. Communication strategy

9.1. Community consultation

Key stakeholders, including Manningham and Whitehorse City Council, were previously engaged as part of the NEL Early Works on the possibility of establishing a construction compound at Eram Park. No significant concerns were raised by either council, with comments received relating to requests to fence the Compound and ensure it is secured to prevent dogs or park users from accessing the Compound, that park users are notified of works by erecting signage and that public access is maintained to the pedestrian overpass over the Eastern Freeway.

Acknowledging these concerns, and potential issues from residents regarding impacts the local amenity (visual and noise), loss of public open spaces and the presence of workers in the local area the Alliance will develop a Communications and Community Engagement Action Plan (CCEAP) to support the Eram Park Construction Compound, identifying potential impacts to residents, users of the public open space in Eram Park and the surrounding local roads. The CCEAP will also identify additional measures that will be put in place to minimise impacts and proposed communication and engagement activities and identify opportunities to provide feedback.

Key elements of engagement will include door knocks and meetings with residents within proximity of the Construction Compound, works notifications to a wider community area, briefings with Manningham and Whitehorse City Council, information on the Big Build website and the placement of signage (coreflutes) within Eram Park to inform park users of the upcoming changes, opportunities to engage with the team, the timeframe of changes and how pedestrian access and areas of the park will be retained.

Any feedback from this engagement will be captured in an engagement register, summarising areas of interest / concern, response provided and how this feedback will be actioned by the delivery team. This information will form the basis of the consultation summary report.

This feedback, along with opportunities to reduce the impact on the park will be considered and shared with the wider TSA to explore how the engagement approach or the construction impacts can be managed to better reflect the needs of the local community.

Engagement and communication will continue throughout the duration in which the Compound is in Eram Park, with opportunities for local schools to be involved in designing project hoarding and participating in an educational awareness campaign and for TSA to participate in tree planting and water way rubbish removal days.

Consultation around traffic management proposals associated with the establishment of the Compound is ongoing and will continue through a range of existing forums, including the Community Liaison Group meetings and the Transport Management Liaison Group (TMLG).

This level of engagement is consistent with the CCEP and will be detailed in communication plans for each work zone. The communications plan for the Compound will outline the specific stakeholders and residential receptors highlighting how they will be impacted by the works. This will be included in the construction work pack documentation.

9.2. Contact numbers

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

9.3. Complaints management

As per the CCEP, community complaints will be managed as detailed in the table below:

Table 13 Enquiries and complaints

Expectations	How we will meet the Expectations (minimum requirements)	Responsible Person Key Contributor	Deliverables
Procedures are established for effectively dealing with community enquiries and complaints. In adherence to EPR EMF4	<p>Enquiry and Complaints Procedure</p> <p>In accordance with AS/NZS 10002-2014 Guidelines for complaint management in organisations, and EPR EMF4 the complaint management system ensures guidelines are in place for the effective and consistent handling of complaints related to the operations of our projects. This process is not applicable to disputes referred for resolution under contractual arrangements or for employment-related disputes.</p> <p>Resolving complaints at the earliest opportunity in a way that respects and values the person's feedback, can be one of the most important factors in recovering the person's confidence about our organisation and the services we provide. It can also help prevent further escalation of the complaint. A responsive, efficient, effective and fair complaint management system can assist an organisation to achieve this.</p> <p>The system applies to all staff receiving or managing complaints from the public made to or about us, regarding our services, staff and complaint handling.</p>	<p>Communications and Community Engagement Manager</p> <p>Communications and Community Engagement team</p> <p>Functional Manager(s)</p>	Procedures delivered and verified in CCEP
Enquiries and complaints are recorded, acknowledged and resolved in a timely manner as per EPR EMF4.	<p>Project Enquiries and Complaints Consultation Manager will be used as the register for all complaints and enquiries. At a minimum the following information will be recorded:</p> <ul style="list-style-type: none"> Interactions via the Project number Interactions via the Project email address Interactions received via the Project webpage Interactions in person Interactions via all other means. The Project will resolve all complaints, enquiries or contacts where they refer to an issue directly related to the works adhere to the agreed escalation process notify the PM immediately (for a complaint) or within 24 hours (for all other classifications) if the complaint, enquiry or contact cannot be resolved or if not directly relevant to the works. <p>All information captured will be managed in accordance with privacy policies.</p> <ul style="list-style-type: none"> Complaints and enquiries will be incorporated into monthly reporting and used to identify current and emerging issues that require action. Outstanding enquiries and issues will be discussed at weekly Project team meetings. As per the Project scope requirements, all complaints will include: <ul style="list-style-type: none"> names (where provided); contact details (where provided); time and date of enquiry; 	<p>Communications and Community Engagement Manager</p> <p>Communications and Community Engagement team</p> <p>Functional Manager(s)</p>	<p>VIDA Roads enquiry and complaints procedures adhered to.</p> <p>Monthly report of all enquiries and complaints.</p> <p>Maintain all correspondence in Consultation Manager</p>

Expectations	How we will meet the Expectations (minimum requirements)	Responsible Person Key Contributor	Deliverables
	<ul style="list-style-type: none"> ○ nature of enquiry; and ○ response provided; • TSA will notify the State within 2 hours of receiving or becoming aware of any: • significant community and Stakeholder issues related to the Works (including issues that will likely lead to impacting the Project's reputation and safety matters); • enquiries that may affect the Project's reputation; • complaints received, including the information collected in the Consultation • Manager Stakeholder Management Database • the location to which the complaint relates; and the method of contact; and comply at all times with the VIDA Roads Privacy Policy. 		

10. Review of this CCP

An internal review of this Plan will be conducted on an annual basis or when specifically directed by the State or when there is a change in compound activities or operations. This is to ensure consistency of the works with the details and management procedures outlined in this Plan.

A CCP may be amended from time to time, to the satisfaction of the Minister for Planning. Where an increased risk (such as an increase in footprint) is incurred then the CCP will need to be reverified by the FIEA.

Updates to this Plan will be undertaken in accordance with the requirements within the Environmental Strategy section "Managing, reviewing and approving revisions".

10.1. Freeway Independent Environmental Auditor

The EMF states that the FIEA will review and verify contractor's compliance with the EMF, Environmental Strategy, EPRs, WEMPs, and the Incorporated Document.

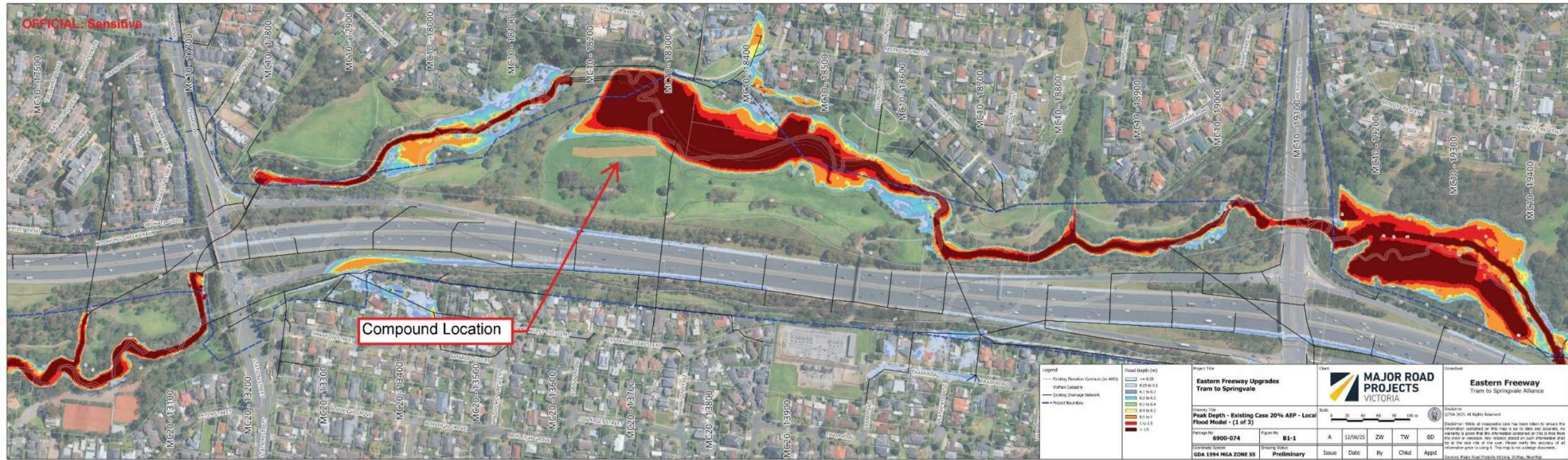
The FIEA will also review and verify this CCP to ensure it complies with the requirements of the Incorporated Documents as well as the Project's environmental documents and approvals.

Appendix B contains the FIEA verification for this plan.

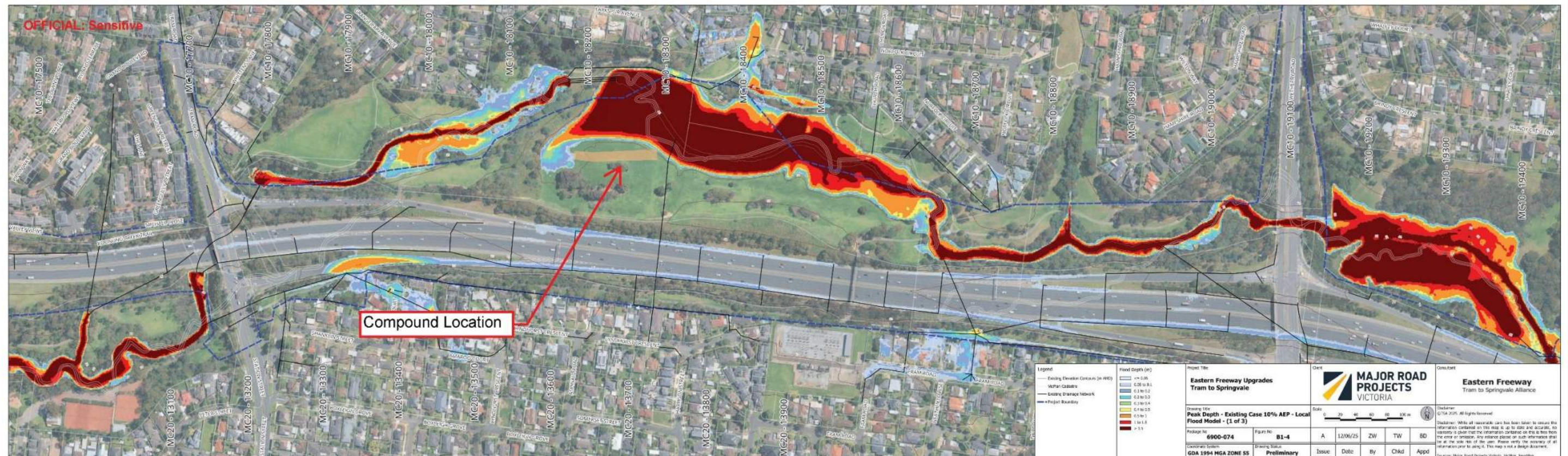
Part B: Appendices

Appendix A Flood Mapping

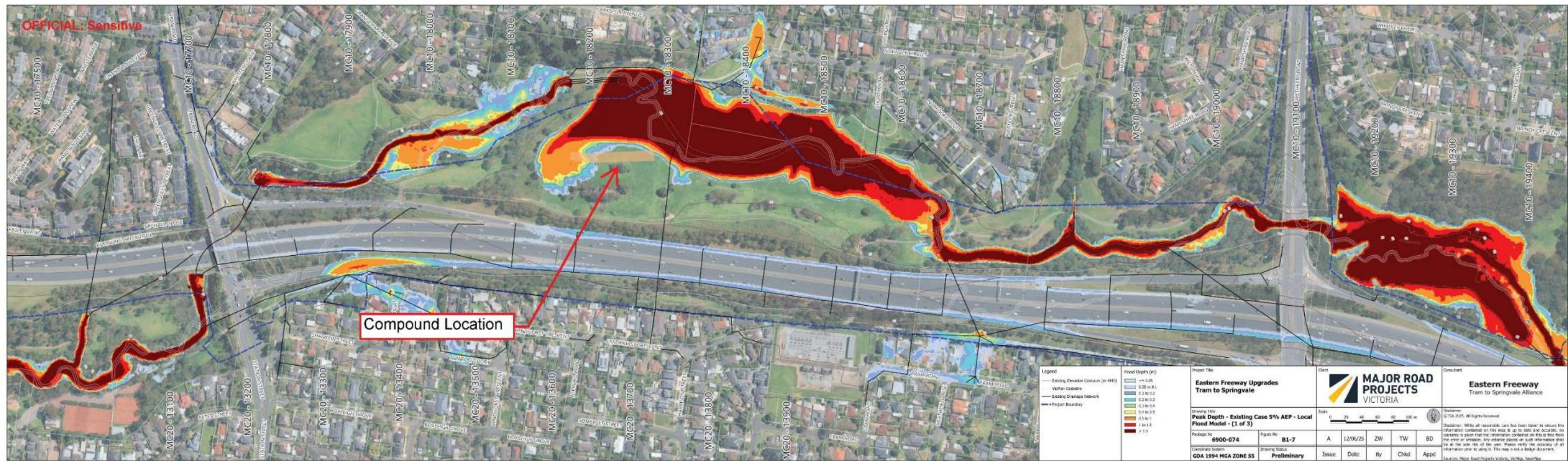
A-1 Flood Mapping
A-1-1 Flood Depth – 20 % AEP



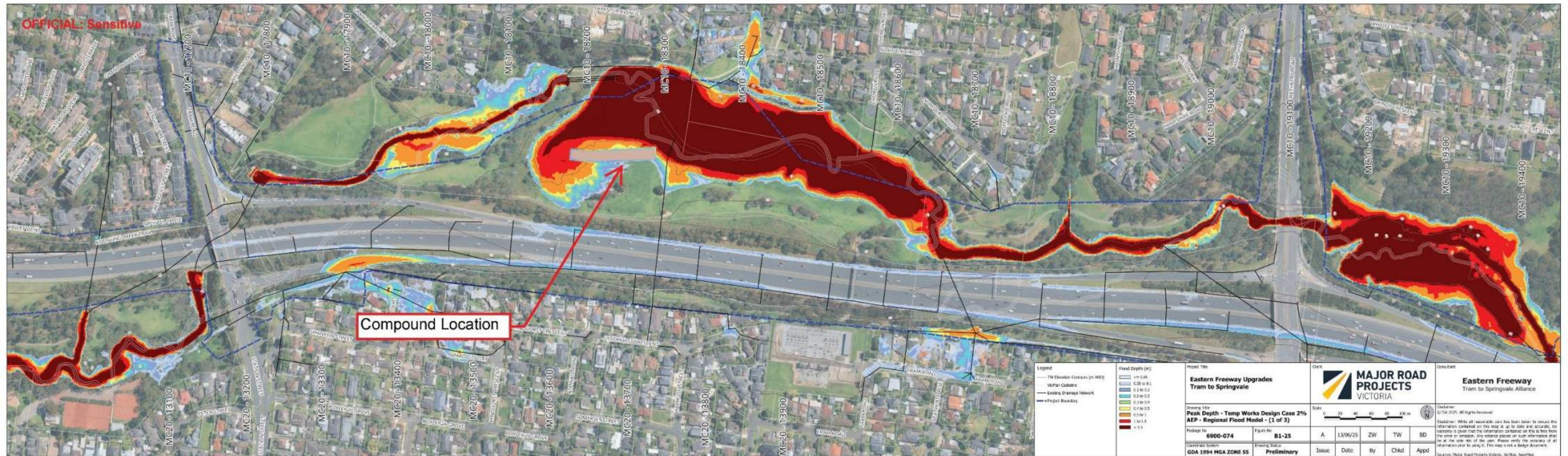
A-1-2 Flood Depth – 10% AEP



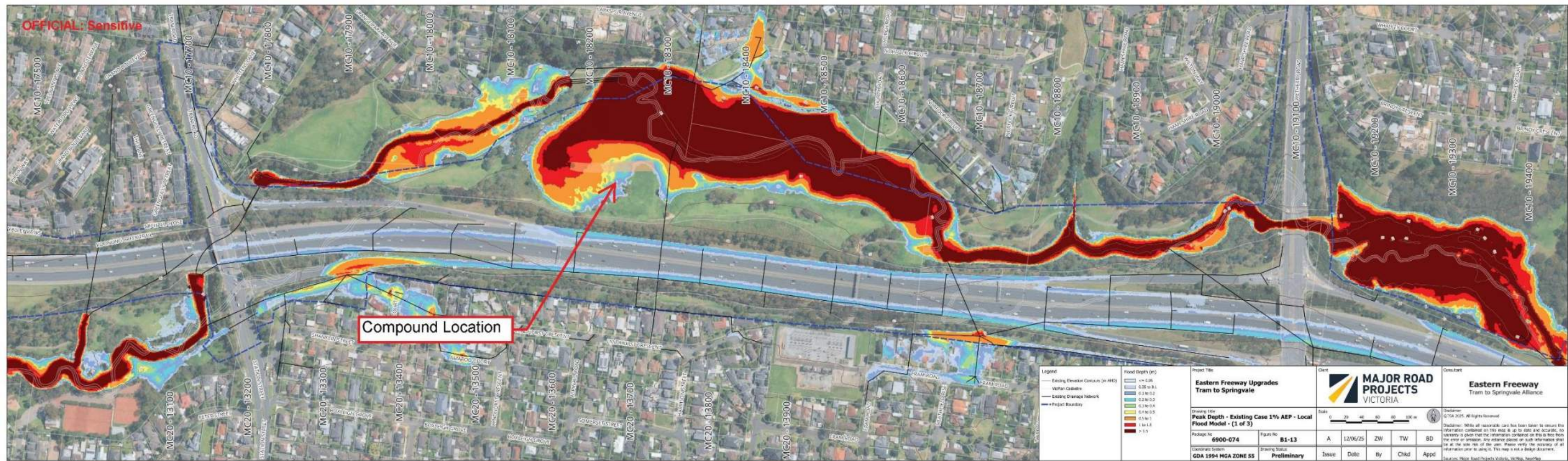
A-1-3 Flood Depth – 5% AEP



A-1-4 Flood Depth – 2% AEP



A-1-5 Flood Depth – 1% AEP



Appendix B Review and Verification Report

B-1 FIEA Verification



North East Link Freeway Packages
Independent Environmental Auditor

Review and Verification Report:

Eastern Freeway Upgrade Tram
to Springvale Alliance

Construction Compound Plan
(CCP) - Eram Park

Victorian Infrastructure Delivery Authority
Roads

24 November 2025

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OFFICIAL: Sensitive



Document review and approval

Revision	Revision Detail	Author	Date	Reviewed and Approved by
0	Final Report	P Giang	26/08/25	D Pallozzi
	Final Report following revisions made to CCP by TSA to address comments from the Department of Transport and Planning (DTP)	P Giang	24/11/25	G Selwyn

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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 the VIDA Roads, a division of the Victorian Infrastructure Delivery Authority (an administrative office in relation to the Department of Transport of Planning), and the Eastern Freeway Tram to Springvale Alliance (TSA), 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 the VIDA Roads' 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 VIDA Roads, a division of the Victorian Infrastructure Delivery Authority (an administrative office in relation to the Department of Transport of Planning), in accordance with the terms of KPMG's engagement contract dated 27 June 2023. Other than our responsibility to the VIDA Roads, 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 Tram to Springvale Alliance (TSA) on this report. Any reliance placed is that party's sole responsibility.

1. Introduction

The North East Link (NEL) Freeway Packages (NEL FP) are being delivered by the VIDA Roads, a division of the Victorian Infrastructure Delivery Authority (an administrative office in relation to the Department of Transport of Planning), 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.

The VIDA Roads 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 (CCP) – Eram Park (Document Number: NEL-EST-NEA-6990-EPA-PLN-0001; Revision 01; Dated: 18/11/25) (the Document).
Freeway package	The East Package consists of an upgrade to the section of the Eastern Freeway from near Tram Road to Springvale Road and includes major road design and construction.
Package Alliance	Eastern Freeway Tram to Springvale Alliance (TSA) - an Alliance comprising the VIDA Roads, CPB Contractors Pty Limited, B.M.D Constructions Pty Limited and Arup Australia Project Pty Ltd, which has been engaged by VIDA Roads to execute the East Freeway Package scope of works described above.
Date of IEA assessment	30 June 2025 – 24 November 2025
Other relevant information	A full list of supporting TSA 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 the VIDA Roads, and from the VIDA Roads to TSA, to be addressed accordingly.
- When the IEA considered all comments to have been addressed by the VIDA Roads and TSA, provision of this Review and Verification Report to the VIDA Roads.

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

Table 2 - Construction Compound Plan (CCP) – Eram Park revisions subject to this IEA Review and Verification Assessment

Revision	Remarks scope of documents	Date submitted by MRPV and TSA to IEA	Date IEA review comments provided to MRPV and TSA	Date Verified by IEA
B	Initial revision submitted to the IEA for review.	30/06/25	14/07/25	N/A
D	Subsequent revision submitted to the IEA for review.	31/07/25	08/08/25	N/A
E	Subsequent revision submitted to the IEA for review.	14/08/25	19/08/25	N/A
F	Subsequent revision submitted to the IEA for review.	22/08/25	26/08/25	26/08/25
01	Subsequent revision submitted to the IEA for review following revisions made to the CCP by TSA to address comments from the Department of Transport and Planning (DTP).	19/11/25	24/11/25	24/11/25

3. IEA Review Findings

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

The IEA has assessed TSA's Construction Compound Plan (CCP) – Eram Park (Document Number: NEL-EST-NEA-6990-EPA-PLN-0001; Revision 01; Dated: 18/11/25) against the requirements of the program contract, including the EMF and EPRs, conditions of Program approvals, and in general accordance with the approved Urban Design Strategy (insofar as it is applicable to the Document assessed). Any issues and non-compliances identified in previous revisions of the Document reviewed by the IEA have been closed out.

Appendix A - Documents Reviewed

Table A1 - Documents Reviewed

Doc #	Revision	Document Name	Date submitted by MRPV and TSA 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 31/07/25.	Consultation Presentation Comments- Whitehorse City Council (File name: Consultation Presentation Comments- Whitehorse City Council) (Eastern Freeway Upgrade Tram to Springvale Alliance).	31/07/25
02	No revision details provided, received by the IEA on 14/08/25.	DTP Request for Further Information (File name: RFI - PPA 1221_Eram Park eastern precinct (Eastern Freeway Upgrade Tram to Springvale Alliance).	14/08/25
03	No revision details provided, received by the IEA on 22/08/25.	DTP Comments - Eram Park CCP (File name: DTP Comments - Eram Park CCP) (Eastern Freeway Upgrade Tram to Springvale Alliance).	22/08/25
04	No revision details provided, received by the IEA on 22/08/25.	Eram Park Construction Compound Communications and Community Engagement Action Plan June 2025 (File name: 202506-TSA-CCEAP-Eram Park Compound- Shared With MRPV) (Eastern Freeway Upgrade Tram to Springvale Alliance).	22/08/25
05	No revision details provided, received by the IEA on 22/08/25	Eram Park Pre-CCP Consultation Report (File name: 20250820-TSA- Eram Park Compound consultation summary report) (Eastern Freeway Upgrade Tram to Springvale Alliance).	22/08/25
06	No revision details provided, received by the IEA on 22/08/25.	Melbourne Water Meeting Register (File name: Melbourne Water Engagement and Meeting Register(Eastern Freeway Upgrade Tram to Springvale Alliance).	22/08/25
07	Rev 1, received by the IEA on 19/11/25.	NELP Comment Sheet - Eram Park CCP – Round 2 comments (File name: TX-EST-NEL-01308-NELP comment responses - Eram Park CCP - Rev01)	19/11/25



Appendix B - Review and Verification Assessment Comment Register

Document No NEL-EST-FIEA-6990-EPA-CRS-0001															
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-EST-FIEA-6990-EPA-CRS-0001	B	N/A	01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Section 4.12 of the Incorporated Document Dec 2019 amended Sept 2023 states "All construction compounds must be located and operated in accordance with the approved CCP and relevant EPRs included in the approved EMF." and "The CCP must include - demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas)" The FIEA understands that Section 9.1 Community Consultation of the CCP describes that "Key stakeholders, including Manningham and Whitehorse City Council were previously engaged as part of the NEL Early Works on the possibility of establishing a construction compound at Eram Park." and that additional stakeholder engagement will be completed through a forthcoming Community Engagement Action Plan (CCEAP) The FIEA has not yet been provided with a Pre-CCP Community Consultation and evidence of consultation with DTP. Please provide evidence of Community Consultation and DTP consultation at this current stage of works (i.e., main works).	NELP Incorporated Document Dec 2019 amended Sept 2023	14-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	Comment noted, a summary of community & stakeholder consultation regarding the Eram Park Construction Compound will be attached as an appendix to the CCP prior to verification submission.	NELP Incorporated Document Dec 2019 amended Sept 2023	21-07-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	FIEA provided with evidence of Community and DTP Consultation (Environmental Consultation Register NEL-EST-NEA-6900-EEE-REG-0001 Revision: 02). FIEA comments addressed	NELP Incorporated Document Dec 2019 amended Sept 2023	08-08-25	D	N/A	LPE	C	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	01.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	TSA acknowledges and confirms.	NELP Incorporated Document Dec 2019 amended Sept 2023	14-08-25	D	N/A	LPE	C	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	04	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	The Eram Park CCP does not include the following information as required by Section 1.3.2 (Condition 26) of the Cultural Heritage Management Plan (CHMP) 15576: "During the activity, a printed copy of Volume 1: Management Conditions and Contingencies of the approved CHMP must be retained within each construction compound identified in the approved Construction Compound Plan, or with the site manager if a construction compound is not provided, where it will must remain readily available to all staff, any RAP representative, Authorised Officer or Aboriginal Heritage Officer attending site during the works for the duration of the activity. The printed copy of Volume 1: Management Conditions and Contingencies must include an attachment that references where a digital version of the CHMP is stored and can be accessed".	Cultural Heritage Management Plan (CHMP) 15576:	14-07-25	N	N/A	LPE	O	Yes
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	04.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	Comment noted, added to table 10.	Cultural Heritage Management Plan (CHMP) 15576:	21-07-25	N	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	04.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	FIEA comments addressed	Cultural Heritage Management Plan (CHMP) 15576:	08-08-25	N	N/A	LPE	C	N/A

N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	09	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Section 4.12.2 e) of the Incorporated Document requires of the CCP "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 7.1. Flood risk of this CCP states that: "Flood modelling of the area demonstrates that the establishment of the Construction Compound will not have a negative impact on the flooding of Eram Park or surrounding private properties. Refer to for extent flood prone areas". Please clarify what "Refer to XXX for extent flood prone areas" is referring to, as it appears to be incomplete.	NELP Incorporated Document Dec 2019 amended Sept 2023	14-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	09.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	Comment noted, reference updated.	NELP Incorporated Document Dec 2019 amended Sept 2023	21-07-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	09.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	FIEA comments addressed	NELP Incorporated Document Dec 2019 amended Sept 2023	08-08-25	D	N/A	LPE	C	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	10	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	The FIEA notes that Figure 5: (indicative) layout of Eram Park Compound site Legend indicates a thick red line for the Project PSA boundary. However there is an additional thin red line which runs somewhat parallel to the compound mains Connection (proposed) and across the site. Please clarify what the thin red line refers to and update the site legend accordingly as red has been used to represent 2 (Two) different types of information in the figure.	General	14-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	10.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	Comment noted, figure updated.	General	21-07-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	10.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	FIEA comments addressed	General	08-08-25	D	N/A	LPE	C	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	11	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	The FIEA notes that Figure 5: (indicative) layout of Eram Park Compound site Legend indicates a thick pink line for the Site temporary fencing. However a different pink symbol and line combination has been used in Figure 5. Please clarify and update the site legend accordingly.	General	14-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	11.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	Comment noted, figure updated.	General	21-07-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	11.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	FIEA comments addressed	General	08-08-25	D	N/A	LPE	C	N/A

N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	12	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	There are several EPR-related sub plans that require to be informed by site-specific information. For example: - EPR AR1 and AR2 includes the following requirements to inform the Tree Removal Plan and Tree Protection Plan "...that identifies all trees within the project boundary..." - EPR NV4 includes the following requirement to inform the CNVMP "...be informed by the noise modelling and monitoring results" - EPR SW7 includes the following requirements "...implement flood emergency management plans for each of construction and operation..." ARE WE SAYING HERE THEY DONT HAVE A TRPP, CNVMP AND FLOOD EMERGENCY PLAN? Furthermore, Table 6-2 of the EMF outlines the supporting information that is to inform development of documents such as WEMPs, CCPs, etc.(for example, S4.12 Construction Compound Plan of the Incorporated Document (CCP informed by flood modelling).IS THIS SENTENCE MISSING SOMETHING? OR SHOULD IT BE THE OPENING PARA TO SAY SUB PLANS NEED SITE SPECIFIC INFOR AND MODELLING? The FIEA observed that the following examples of EPR Sub Plan/ site specific information/ assessments/ modelling detailed in the sections of the CCP, which have not been reviewed and verified by the FIEA: THIS IS CONFUSING, ARE WE SAYING HEY DONT HAVE THESE PLANS OR WE HAVENT VERIFIED THEM YET? (Refer to Table 10 Risk assessment and controls – Eram Park Construction Compound) - Construction Noise and Vibration Management (CNVMP) and Ground Movement Plan (GMP) - Flood risk and management refers to the Flood Emergency Management Plan and Surface Water Management Plan (SWMP). - Arboricultural assessments to be completed prior to works as per section 7.2 to determine impacts to existing trees -Ecological assessment to be completed prior to works as per section 7.2 to determine any sensitive ecological areas in the works proximity -Dust and Air Quality Monitoring Management Plan (DAQMMP) -Communications and Community Engagement Plan (CCEP) -Spoil Management EPR - Traffic Management Plan The FIEA notes that the CCP will not be able to be reviewed and verified until the overarching CEMP and all supporting EPR Sub Plan/ site specific information/ assessments/ modelling has been provided to the FIEA for review and verification.	Environmental management framework AR1 & AR2, NV4, SW7 and Table 6-2	14-07-25	N	N/A	LPE	O	Yes
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	12.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	Comment duly noted. Plans listed above will be provided to IEA for information / review prior to verification submission of the CCP. Please note: There are specific assessments for ecology, aboriculture, ground movement etc associated with Eram Park which will be verified as attachments to the WEMP for area 6100.	Environmental management framework AR1 & AR2, NV4, SW7 and Table 6-2	21-07-25	N	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	12.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Noted. FIEA comment addressed on the basis that the CCP is a planning related document which can be verified ahead of verification of EPR plans and the associated WEMP. The FIEA understands works planned under the CCP and associated site specific information and mitigation measures will be incorporated into and verified as part of the EPR sub-plans and associated WEMP in due course.	Environmental management framework AR1 & AR2, NV4, SW7 and Table 6-2	08-08-25	N	N/A	LPE	C	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	13	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	EMF Table 6-2 Environmental management documents states "Unless exempt in accordance with Condition 4.13.2(b), all construction compounds must be located and operated in accordance with the approved CCP and relevant EPRs included in this EMF." The FIEA that the Construction Compound will be located on a former landfill site [refer Worksite Environmental Management Plan – Zone 6900 Project Wide, WEMP - Site investigations (Non- intrusive) Map 2], The CCP under Table 10 Risk assessment and controls – Eram Park Construction Compound states that for the "Establishment of Compound Hardstand", Controls include: • "Completing a detailed site investigation prior to the commencement of works • Identifying locations and extent of any industrial waste, priority waste, reportable priority waste, other waste, and the method for characterising industrial waste, priority waste, reportable priority waste and other waste prior to excavation." Please provide evidence and reference report(s) to these controls such as the "detailed site investigation prior to the commencement of work" and " ...locations and extent of any industrial waste,....and other waste prior to excavation".	EMF Table 6-2 EPR CL1, CL2, CL3, CL4	14-07-25	N	N/A	LPE	O	Yes
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	13.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	Comment noted, investigations currently underway which will inform contamination profile. This information is included in the Zone 6900 WEMP and Zone 6100 WEMP (which will be provided to FIEA for verification).	EMF Table 6-2 EPR CL1, CL2, CL3, CL4	21-07-25	N	N/A	LPE	O	N/A

N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	13.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Noted. FIEA comment addressed on the basis that the CCP is a planning related document which can be verified ahead of verification of EPR plans and the associated WEMP. The FIEA understands works planned under the CCP and associated site specific information and mitigation measures will be incorporated into and verified as part of the EPR sub-plans and associated WEMP in due course.	EMF Table 6-2 EPR CL1, CL2, CL3, CL4	08-08-25	N	N/A	LPE	C	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	14	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Section 10. Review of this CCP states "An internal review of this Plan will be conducted on an annual basis or when specifically directed by the State or when there is a change in compound activities or operations. This is to ensure consistency of the works with the details and management procedures outlined in this Plan. A CCP may be amended from time to time, to the satisfaction of the Minister for Planning, where an increased risk is incurred then the CCP will need to be reverified by the IEA". Please define what would qualify as an increased risk such that the CCP would need to be reverified by the IEA. Similarly what "change in compound activities or operations" would require an internal review. The FIEA notes that the FIEA-verified TSA ES contains a section defining major and minor revisions, including implications on FIEA review and verifications.	General	14-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	14.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway. Tram to Springvale Alliance	Re-verification will be required specifically when there are any changes to the compound foot print necessitating updates to the flooding assessment or removal of further vegetation. Updates to this Plan will be undertaken in accordance with the requirements within the Environmental Strategy section "Managing, reviewing and approving revisions" added to text in Section 10.	General	21-07-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	14.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	FIEA comments addressed	General	08-08-25	D	N/A	LPE	C	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	15	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Section 4.12.2 a) of the Incorporated Document requires the CCP to include a plan showing the location and layout of each compound and the categories of works and operations proposed within each compound. Table 7 of the CCP provides further details about the estimated duration of activities within the compound. The FIEA notes that in relation to "Site preparations" and "Work Activity" that "Environmental controls and temporary fencing: Setup environmental controls and monitoring for air, noise and vibration, spill kit placement as per the WEMP" Please provide (and update this section with) the corresponding WEMP referenced in Table 7 that covers the environmental controls and temporary fencing: Setup environmental controls and monitoring for air, noise and vibration, spill kit placement.	NELP Incorporated Document Dec 2019 amended Sept 2023	14-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	15.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway. Tram to Springvale Alliance	Comment noted, Zone 6100 WEMP (NEL-EST-NEA-6100-EEE-MPL-0001). It is intended that the WEMP will be verified prior to the verification of the CCP. The reference in Table 7 has been updated.	NELP Incorporated Document Dec 2019 amended Sept 2023	21-07-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	B	N/A	15.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	FIEA comments addressed	NELP Incorporated Document Dec 2019 amended Sept 2023	08-08-25	D	N/A	LPE	C	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	C	N/A	03	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Section 4.12.2 d) of the incorporated document requires the CCP to avoid, then minimise, then mitigate impacts on sensitive receivers. Table 7 of the CCP states for the work activity associated with site establishment, "Services to be connected to the compound: "Mains power connection to be sought if available if not, generators to be used for site power. Silent power generators have been requested in the Subcontractor Invitation to Tender (ITT) documentation to minimise noise overnight". Please confirm at what point will a decision be made to either use main power or generator and whether it is likely that both mains power and back up generator will be used. If a generator is proposed, please clarify the noise and air quality impacts associated with operation of the generator or the associated design and siting measures which have been considered to minimise noise and air quality impacts.	NELP Incorporated Document Dec 2019 amended Sept 2023	14-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	C	N/A	03.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway. Tram to Springvale Alliance	Comment noted, the project will most likely use a generator behind hoarding until a mains connection has been added. This has been added in the text.	NELP Incorporated Document Dec 2019 amended Sept 2023	21-07-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	C	N/A	03.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Noted. Please clarify if air quality impacts associated with operation of the generator(s) or the associated design and siting measures, have been considered to minimise air quality impacts.	NELP Incorporated Document Dec 2019 amended Sept 2023	08-08-25	D	N/A	LPE	O	N/A

N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	C	N/A	03.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	Comment noted, following text added to Table 7 "Temporary generator(s) to be sited behind hoarding to minimise noise impacts with sufficient exhaust clearance & height to prevent air quality impacts to the community."	NELP Incorporated Document Dec 2019 amended Sept 2023	14-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	C	N/A	03.01.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	FIEA Comment Addressed	NELP Incorporated Document Dec 2019 amended Sept 2023	19-08-25	D	N/A	LPE	C	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	C	N/A	06	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Section 4.12.2 e) of the Incorporated Document requires the CCP "Demonstration that the categories of works proposed within the compounds are appropriate having regard to whether the land is flood prone, including any flood modelling where appropriate, or has any particular environmental sensitivity, and that the works will be suitably managed to address any flood risk". Section 4.2. Compound description of the CCP states that "Where necessary, consideration will be given to placing the compound building on footings to ensure floor levels are above a nominated level, as agreed with Melbourne Water, to manage flood risk." Flood Emergency Management Plan (Construction)(NEL-EST-NEA-6990-EEE-MPL-0009) (Rev C) Table 20 Flood mitigation and management measures states for ID CFM06 "Construction compounds to be located outside flood extents (5% AEP) where practicable, or be elevated above flood depths to mitigate damage to 1% AEP event". The FIEA notes that the Flood Emergency Management Plan has not yet been verified at this stage of review. Please confirm if the compound building will need to be built on footings to elevate it above flood depths.	NELP Incorporated Document Dec 2019 amended Sept 2023	14-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	C	N/A	06.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	Comment noted, reference updated, no footings are proposed for the compound (as the compound is outside of the 5% AEP). The compound will be placed on a crushed rock hardstand	NELP Incorporated Document Dec 2019 amended Sept 2023	21-07-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	C	N/A	06.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	THE FIEA notes that TSA has stated that that no footings are proposed for the compound as the compound is outside the 5% AEP. However, this is contrary to Section 7.1. Flood risk of the CCP which states that "The updated flood model indicates the Compound location would be within the 5% AEP flood extent but outside the 20% AEP extent." Please clarify if the "updated flood model indicates the Compound location would be within the 5% AEP flood extent" and provide evidence that the CCP is outside the 5% AEP extent. The FIEA notes that a change in reference does not change the fact that the CCP carpark and Haul Road would likely be within the 5% AEP when comparing the location of the CCP in the context of Appendix A Flood Mapping (A-1-2 Flood Depth - 5% AEP).	NELP Incorporated Document Dec 2019 amended Sept 2023	08-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	C	N/A	06.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	Comment noted, section 7.1 has been updated to be consistent with above statement. CC carpark is within 5% AEP - compound buildings are not.	NELP Incorporated Document Dec 2019 amended Sept 2023	14-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	C	N/A	06.01.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	FIEA Comment Addressed	NELP Incorporated Document Dec 2019 amended Sept 2023	19-08-25	D	N/A	LPE	C	N/A

N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	C	N/A	08	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Section 4.12.2 e) of the Incorporated Document requires the CCP "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 5.2 Phase 0 – Eram Park Compound Area Flood Results of the "Eastern Freeway Upgrade – Koonung Creek Phase 0 Construction Compound Temporary Works Flood Model Build Memorandum" (NEL-EST-NEA-6520-CFM-MEM-0001) (Rev A) states that: "Eram Park Compound has been located within the existing Tram Road Retarding Basin. The compound has been designed to be above the have 5% AEP event, to limit the fill and loss of floodplain storage within the existing retarding basin and limit adverse impacts to private properties. In the rarer AEP events, the compound is allowed to be inundated to limit adverse flood impact." This conflicts with statements made in Section 7.1 of the CCP, namely: "The 2% AEP flood extent has been modelled as part of the design of this Project. The updated flood model indicates the compound location would be within the 2% AEP flood extent but outside the 20% AEP extent. Flood modelling of the area demonstrates that the establishment of the Construction Compound will not have a negative impact on the flooding of Eram Park or surrounding private properties." Please clarify if the compound has been designed to be above the have 5% AEP or within the 2% event and whether the associated impacts and controls are accurately reflected.	NELP Incorporated Document Dec 2019 amended Sept 2023	14-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	C	N/A	08.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway. Tram to Springvale Alliance	Comment noted, reference updated.	NELP Incorporated Document Dec 2019 amended Sept 2023	21-07-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	C	N/A	08.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Section 7.1. Flood risk of the CCP states that " The updated flood model indicates the Compound location would be within the 5% AEP flood extent but outside the 20% AEP extent." Please clarify if the "updated flood model indicates the Compound location would be within the 5% AEP flood extent" and if so provide evidence that the CCP is outside the 5%AEP extent. The FIEA notes that a change in reference does not change the fact that the CCP carpark and Haul Road would likely be within the 5% AEP when comparing the location of the CCP in the context of Appendix A Flood Mapping (A-1-2 Flood Depth - 5% AEP). Please clarify if the compound is within 5% AEP and whether associated impacts and controls are documented and accurately reflected.	NELP Incorporated Document Dec 2019 amended Sept 2023	08-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	C	N/A	08.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway. Tram to Springvale Alliance	Comment noted, as mentioned above Section 7.1 has been updated.	NELP Incorporated Document Dec 2019 amended Sept 2023	14-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	C	N/A	08.01.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	FIEA Comment Addressed	NELP Incorporated Document Dec 2019 amended Sept 2023	19-08-25	D	N/A	LPE	C	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	02	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Section 4.12 of the Incorporated Document Dec 2019 amended Sept 2023 states "All construction compounds must be located and operated in accordance with the approved CCP and relevant EPRs included in the approved EMF." and ""The CCP must include - demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas" Section 9. Communication strategy & 9.1. Community consultation of the CCP states that "the Alliance will develop a Communications and Community Engagement Action Plan (CCEAP) to support the Eram Park Construction Compound, identifying potential impacts to residents, users of the public open space in Eram Park and the surrounding local roads. The CCEAP will also identify additional measures that will be put in place to minimise impacts and proposed communication and engagement activities and identify opportunities to provide feedback". Please provide the Communications and Community Engagement Action Plan (CCEAP) to support the Eram Park Construction Compound.	NELP Incorporated Document Dec 2019 amended Sept 2023	14-07-25	D	N/A	LPE	O	Yes

N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	02.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	Comment noted, as above the CCEP will be provided for information and a summary of community & stakeholder consultation regarding the Eram Park Construction Compound will be attached as an appendix to the CCP prior to verification submission.	NELP Incorporated Document Dec 2019 amended Sept 2023	21-07-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	02.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Noted. Until the CCEP is provided the CCP cannot be verified.	NELP Incorporated Document Dec 2019 amended Sept 2023	08-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	02.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	The CCEAP will be provided prior to verification.	NELP Incorporated Document Dec 2019 amended Sept 2023	14-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	02.01.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Please confirm when CCEP would be made available to FIEA. In addition, although DTP and Whitehorse City Council Consultation Presentation comments have been provided, please confirm when a completed Appendix C (Summary Consultation) can be provided for review and if there are other outstanding consultations which are currently still in progress.	NELP Incorporated Document Dec 2019 amended Sept 2023	19-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	02.01.01.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	Noted, the CCEAP has been attached to this submission alongside the Council Presentation and summary of Community consultation.	NELP Incorporated Document Dec 2019 amended Sept 2023	21-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	02.01.01.01.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	The FIEA notes evidence of consultation and associated CCEAP . Provided that Appendix C is updated with a summary of consultation (e.g. Eram Park Compound consultation summary report and other provided consultation with DTP, MW and council), the FIEA comment is addressed.	NELP Incorporated Document Dec 2019 amended Sept 2023	26-08-25	D	N/A	LPE	C	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	05	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	The Eram Park CCP does not include the additional detailed information as required by Section 1.2.13 (Condition 13(a)(b) and (c)) of the Cultural Heritage Management Plan (CHMP) 15576. -Condition 13(a) May be harmed. i. These places, VAHR 7922-1594 and VAHR 7922-1820 may be harmed by the activity on the proviso that Conditions 13(b) and 13(c) are adhered to. -Condition 13(b) RAP Inspections during ground disturbing works (Conditions Condition 13(b) (i.) to (v.)). -Condition 13(c) (i) Artefact Storage and Repatriation. In addition, please provide evidence that the compound located within the Victorian Aboriginal Heritage Register (VAHR) 7922-1594 Management Zone has previously been salvaged.	Cultural Heritage Management Plan (CHMP) 15576:	14-07-25	N	N/A	LPE	O	Yes
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	05.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	Comment noted, High level reference added to table 10. the evidence of salvage will be provided to FIEA separately prior to verification of the Eram Park CCP. Please note that CHMP 15576 Amendment 6 (20-08-2024) notes that the condition to salvage VAHR7922-1954 has been satisfied.	Cultural Heritage Management Plan (CHMP) 15576:	21-07-25	N	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	05.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Noted, TSA to provide evidence of salvage to FIEA separately prior to verification of the Eram Park CCP.	Cultural Heritage Management Plan (CHMP) 15576:	08-08-25	N	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	05.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	TSA has attached to current submission of the CCP.	Cultural Heritage Management Plan (CHMP) 15576:	14-08-25	N	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	05.01.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Please provide evidence of salvage to the FIEA, the current submission did not include any attached evidence of salvage.	Cultural Heritage Management Plan (CHMP) 15576:	19-08-25	N	N/A	LPE	C	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	05.01.01.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	Comment noted, CHMP was supplied. TSA have reviewed, upon review of CHMP requirements, salvage of VAHR7922-1594 not required, only requires management via supervision. Reference to being previously salvaged has been removed from the CCP.	Cultural Heritage Management Plan (CHMP) 15576:	21-08-25	N	N/A	LPE	C	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	05.01.01.01.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	FIEA comment addressed.	Cultural Heritage Management Plan (CHMP) 15576:	26-08-25	N	N/A	LPE	C	N/A

N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	07	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Section 4.12.2 e) of the Incorporated Document requires the CCP "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". EPR SW6 includes the following requirement "Permanent works and associated temporary construction works must not increase overall flood risk at relevant locations or modify the flow regime of waterways without the acceptance of the relevant flood plain manager, drainage authority or asset owner (typically Melbourne Water) and in consultation with other relevant authorities (eg Council, Department of Transport, Parks Victoria, SES, emergency services)." Section 5 of the CCP states that "The establishment of the Construction Compound has been demonstrated by the modelling to not exacerbate the flooding of the Koonung Creek. Works will be suitably managed to address any flood risk through the Flood Emergency Management Plan prepared to meet EPR SW7." The FIEA notes that under the Flood Emergency Management Plan (Construction) (NEL-EST-NEA-6990-EEE-MPL-0009 Revision: C) section 8.1.4.1. Zone 6100: "Flood information for flood prone areas under temporary works conditions is not available, TSA temporary flood modelling is currently being undertaken. Once this flood modelling information is available, relevant mitigation measures will be included into the WEMPS and Work Packs". Please update the references to reflect any updated flood modelling information and reports. Furthermore, please clarify and provide evidence on whether consultation required under SW6 has been completed.	NELP Incorporated Document Dec 2019 amended Sept 2023	14-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	07.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	Comment noted, Melbourne Water has been consulted as part of the flood modelling process (Flood Modelling Design Package has been referred to Melbourne Water), in addition Melbourne Water has been consulted for the FEMP and SWMP. The outcomes of the flood modelling have been incorporated into the current revision of the CCP as taken during the development of the flood modelling and the various revisions. Records of the Melbourne Water consultation will be provided in subsequent revisions of the CCP and FEMP as design progresses prior to finalisation.	NELP Incorporated Document Dec 2019 amended Sept 2023	21-07-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	07.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Noted that records of the Melbourne Water consultation will be provided in subsequent revisions of the CCP and FEMP as design progresses prior to finalisation. This comment remains open.	NELP Incorporated Document Dec 2019 amended Sept 2023	08-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	07.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	TSA agrees and confirms.	NELP Incorporated Document Dec 2019 amended Sept 2023	14-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	07.01.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	Please confirm if Melbourne Water consultation has been completed, when would records be provided (eg. Melbourne Water "No Objection" to be sought prior to use of compound, referenced in the CCP) and whether this will be included in Appendix C (Summary Consultation).	NELP Incorporated Document Dec 2019 amended Sept 2023	19-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	07.01.01.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Eastern Freeway: Tram to Springvale Alliance	Melbourne Water consultation evidence has been provided. Ongoing weekly meetings including commentary on project wide flood modelling for phase 0 which includes flooding extent allowing for siting of Eram Park compound. Melbourne Water No Objection expected to be provided shortly encompassing Phase 0 modelling (which includes Eram Park Compound Area) No Objection will be provided to FIEA when obtained by NEA.	NELP Incorporated Document Dec 2019 amended Sept 2023	21-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	D	N/A	07.01.01.01.01.01.01	NEL-EST-NEA-6990-EPA-MPL-0001	N	Freeways IEA	The FIEA notes evidence of consultation and associated CCEAP . Provided that Appendix C is updated with a summary of consultation (e.g. Eram Park Compound consultation summary report and other provided consultation with DTP, MW and council), the FIEA comment is addressed.	NELP Incorporated Document Dec 2019 amended Sept 2023	26-08-25	D	N/A	LPE	C	N/A
N/A	NEL-EST-FIEA-6990-EPA-CRS-0001	E	N/A	16	NEL-EST-NEA-6990-EPA-PLN-0001	N	Freeways IEA	FIEA noted that the Eram Park CCP has been updated to incorporate changes in response to DTP comments. The FIEA has no further comments.	N/A	24-11-25	O	N/A	LPE	C	Yes

