

# Construction Compound Plan (CCP) – Springvale

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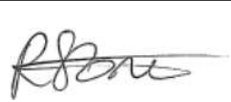


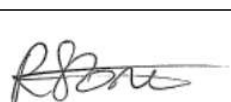

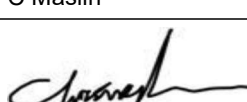
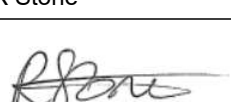
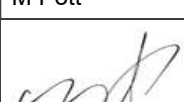


## Details of Revision Amendments

### 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	19/09/25	C Maslin	R Stone	M Potts	
Signature:					
00.01	04/12/25	C Maslin	R Stone	M Pott	
Signature:					
01	05/12/25	C Maslin	R Stone	M Pott	
Signature:					

### 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	19/09/25	Issued for Review	C Maslin
00.01	04/12/25	Issued for Review	C Maslin
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## Abbreviations and acronyms

Table 1 Abbreviations and acronyms

Abbreviation	Definition
AEP	Annual Exceedance Probability
ARI	Average Recurrence Interval
AMP	Archaeological Management Plan
AS	Australian Standards
AS/NZS	Australian Standard/New Zealand Standard
BoM	Bureau of Meteorology
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)
DZS	Doncaster Zone Substation
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 (Now VIDA)
NDD	Non-Destructive Digging
NEL	North East Link
NELP	North East Link Project
NGZ	No Go Zone
NML	Noise Management Levels
NVRR	Native Vegetation Removal Report
PSA	Planning Scheme Amendment (GC98)
Project	Eastern Freeway Upgrade – Tram the Springvale Project
RAP	Registered Aboriginal Party
SDS	Safety Data Sheet
SUP	Shared Use Path

Abbreviation	Definition
SWMP	Surface Water Management Plan
TMLG	Transport Management Liaison Group
TPZ	Tree Protection Zone
TSA	Eastern Freeway Upgrade – Tram the Springvale Alliance
UDLP	Urban Design Landscape Plan
UDS	Urban Design Strategy
UE	United Energy
VAHR	Victorian Aboriginal Heritage Register
VHI	Victorian Heritage Inventory
VHR	Victorian Heritage Register
VIDA Roads	Victorian Infrastructure Delivery Authority – Roads (formerly MRPV)
WEMP	Worksite Environmental Management Plan
WSUD	Water Sensitive Urban Design
WTMP	Worksite Traffic Management Plan

## 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.

Word	Definition
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	<p>Unavoidable works are defined in EPR NV3 and must be verified by the IEA as such for each instance they are undertaken.</p> <p>Unavoidable works may result in noise from construction works during weekend/evening work hours and the night period which do not meet the guideline targets in EPR NV3 and the definition of unavoidable works.</p>

## Part A: Overview

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# 1. Introduction

## 1.1. Purpose of this plan

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 (Incorporated Document) and regulate the use and development of the Springvale Construction Compound to support the Eastern Freeway Upgrades: Tram to Springvale (the 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).

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 approach explained above to delineate a compound(s) and construction site(s) is consistent with previous CCPs approved for the Early Works (and other) Packages of the NEL Project.

This CCP is prepared for the Springvale Construction Compound, which is to be located within Junction Road Reserve, this is the area delineated by Springvale Rd, Junction Rd, Koonung Creek and Koonung Creek Trail, as outlined in section 4.

This plan describes the proposed activities, hours of operation and potential environmental and community impacts of the Springvale 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.

As described above, 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 comply with all conditions stipulated in the Incorporated Document.

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

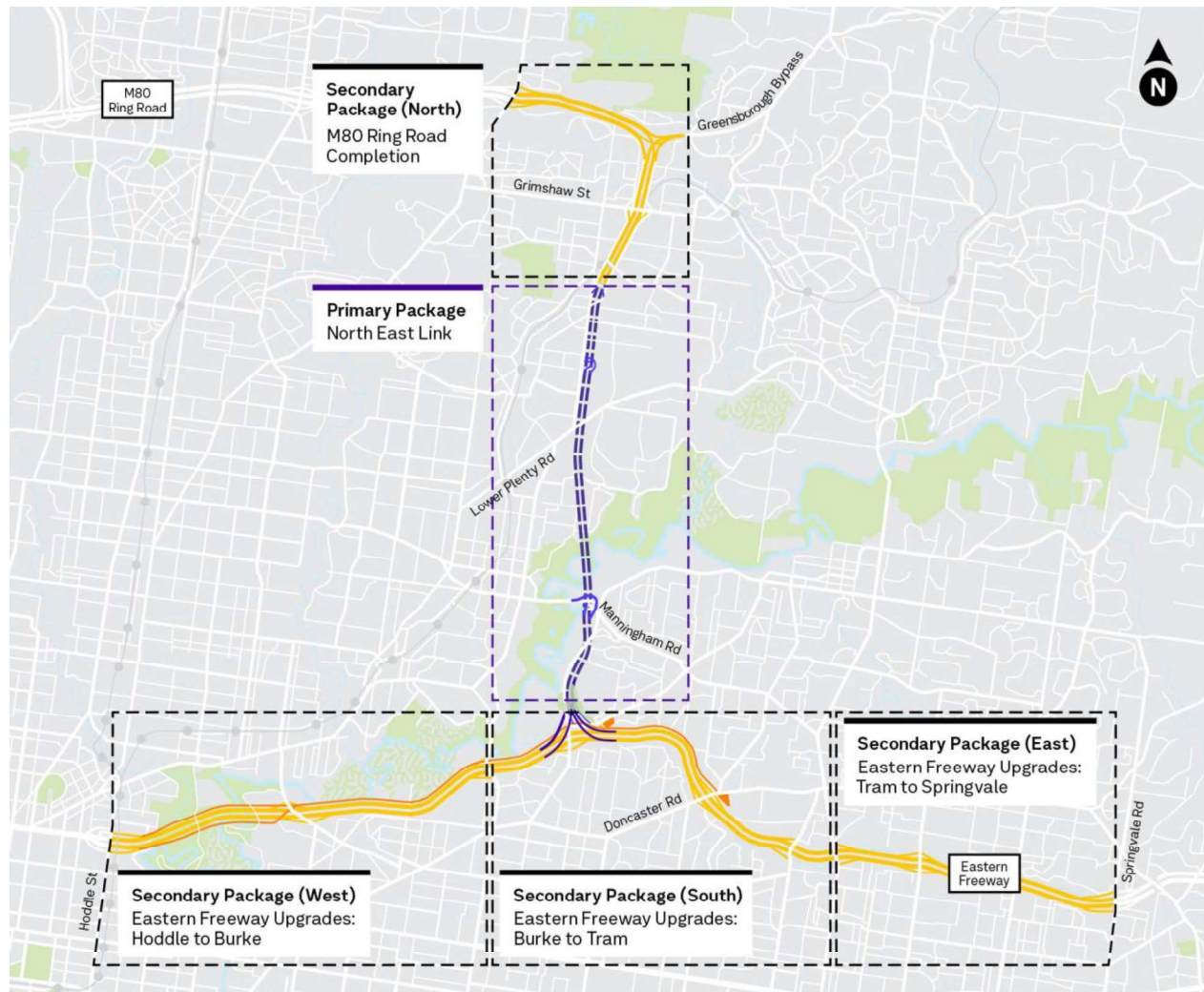
**Table 3 Compliance with Incorporated Document**

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 5.1
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 5 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.

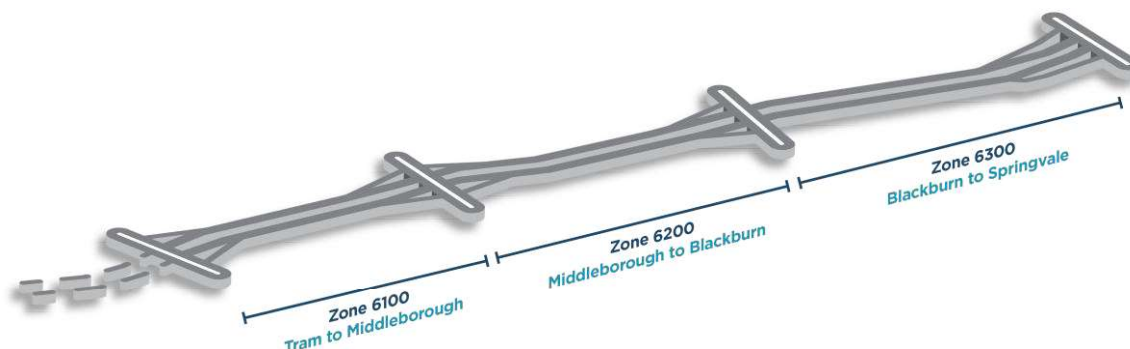


Figure 2 Project work zones

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	Springvale Construction Compound
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 for all construction zones.

The Springvale Construction Compound (this CCP) is the second compound to be developed to support the works, particularly in Zones 6200 and 6300. The first compound will be built within Eram Park, within the Koonung Creek Linear Reserve, located to the east of Tram Road and north of the Eastern Freeway and will support works in Zones 6100 and 6900.

## 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 following approvals include:

- Planning approval under the *Planning and Environment Act 1987* (Vic)
- 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 1999* (Cth).

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 which apply to all land within the designated Project Boundary.

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

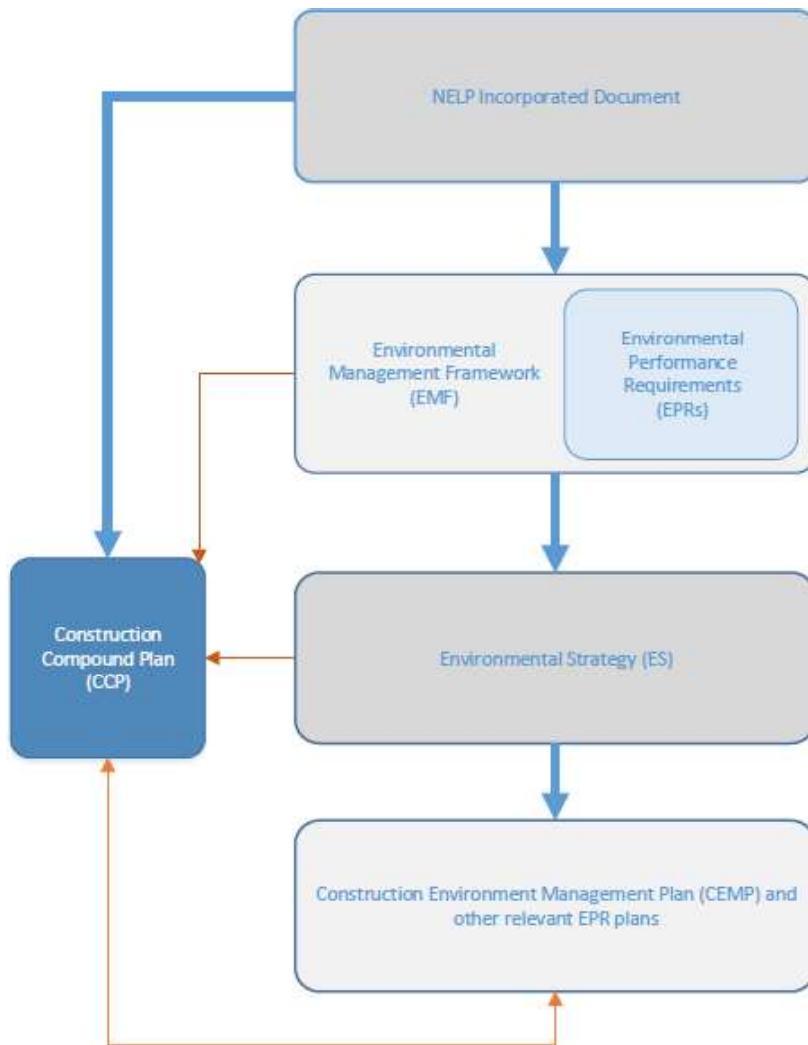


Figure 3 CCP Planning and Approvals Context

### 3.1.1. Approvals Framework

Table 5 details the requirements of 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 Approvals Framework**

<b>Legislation</b>	<b>Responsible Authority</b>	<b>Approval</b>	<b>Purpose/Location</b>	<b>Application to this CCP</b>
<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, an 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	Not required for this CCP as entry and exit will be onto a DTP (not Council Road)
<i>Road Management Act 2004</i>	DTP	Working within a road reserve permit	Eastern Freeway	Required for this CCP where DTP roads require occupation
<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.	Not required.
<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.	Native vegetation may be removed for the purposes of establishing the Compound, prior to removal, destruction or lopping of native vegetation an application to DEECA must be made and offsets obtained.
Melbourne Water (Flood Impact Assessment) <i>Incorporated Document Clause 4.11.2 (f)</i>	Melbourne Water	Letter of No Objection for proposed temporary works within waterways and/ or 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

Legislation	Responsible Authority	Approval	Purpose/Location	Application to this CCP
<i>Environmental Protection Act 2017</i>	Environmental Protection Authority	A13c – Waste and resource recovery (small) registration	Compound Yard Required for the storage and/or processing of waste material (NDD slurry) greater than 5m <sup>3</sup>	An A13c Registration is required for the operation of the NDD (non-destructive digging) recycling plant  Trucks transporting NDD slurry to separation apparatus located at Compound for water and solids separation.

## 4. Springvale Compound

### 4.1. Site context

This section includes a plan showing the location and layout of the Compound and section 4.3 explains the categories of works and operations proposed within the Compound.

The Compound will be located within Koonung Creek Reserve, south of the Eastern Freeway between Kett St and the Eastern Freeway / Springvale Road interchange.

The location of the construction site in relation to the Compound and nearby environmental features are shown in Figure 4.

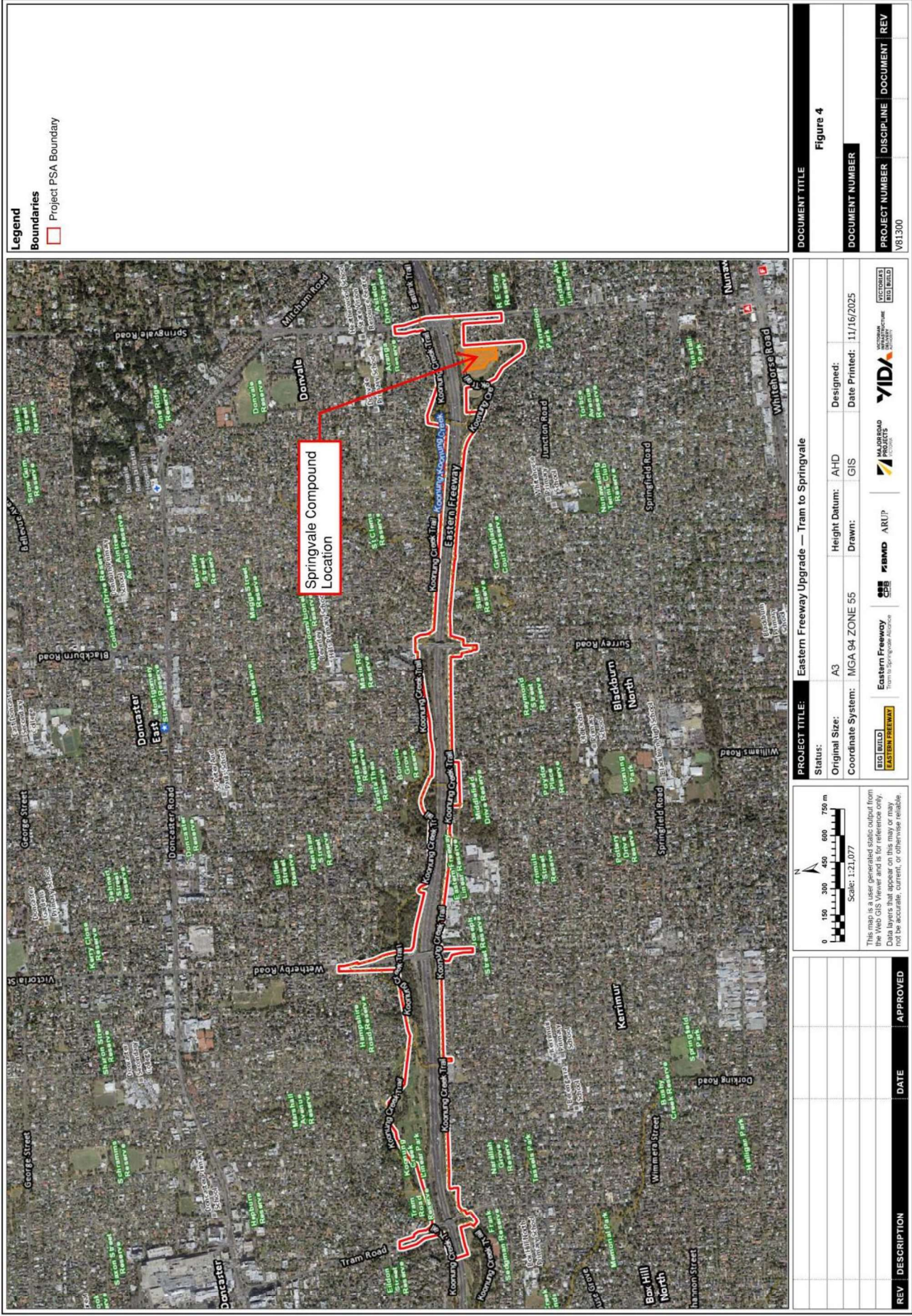
The Compound location is sited within the Project CHMP and Specific Controls Overlay Boundaries and will be temporarily occupied for the duration of project works.

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; the land is located within the municipality of Whitehorse City Council.

The Compound location is within Crown Land managed by the Department of Energy, Environment and Climate Action (DEECA).

Fencing and hoarding will be installed to delineate the construction site from surrounding land and to minimise the impact on visual amenity and noise from the Compound on the surrounding area, refer Figure 5 for further information on the Compound.





## 4.2. Compound description

The Compound will be utilised to primarily support and facilitate works associated with Zone 6200, 6300 and 6900 Middleborough Road to Springvale Road (refer Table 4 for Zones).

The Compound design includes allowance for 180 construction labour / workforce and 75 project management staff working out of the compound. Additionally, the Compound includes parking allowance for private vehicles for workers carpooling construction vehicles to Eram Park (where only construction vehicles are allowed).

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, waste management and materials as well as a treatment plant for the separation of waters and aggregates from non-destructive digging (from non-contaminated areas) across the project for reuse in addition to areas for other waste and recycling processing from the project.

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 6200, 6300 and 6900.







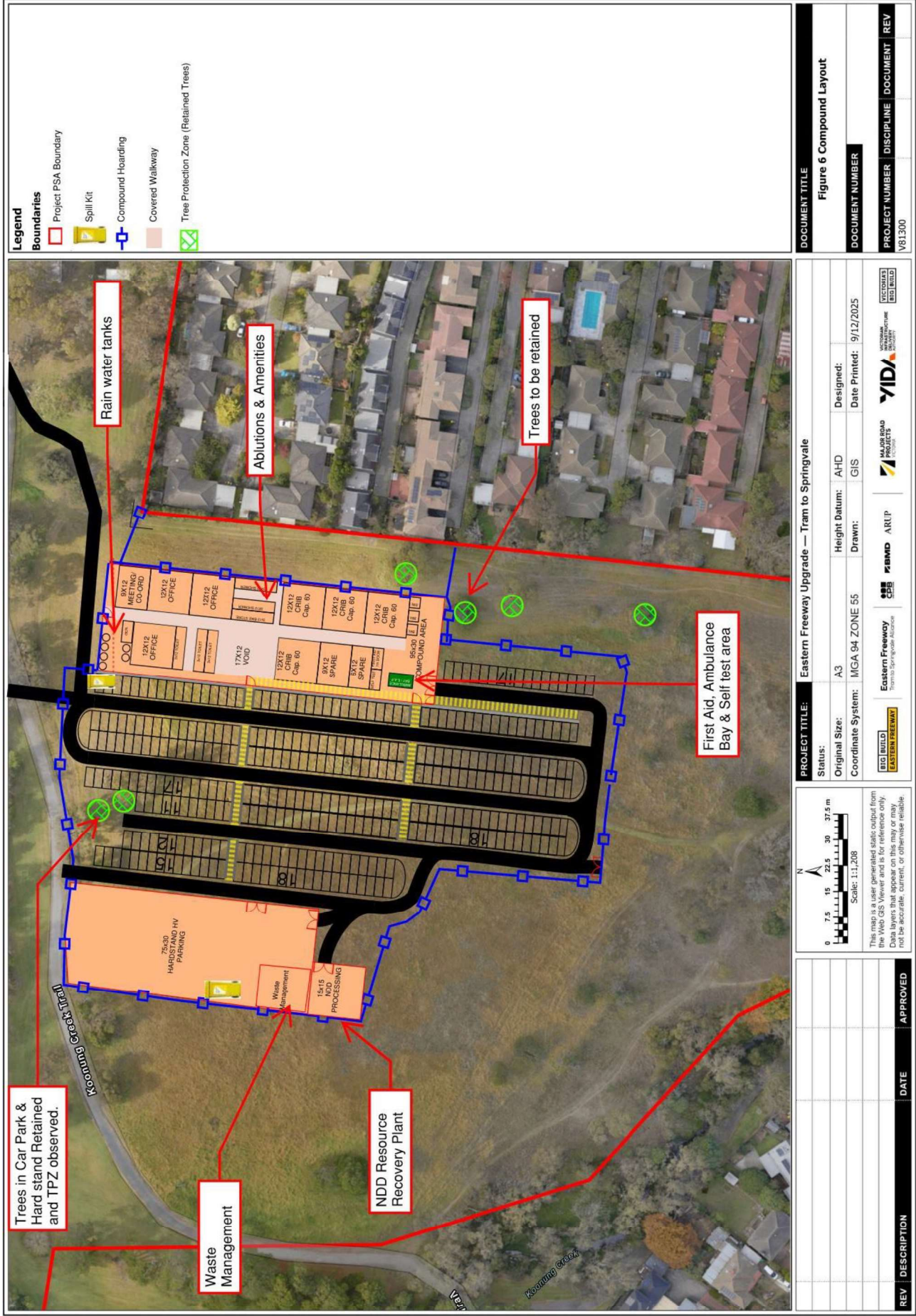


Figure 6 Indicative Layout of the compound

**Table 6 Compound Uses and Activities**

Compound uses	Construction activities supported by Compound
<p>Office amenities for Project staff</p> <p>Workforce amenities including buildings for bathrooms, first aid and a meals/crib room</p> <p>Holding site safety briefings each morning</p> <p>Localised staff car parking</p> <p>Materials storage, generally in containers, or where the storage of materials outside of the Compound would create a security risk</p> <p>Storage of hazardous substances in compliance with Australian Standard (AS) 1940:2017</p> <p>Storage of tools, equipment and non-hazardous substances appropriately and banded as required</p> <p>Processing of Non-Destructive Digging waste for reuse and recovery of aggregates</p>	<p>Construction activities</p> <ul style="list-style-type: none"> <li>• Installation of temporary safety, environmental &amp; traffic (including pedestrian) protection measures</li> <li>• Clearing and grubbing including removal of topsoil less than 500mm.</li> <li>• Road widening including retaining walls, pavement, on and off ramps and drainage</li> <li>• Noise walls construction</li> <li>• Works to drainage outlets and WSUD elements into Koonung Creek</li> <li>• Relocation of services</li> <li>• Installation of freeway Intelligent Transport Systems (ITS)</li> <li>• Shared User Path (SUP) relocation to the South of the new Noise walls</li> <li>• Landscaping</li> <li>• Upgrade to two existing pedestrian and cyclist bridges at Koonung Road and Cabena Street</li> </ul>

The location and details of the Compound are indicative and may be subject to minor changes such as the buildings not being precisely in places as shown on the compound layout plans or the categories of works and operations being altered within the compound building, but not reconfiguration of the compound building locations.

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

These changes would be based on Subcontractor preferences in optimising the Compound layout.

Site accommodation facilities 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.

Hardstand areas are to be established through stripping of topsoil followed by the placement and compaction of crushed rock. Rumble grids, large diameter crushed rock or similar controls will be installed at egress points to ensure that vehicles do not cart unwanted soil or rocks onto public roads.

The carpark will be sealed with spray seal bitumen or asphalt to minimise dust and prevent sediment laden runoff.

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

Compound works are anticipated to begin in Q3 2025, 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 construction the Compound will be demobilised and measures will be taken to restore the former use of the land as per the Incorporated Document, clause 4.12.2 (f). Section 8, Table 11: Springvale Compound area prior to occupation, shows how the land will be restored.

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

It is expected to take approximately six to eight weeks to establish the Compound as outlined in Table 7.

These works will occur during normal working hours.



**Table 7 Springvale Compound (establishment activities and indicative durations)**

Occupation	Anticipated Duration	Work activity
Site preparation	6 weeks Oct/Nov 2025	<p>Environmental controls and temporary fencing:</p> <ul style="list-style-type: none"> <li>• Setup environmental controls and monitoring for air, noise and vibration, spill kit placement as per corresponding WEMP (NEL-EST-NEA-6900-EEE-MPL-0001)</li> <li>• Temporary fencing, tree protection or no-go zones to be established and delineated from the site operations</li> <li>• Erosion and sediment controls</li> <li>• Clearing and grubbing</li> <li>• Site egress will be stabilised to prevent mud tracking and dust</li> <li>• Access roads</li> </ul> <p>Compound establishment:</p> <ul style="list-style-type: none"> <li>• Access road installation</li> <li>• Hardstand area establishment</li> <li>• Lifting and placement of Compound buildings</li> <li>• Connection of services</li> </ul>
Compound establishment	6 - 8 weeks November 2025 – January 2026	<p>Services to be connected to the Compound:</p> <ul style="list-style-type: none"> <li>• A mains connection will be established to power the Compound to minimise any noise impact caused by generators, generators may need to be used for a short time, located behind compound hoarding, until the mains connection is established</li> <li>• 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 and impermeable to ensure no leakage into the surrounding environment. Sewer connection to be sought if available.</li> <li>• Water supply will be from water mains once approved by relevant authorities or supplied by a nearby hydrant or by truck delivery to potable water tanks in the interim.</li> </ul>
Main Construction Works	2 Years June 2028	<ul style="list-style-type: none"> <li>• Relocation of utilities (permanent) services</li> <li>• Clearing and grubbing for permanent works</li> <li>• NDD Processing, including transport of NDD slurry to separation apparatus at Compound for water and solids separation, refer Table 5 (Secondary Approvals) for detail on approval by EPA.</li> </ul>
Demobilisation of Compound	5 weeks August 2028	<ul style="list-style-type: none"> <li>• Disconnection of temporary compound utilities</li> <li>• Removal of site buildings and construction equipment</li> <li>• Removal of construction hardstand</li> <li>• Return to public use in accordance with UDLP</li> </ul>

## 4.4. Working hours

The primary use of the Compound will align within normal construction hours.

Time periods are 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"> <li>Monday to Friday 7am to 6pm</li> <li>Saturday 7am to 1pm</li> </ul>
Weekend and Evening: <ul style="list-style-type: none"> <li>Monday to Friday 6pm to 10pm</li> <li>Saturday 1pm to 10pm</li> <li>Sunday/Public Holidays 7am to 10pm</li> </ul>
Nighttime: <ul style="list-style-type: none"> <li>Monday to Sunday 10pm to 7am</li> </ul>

### 4.4.1. 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.

### 4.4.2. Unavoidable works

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.

Noise from construction works outside of standard construction hours must meet the corresponding night noise management levels as outlined in the CNVMP. Where the noise management levels cannot be met then works must be considered as 'Unavoidable Works' and must meet the definition of EPR NV3. 'Unavoidable Works' must be verified by the Independent Environmental Auditor as per EPR NV3 and NV4.

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

In accordance with EPR NV3 and NV4, Unavoidable works may be undertaken for the following types of construction activity:

- The delivery of oversized plant or structures that police or other authorities determine require special arrangements to transport along public roads
- Emergency work to avoid the loss of life or damage to property, or to prevent environmental harm
- Maintenance and repair of public infrastructure where disruption to essential services and/or considerations of worker safety do not allow work within standard hours
- Tunnelling works including mined excavation elements and the activities that are required to support tunnelling works (i.e. spoil treatment facilities)
- Road and rail occupations or works that would cause a major traffic hazard.
- Other works where a contractor demonstrates and justifies a need to operate outside normal working hours and exceed the noise guideline targets such as work that once started cannot practically be stopped.

Site hours and access to site during night works will be determined on a case-by-case basis and by specific scope unavoidable requirements (road closures, diversions etc.). TSA will work carefully coordinate works to ensure there is minimal inconvenience to the community.

## 4.5. Access and Egress to the Springvale Compound

The Project undertook evaluation of potential access routes to the Springvale Compound. The nominated access & egress location into the compound is from Westbound Springvale Rd Onramp onto the Eastern Freeway.

Prior to construction of the compound there will be a temporary access from Springvale Road at the North-East corner of Junction Rd Reserve to allow for the construction of the connection to the Freeway Onramp.

Sited access & egress locations have been selected to minimise impact on the community and the removal of vegetation.

The access & egress can be seen in Figure 5 above.

## 5. Justification of location and use of Compound

The Compound location was originally selected, as an option, within the Environmental Effects Statement (EES) for the broader North East Link Project. The selection of the location of the Compound was cognisant of the following factors and constraints. In addition to considering the future land use, the location of the Construction Compound has been selected based on an assessment of avoiding, minimising and mitigating 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 site will be reinstated once the Compound is no longer required. The Compound is proposed on land which is not to be permanently acquired. Demobilisation of the Compound will leave the site in accordance with the project's UDLP to facilitate the pre and post use of the land for informal community sport and off lead dog walking.
- **Proximity to Works:** The Compound is located adjacent to the Eastern Freeway Springvale Rd on ramp, earth works, resurfacing and other works will occur at or near to this location. 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 Junction Road Reserve and pedestrian paths/SUPs. Efforts to maximise recreational areas retained for park users has been considered in the siting of the compound, to allow continued use of parts of the Reserve during compound operations by park users. The fenced and hoarded off area has been limited to only the areas being occupied by the Project. The compound location has been set back from residents and kept to a single level to prevent overshadowing, privacy and light spill impacts to residents.
- **Business Impacts:** Impacts to nearby businesses is expected to be minimal due to the proposed main access locations being sited away from any local businesses.
- **Cultural Heritage:** The Compound is located within the Victorian Aboriginal Heritage Register (VAHR) 7922-1596 Management Zone however does not have any direct impacts within the place extent. VAHR7922-1596 was salvaged by the Burke to Tram Alliance, between November 27<sup>th</sup> 2023 and 13<sup>th</sup> February 2024. As per the Conditions of (CHMP) 15576, Registered Aboriginal Party (RAP) inspections will take place during any ground disturbing works within the CHMP Management Zone.
- **Historic Heritage:** There is the potential site of a historic homestead to the south of the Compound location. The site has not yet been listed to the Victorian Heritage Inventory and is not expected be impacted by the Compound siting see Figure 8.
- **Flooding:** The Compound location is adjacent to Land Subject to Inundation (LSIO) associated with the Koonung Creek. Additional flood modelling has been undertaken and the Compound itself has been located outside the 2% AEP flood extent.. Refer to Appendix A for flood extent mapping, the works will be suitably managed to address any flood risk through the Flood Emergency Management Plan prepared to meet EPR SW7. The Compound will also be designed to minimise increases to upstream flooding to meet EPR SW6.
- **Surface Water:** The Compound will be located in proximity of Koonung Creek / Dunlavin Road Drain. The design and location of the Compound has been positioned as far away as possible to the creek. Erosion and sediment controls will be installed to prevent sediment laden runoff from the Compound area and will include but not be limited to sealing of the carpark to prevent sediment mobilisation.

- **Arboriculture and Flora and Fauna:** There are trees around the Compound location, a minimal amount of amenity planted trees will be removed as part of the construction of the Compound. However, access into the Compound will likely necessitate removal of trees to allow for the construction of a temporary access road into the Compound site (see section 0). Access to the Compound may necessitate the removal of trees as Figure 5 above. The Compound site is primarily exotic grassland and is not expected to provide suitable habitat for native fauna outside of the Creek alignment.
- **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.
- **Site Capacity:** The Springvale Compound facilities have been sized to allow for up to 255 people. The capacity for the workforce has been divided up between the Compound and the project's other Compound at Eram Park 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 Springvale Construction Compound carpooling in construction vehicles to the other Compound at Eram Park and for visitors to the project (such as inspectors, auditors, regulators and etc). Please refer to Section 6.3 Project Parking for more details.

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

Section 6 (Table 11 has more information specific to EPRs)

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

Incorporated Document Requirement	Details of Implementation - Springvale Compound
Avoid	<ul style="list-style-type: none"> <li>• Avoids impact on recreational activities by using only designated Project land within the Project Boundary.</li> <li>• Avoids impacts to Industrial Zones as no Industrial Zones are within proximity to the Compound.</li> <li>• Avoids offsite dust impacts by sealing all car park areas of the hardstand with asphalt / bitumen to prevent generation of dust.</li> </ul>
Minimise	<ul style="list-style-type: none"> <li>• Selected access will be aligned to minimise required removal of vegetation (amenity and native)</li> <li>• Minimises impacts to protected flora and fauna as minimises additional clearing required for the purpose of the Compound.</li> <li>• Minimises offsite noise and light emissions impacting residences through the use of hoarding and siting.</li> </ul>
Mitigate	<ul style="list-style-type: none"> <li>• Mitigates impacts to recreational use impacts by maintaining existing access through the Junction Road Reserve site via Koonung Creek Trail during Compound use as much as possible</li> <li>• Mitigates impact to identified area of potential historic homestead location.</li> </ul>

## 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 North of the Eastern Freeway at the Boronia Grove Reserve and a larger compound at Eram Park.

The alternative sites considered and assessed are shown in Figure 7 with the selection assessment captured in Table .

The Junction Road Reserve site off of Springvale Road has been chosen for use as the Project's main compound due to its close proximity to the Project site and large area to allow the construction of the Project facilities, project parking and laydown with minimal removal of trees and vegetation compared to alternative options. The sighted location additionally is outside of the 1% AEP for the flooding of Koonung Creek / Dunlavin Rd Drain and there is no increase to flooding risk due to the construction of the Compound.

While the project already intends to build and utilise a construction compound within Eram Park the project has assessed an alternative to Springvale Road involving an increase to the size of the Eram Park Compound. This would require an increase to the required amount of tree removal required as well as larger impact to community used space within Eram Park. A larger compound within Eram Park would be at risk of

being within the 20% AEP with the hardstand potentially causing upstream impacts to flooding. It has additionally been determined that elements of the workforce working in areas 6200 and 6300 would cause a larger impact to traffic through their movement between Eram Park and works in the eastern areas of the project.

The Project has reviewed Boronia Grove Reserve as a potential alternative location for a compound location, however this location is outside of the Project Boundary and the boundary for the project's Cultural Heritage Management Plan (CHMP 15576). Access to Boronia Grove Reserve would require access via minor residential streets and not directly into the project alignment and further tree removal. For these reasons and the associated impacts to residents, community and traffic the project has determined to not pursue a compound at this location.

The site location allows for the supporting of works throughout Project delivery.



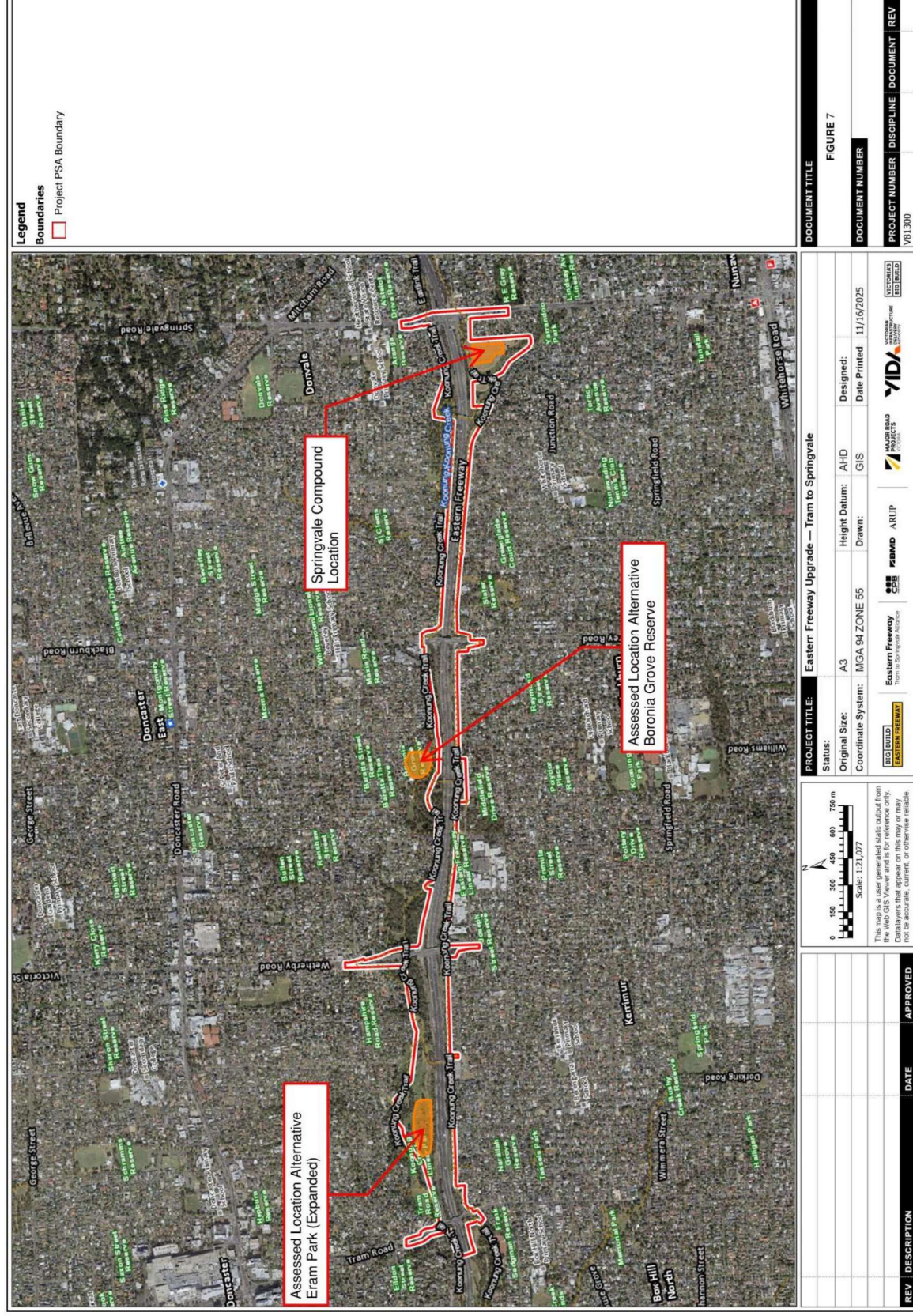


Table 10 Site selection assessment

Description	Option A (Junction Road Reserve - preferred)	Option B (Boronia Grove Reserve - not selected)	Option C (Eram Park (increased size) – Not selected)
<b>Space and Land use</b>	Currently used as a community use recreation / green space and off-leash dog area.	Currently used as a community use recreation / green space with formal sporting oval which would need to be occupied for the construction of a compound.	Currently used as a community use recreation / green space and off-leash dog area.
<b>Proximity to permanent construction works</b>	The location is directly adjacent project works (5m)	The location is set back from the project works and would be accessible via multiple small residential streets (1km of travel).	The location is directly adjacent project works (5m) and accessible by being built off of the designed temporary project Access road
<b>Sensitive receivers</b>	The location is adjacent sensitive receivers.	The location is directly adjacent residential properties	The location is 130m from residential receivers and is visually and audibly screened by retained trees along Koonung Creek
<b>Heritage</b>	The area is within the boundary of the approved project CHMP (CHMP 15576)	The area is outside of the boundary of the approved project CHMP (CHMP 15576)	The area is within the boundary of the approved project CHMP (CHMP 15576)
<b>Flood Risk</b>	The location is outside of the modelled 2% AEP for Koonung Creek	The location is outside of the modelled 2% AEP for Koonung Creek	The location is outside of the modelled 10% AEP for Koonung Creek
<b>Flora and Fauna</b>	This location will require the removal of amenity planted trees primarily within impact of the project's permanent design footprint. No native vegetation or fauna habitat will be impacted	This location is directly adjacent native vegetation, designed access route would require the removal of native vegetation and amenity planted vegetation.	This location will require the removal of amenity planted trees within Eram Park.
<b>Arboriculture</b>	This location will require the removal of amenity planted trees within the permanent project design footprint. The compound design retains trees within Tree Protection Zones within the project carpark and crib areas. Further TPZs will need to be established adjacent to the compound and access roads.	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 Tree Protection Zones around adjacent retained trees will be required
<b>Access to the location</b>	Initial short-term access will be via Springvale Road to allow the project to construct the main access via the West-bound Springvale Road On-ramp.	Access to the location would be via small residential streets	Access would be via the Tram Rd East bound On-ramp
<b>Impacts to business</b>	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:

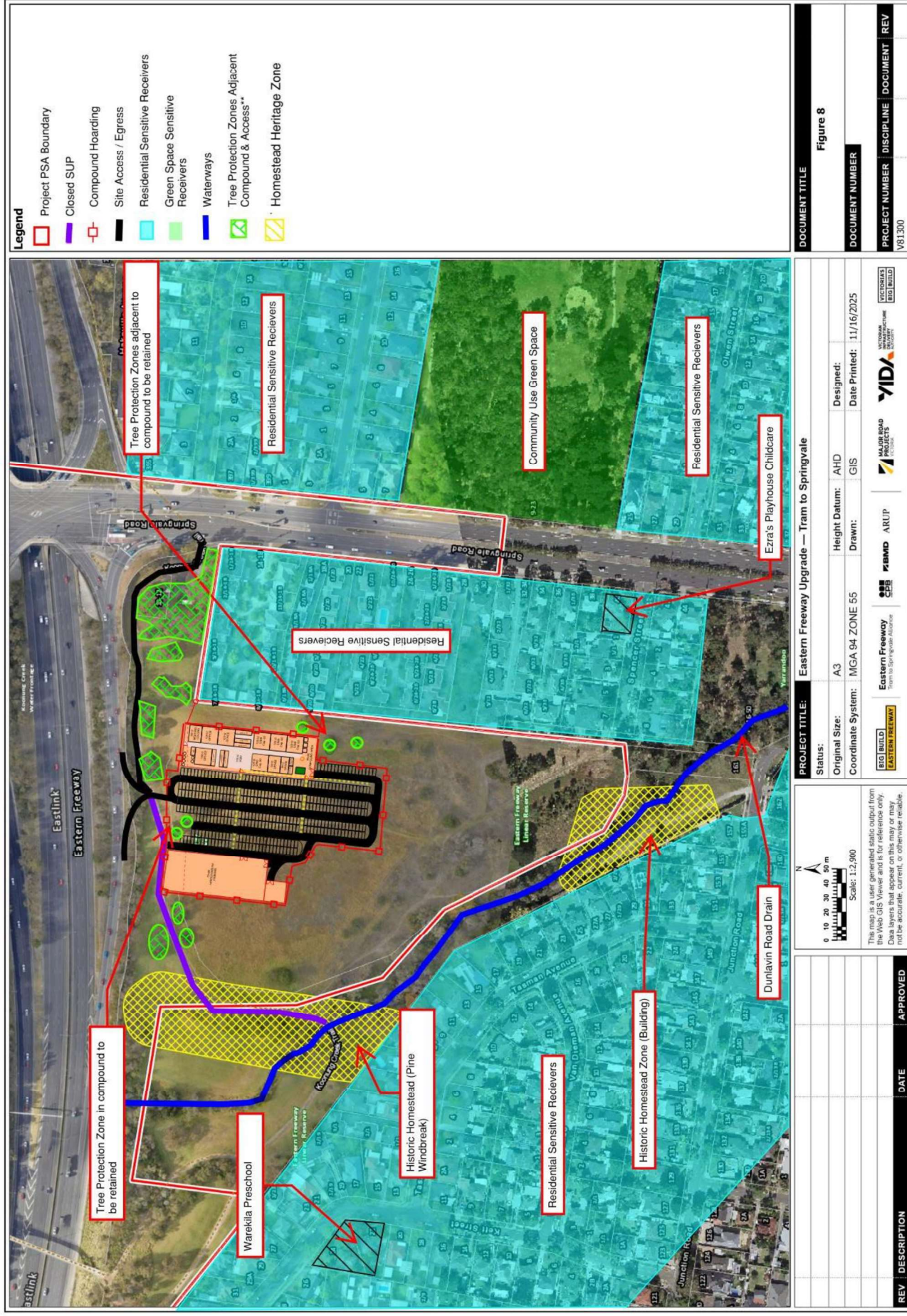
- **Environmental:**
  - Koonung Creek and Dunlavin Rd Drain
  - Cultural Heritage Management Zone (CHMP 15576).
- **Sports and Recreation Facilities:**
  - Junction Road Reserve users (pedestrians, cyclists, dog walkers)
  - R E Gray reserve
- **Sensitive Uses**
  - Warekila Preschool (Junction Rd)
  - Ezra's Playhouse Childcare (Spencer St)
- **Residents:**
  - Spencer Street
  - Junction Road
  - Tasman Avenue
  - Kett Street
  - Ashwood Drive
  - Worrell Street
  - Springvale Road

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 7.

Figure 8 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 8 Compound Location with Nearby Sensitive Receptors

## 6.2. Risk assessment and identification of potential impacts

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

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 – Springvale Construction Compound

Construction activity	Associated impact (risk)	Initial risk	Controls	Residual risk
<b>Aboriginal Cultural Heritage (AH1)</b>				
All works	<ul style="list-style-type: none"> <li>Unexpected artefacts being found and potentially destroyed</li> </ul>	Medium	<ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP)</li> <li>Archaeological Management Plan (AMP) EPR Plan</li> <li>CHMP site induction for all personnel performing ground disturbing works</li> <li>Unexpected finds to be managed in accordance with the approved (CHMP 15576). During the activity a printed copy of Volume 1: Management Conditions and Contingencies of the approved CHMP to be retained, accessible within the Compound. The printed copy of the above must include an attachment that references where a digital version of the full CHMP is stored and can be accessed.</li> </ul>	Low
<b>Air Quality (AQ1, AQ4, AQ6)</b>				
Access Road and Hardstand Construction	<ul style="list-style-type: none"> <li>Dust generation causing physical discomfort</li> <li>Material Drag out onto roads</li> <li>Sediment laden run off impact to waterways</li> <li>Adverse impact to vegetation</li> </ul>	Medium	<ul style="list-style-type: none"> <li>CEMP</li> <li>Dust and Air Quality Monitoring Management Plan (DAQMMP) EPR Plan</li> <li>Disturbed areas and access roads to be treated with dust suppressants especially in high-risk areas or on high-risk days</li> <li>Stockpiles to be monitored, sediment fence or equivalent at toe of stockpile to minimise sediment runoff</li> <li>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</li> <li>Traffic speed limit of 10km/h to be adhered to on site</li> <li>Environmental Inspection Checklists to be completed during construction</li> </ul>	Low



Construction activity	Associated impact (risk)	Initial risk	Controls	Residual risk
<b>Arboriculture (AR1, AR2) / Flora and Fauna (FF1, FF4)</b>				
All works	<ul style="list-style-type: none"> <li>Impacts on trees</li> <li>Adverse impact to native vegetation</li> <li>Adverse impact on fauna and flora</li> <li>Commitment to minimise impacts on trees may have adverse impacts on the community.</li> </ul>	High	<ul style="list-style-type: none"> <li>CEMP</li> <li>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.</li> <li>Arboricultural assessments to be completed prior to works as per section <b>Error! Reference source not found.</b> to determine impacts to existing trees</li> <li>Ecological assessment to be completed prior to works as per section <b>Error! Reference source not found.</b> to determine any sensitive ecological areas in the works proximity.</li> <li>Compound location will be selected to avoid and minimise tree and vegetation removal as much as possible.</li> <li>All plant to remain on access roads to avoid unapproved damage to vegetation.</li> <li>Tree Protection Zones (TPZ) to be established through site arborist, Tree Protection Zones to utilise hard barricading (temporary fencing or cattle fencing where adjacent to roads &amp; vehicle use OR flagging where TPZs are located away from plant &amp; equipment.</li> <li>If a threat to an animal is evident, works are to cease. Licensed fauna handlers will be contacted for fauna relocation.</li> <li>Environmental Inspection Checklists to be completed during construction</li> </ul>	Low
<b>Landscape and visual (LV1, LV2, LV4)</b>				
Compound office operation Compound operation (Night Works)	<ul style="list-style-type: none"> <li>Design to be in accordance with the Urban Design Strategy - unnecessary earthworks and impact to trees</li> <li>Light spill during the use of Compound office outside of the standard working hours as per section 0 resulting in impact on sensitive receptors</li> <li>Impact on nearby fauna habitat by disrupting natural light cycles</li> </ul>	Medium	<ul style="list-style-type: none"> <li>CEMP, CEMP Flora and Fauna sub-plan and Communication and Community Engagement Plan (CCEP) EPR Plans</li> <li>Site induction to include detail on adhering to office hours and unavoidable works process to meet the requirements of the EMF.</li> <li>Work with the Tram to Springvale Landscape Architecture team on the arrangement and position of the construction compound, including the carpark and hardstand to ensure that any earthworks for temporary works as well as existing</li> </ul>	Low

Construction activity	Associated impact (risk)	Initial risk	Controls	Residual risk
			<ul style="list-style-type: none"> <li>trees could be utilised in the ultimate design within the project UDLP</li> <li>Lighting towers will be angled and placed to avoid impact on nearby receptors</li> <li>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</li> <li>Fencing / hoarding will be installed to minimize visual intrusion and amenity impact to park users from the operation of the Compound.</li> </ul>	
<b>Noise and Vibration (NV3, NV4)</b>				
Access road and hardstand construction	<ul style="list-style-type: none"> <li>Nuisance noise</li> <li>Nuisance vibration</li> <li>Structural damage</li> <li>Community concern / complaint</li> <li>Noise impact from nightly pre-starts and general site usage for night works</li> </ul>	High	<ul style="list-style-type: none"> <li>CEMP, Ground Movement Plan (GMP), Construction Noise and Vibration Management (CNVMP) EPR Plans</li> <li>Siting of Compound away from sensitive receivers as much as possible</li> <li>Undertake construction activities within the nominated hours of work, where possible.</li> <li>Implement noise reduction controls to reduce impacts of significant noise generating activities or plant as required in order to comply with EPR NV4.</li> <li>Noise monitoring conducted in accordance with the noise and vibration monitoring procedure in the CNVMP</li> </ul>	Medium
Establishment of Compound and buildings				
Grubbing and Clearing				
Tree Removal				
Compound usage for Night Works				
<b>Surface Water (SW1, SW3, SW4, SW6, SW7)</b>				
Access road and hardstand construction	<ul style="list-style-type: none"> <li>Adverse impacts to water quality</li> <li>Adverse impacts to aquatic flora and fauna</li> <li>Damage to property, interference to amenity due to flooding risk</li> <li>Disturbance of watercourse stability, waterway modification</li> <li>Uncontrolled release of poor quality water (turbid, high/low pH, other)</li> </ul>	Medium	<ul style="list-style-type: none"> <li>CEMP, Surface Water Management Plan (SWMP) and Flood Emergency Management EPR Plan(s)</li> <li>Silt fences or equivalent around stockpiles to control sediment runoff</li> <li>Environmental Inspection Checklists to be completed during construction</li> </ul>	Low
Operation of Compound and buildings				
<b>Energy, Water, and Materials (SCC1, SCC2, SCC4, SCC5)</b>				

Construction activity	Associated impact (risk)	Initial risk	Controls	Residual risk
Establishment of Compound and buildings Operation of compound and buildings	<ul style="list-style-type: none"> <li>Upstream impacts due to the consumption of water, materials, and energy.</li> </ul>	Low	<ul style="list-style-type: none"> <li>CEMP, Spoil Management EPR Plan</li> <li>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.</li> <li>Use of renewable energy for electricity used (Compound and buildings as well as via Green Power).</li> <li>Minimise generation of waste and appropriately recycle or dispose of waste.</li> <li>Collection and use of rainwater to minimise use of potable water</li> <li>Use of NDD resource recovery plant to segregate slurry into water, spoil and aggregates for material &amp; water recovery and alternative disposal.</li> </ul>	Low
<b>Spoil Management Plan (CL1, CL2, CL3, CL4)</b>				
Establishment of Compound Hardstand	<ul style="list-style-type: none"> <li>Impacts from disturbance of acid sulfate soil and rock</li> <li>Oxidation that could lead to acid formation in exposed spoil</li> <li>Odour impacts caused by the disturbance of areas of contamination that pose an odour risk</li> <li>Impacts associated with vapour and ground gas intrusion associated with disturbance of extant landfill sites or other contaminated areas</li> </ul>	High	<ul style="list-style-type: none"> <li>CEMP, Spoil Management EPR Plan</li> <li>Completing a detailed site investigation prior to the commencement of works</li> <li>Identifying the nature and extent of spoil (clean fill and contaminated spoil)</li> <li>Identifying, in consultation with the waste industry, the capacity for contaminated spoil material to be treated and/or disposed</li> <li>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</li> <li>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</li> </ul>	Low
<b>Hazardous Materials Sub Plan (in CEMP) (CL5)</b>				
All works	<ul style="list-style-type: none"> <li>Uncontrolled release of hazardous substances from storage containers</li> <li>Hydrocarbon spills</li> </ul>	Low	<ul style="list-style-type: none"> <li>CEMP</li> <li>Storage and handling of hazardous substances in accordance with AS1940:2017 and Safety Data Sheet (SDS). Hazardous substances stored in a bunded area with</li> </ul>	Low

Construction activity	Associated impact (risk)	Initial risk	Controls	Residual risk
			<ul style="list-style-type: none"> <li>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.</li> <li>Spill kits must be located near all hazardous substance storage units</li> <li>Refuelling to be conducted with mini tanker trucks.</li> <li>Refuelling must not occur within 30m of a waterway</li> <li>Environmental Inspection Checklists to be completed during construction</li> </ul>	
<b>Community Interaction (SC1, SC2, SC3)</b>				
	<ul style="list-style-type: none"> <li>Impacts to community use and access through greenspace areas (Junction Road Reserve, Koonung Creek Trail)</li> </ul>	High	<ul style="list-style-type: none"> <li>CEMP and CCEP EPR Plan</li> <li>Community notifications of works prior to commencement</li> <li>Access maintained along Koonung Creek Trail where possible</li> <li>The designed footprint of the compound has been minimised where possible to maximise space for concurrent community use of Junction Rd Reserve</li> <li>Community notified prior to occupation of areas of community use and changes to SUP or other community access</li> <li>Prepare and implement a Communications and Community Engagement Plan (CCEP)</li> </ul>	Medium
<b>Land Use Planning (LP1)</b>				
	<ul style="list-style-type: none"> <li>Unnecessary impact footprint</li> <li>Impacts to community use of greenspace areas</li> </ul>	High	<ul style="list-style-type: none"> <li>This Construction Compound Plan</li> <li>Compound layout considers surrounding land use</li> <li>Maximise areas retained for use by the community concurrent with project's use of areas for the compound. Through minimising size of compound.</li> <li>Community access from Springvale Road through South of the reserve onto Koonung Creek Trail retained for use during compound use</li> <li>Compound retained within project SCO boundary</li> <li>Compound land use is temporary, and the project compound will be demobilised and site restored as soon as reasonably practicable at the end of the project works.</li> </ul>	Medium

Construction activity	Associated impact (risk)	Initial risk	Controls	Residual risk
			<ul style="list-style-type: none"> <li>Tree removal for compound use minimised through design of compound</li> <li>Urban Design Landscape Plan design to enhance the land for greater use, post construction use of the area.</li> </ul> Refer Table 8 for the Avoid and Minimise Statement for the Compound Site	
<b>Traffic Management (T2, T3)</b>				
	<ul style="list-style-type: none"> <li>Impact to local community traffic and commuters</li> </ul>	Medium	<ul style="list-style-type: none"> <li>Prepare and implement a Traffic Management Plan</li> <li>Establish a Transport Management Liaison Group (TMLG) – TMLG to discuss impacts to roads and SUPs from the Compound operation.</li> </ul>	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 339 vehicles. The peak occupancy of the Compound is anticipated to be approximately 75 Staff and 180 workers and so the allowance for parking is deemed adequate to be wholly contained within the Compound.

The Project communication and traffic management teams will ensure that site parking does not overflow into public street parking and cause a nuisance to the community.

Allowance of parking in the Compound facilitates the construction workforce parking of private vehicles and car pooling to the project's other compound and work area in Eram Park where only site vehicles are able to access.

### **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 – Requirements with guidance for use
- 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.

For further detail on the EMS refer to the CEMP.

### **6.5. Design and siting measures to reduce potential impacts**

The Springvale Compound is situated within the designated Project Boundary and work activities have been located to avoid impacts to sensitive receptors where possible.

As outlined in section 4 and Table , potential impacts associated with establishing and operating the Compound have been identified considering sensitive receptors and compound establishment and operational activities and compliance with EPRs.

The Compound will be set back from the Eastern boundary of the Junction Rd reserve to minimise impacts to existing scattered trees, and to minimise the light spill and overlooking risk to residential properties along that boundary. This area between Compound and residents will facilitate the diversion of the shared user path.

### **6.6. 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 V within the Contract Monthly Report. The Alliance 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 the flood risk has been assessed further using the realigned Koonung Creek extent as required by the incorporated document.

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 not be within the 2% AEP flood extent; therefore the compound itself does not increase overall flood risk at relevant locations or modify the flow regime of the waterways.

Refer to Appendix A for the extent of flood prone areas.

Consultation with Melbourne Water and a 'No Objection' will be obtained from Melbourne Water prior to compound establishment is not required for the establishment of the Compound.

## 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. Site reinstatement would be based on the Condition Report completed prior to occupancy of the site. The Condition Report is to provide a visual assessment of the area condition prior to the commencement of construction works. Each report will provide a photographic record of the existing condition to be used for restoration purposes

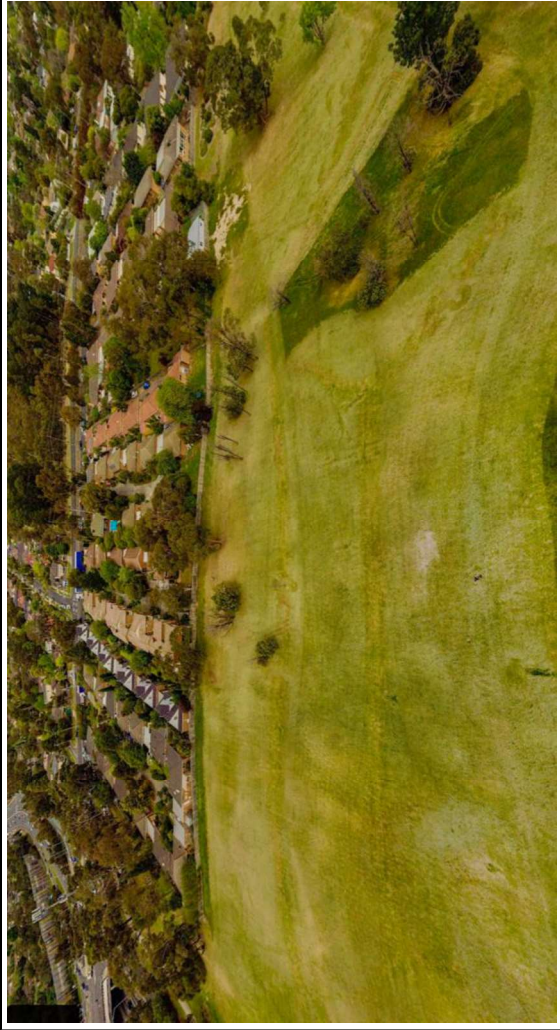
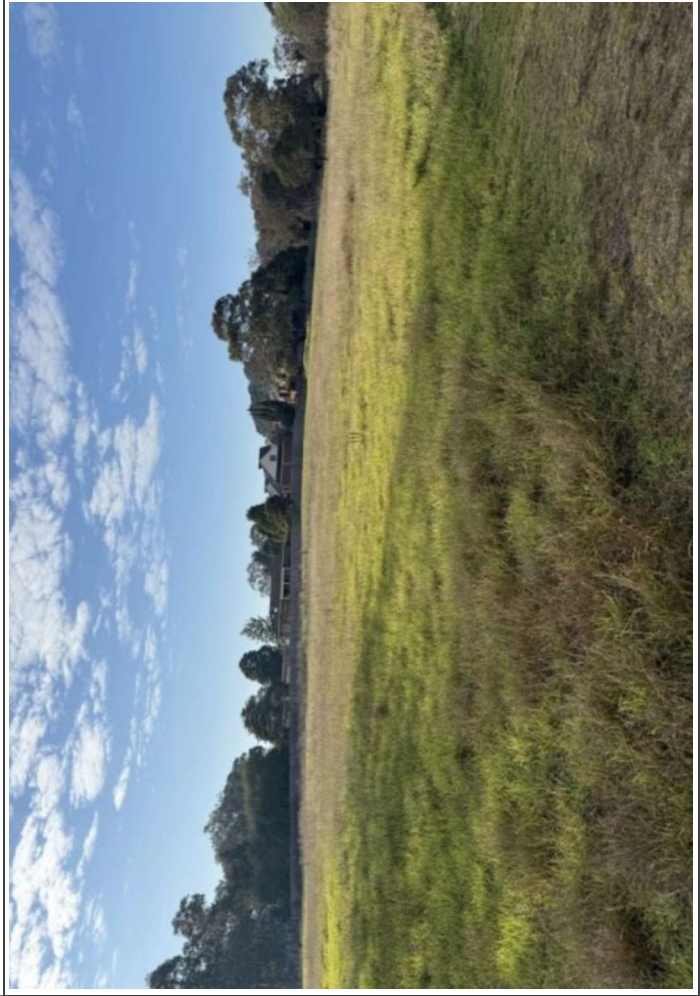
All site demobilisation and restoration works to be undertaken as per relevant EPRs. These include:

- 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 landowners 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 LV1: Design to be in accordance with the Urban Design Strategy. In planning and designing the compound engage with the Tram to Springvale Urban Landscape team on the arrangement and position of the construction compound earth works, including the carpark and hardstand to ensure that any temporary earthworks are consistent with the planned UDS, and trees are retained for future amenity of the park where possible.
- 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

The land within Junction Road Reserve in which the compound is sited is a large area of exotic grasses with surrounding planted amenity and Native trees, with Dunlavin Rd Drain to the South West. The land is currently used as community greenspace predominantly as an off-leash area for dog walkers, pictures of the location are shown below in Table 12.

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). Following removal of the aforementioned items the location will be restored which will involve topsoiling (if necessary) and reseedling of the area to return it to its original condition to the satisfaction of relevant stakeholders.

Table 12 Springvale Compound area prior to occupation

Description	Photo
Aerial image of Compound location from Western end of the proposed compound extent facing East	
Photo of proposed Compound site from Western extent looking East	

## 9. Communication strategy

### 9.1. Community consultation

Key stakeholders, including Manningham and Whitehorse City Council, have been consulted and engaged through the planning of the Eastern Freeway Tram to Springvale Package. 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 Springvale Construction Compound, identifying potential impacts to residents, users of the public open space in Junction Rd Reserve 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 have included door knocks and meetings with residents within proximity of the Construction Compound, works notifications to a wider community area, meetings and briefings with Manningham and Whitehorse City Councils, information on the Big Build website and the placement of signage (coreflutes) within Junction Rd Reserve 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 has been 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. A copy of the notification letter for the compound can be seen in Appendix C.

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 Junction Rd Reserve, 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 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	<b>Enquiry and Complaints Procedure</b> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	<b>Communications and Community Engagement Manager</b> Communications and Community Engagement team Functional Manager(s)	Procedures delivered and verified in CCEP
Enquiries and complaints are recorded, acknowledged and resolved in a timely manner as per EPR EMF4.	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: <ul style="list-style-type: none"> <li>Interactions via the Project number</li> <li>Interactions via the Project email address</li> <li>Interactions received via the Project webpage</li> <li>Interactions in person</li> <li>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</li> <li>adhere to the agreed escalation process</li> <li>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.</li> </ul> All information captured will be managed in accordance with privacy policies. 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"> <li>names (where provided);</li> <li>contact details (where provided);</li> </ul>	<b>Communications and Community Engagement Manager</b> Communications and Community Engagement team Functional Manager(s)	VIDA Roads enquiry and complaints procedures adhered to. Monthly report of all enquiries and complaints. Maintain all correspondence in Consultation Manager



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

## 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. Independent Environmental Auditor

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

The IEA 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 IEA verification for this plan.

## Part B: Appendices

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# Appendix A Flood Map

# A-1 Flood Map

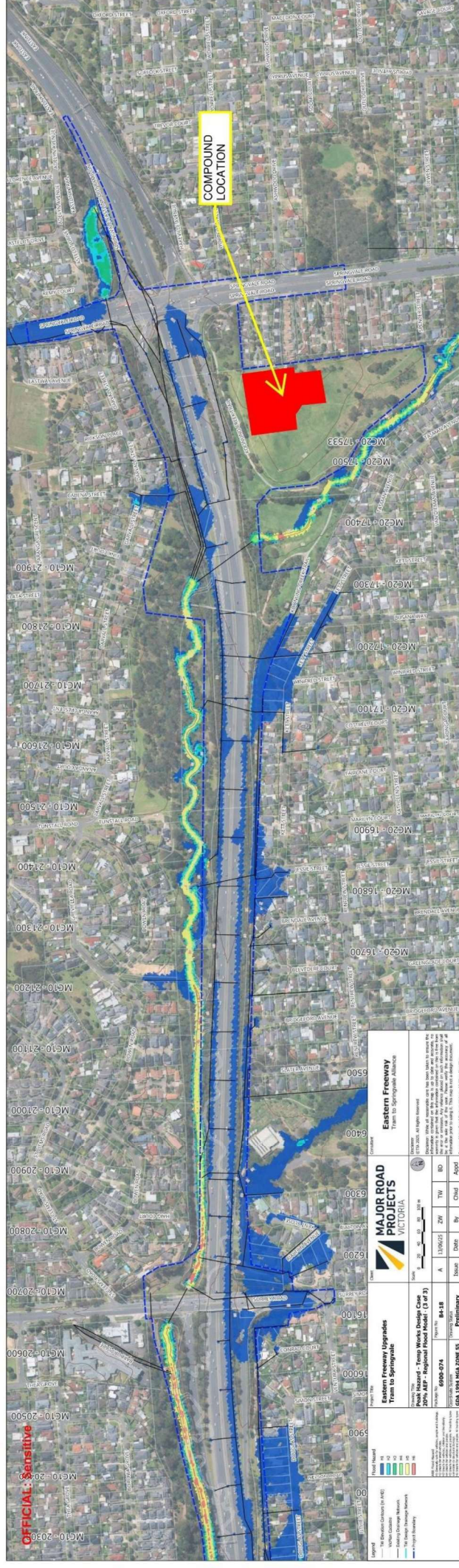


Figure 9 Existing Condition 20% Annual Exceedance Probability (AEP) Flood Depth - Springvale







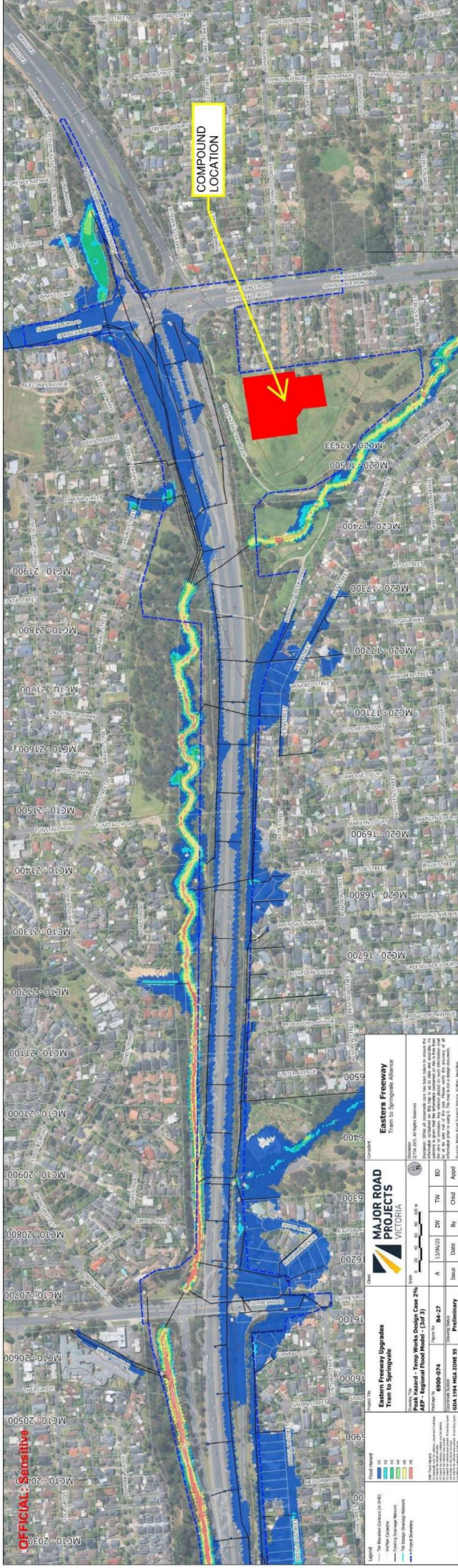
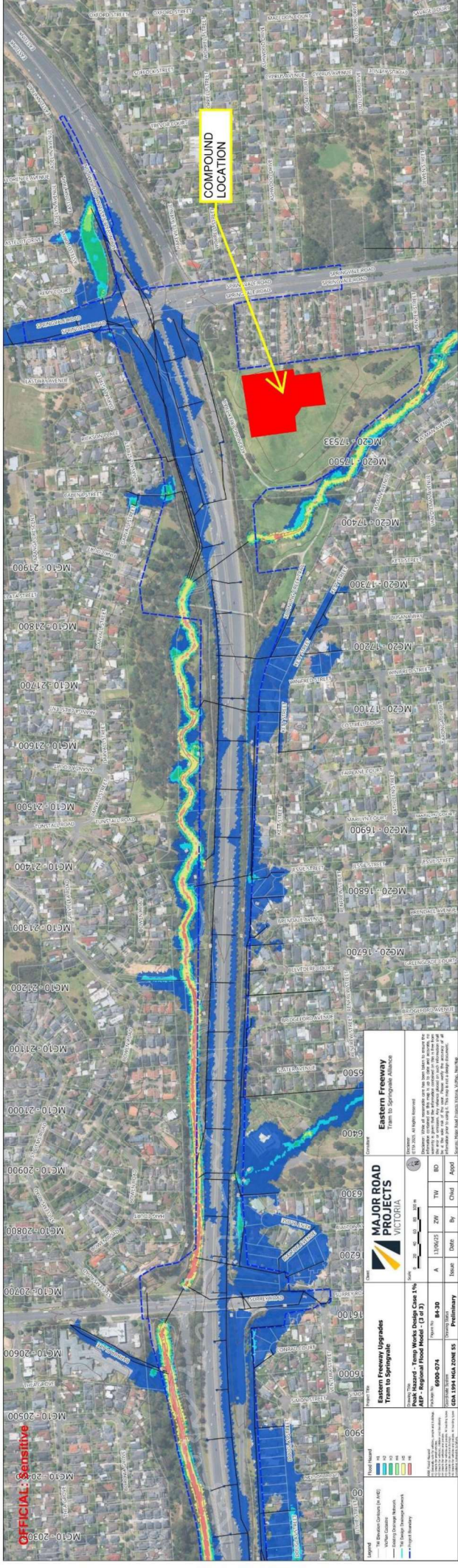


Figure 11 Existing Condition 2% Annual Exceedance Probability (AEP) Flood Depth - Springvale





## Appendix B IEA Verification



## B-1 IEA Verification



North East Link Freeway Packages  
Independent Environmental Auditor

# Review and Verification Report:

Eastern Freeway Upgrade Tram  
to Springvale Alliance

Construction Compound Plan  
(CCP) –Springvale

Victorian Infrastructure Delivery Authority  
Roads

4 December 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	18/09/25	D Pallozzi
1	Final Report following revisions made to the CCP by TSA to address comments from the Department of Transport and Planning (DTP)	P GIANG	04/12/25	D Pallozzi



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3.	IEA Review Findings	6
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### **Inherent Limitations**

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

*Due to the inherent limitations of any internal control structure, it is possible that fraud, error or non-compliance with laws and regulations may occur and not be detected. Further, the internal control structure, within which the control procedures that have been subject to the procedures we performed operate, has not been reviewed in its 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 and 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 and 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**

<b>Document</b>	Construction Compound Plan (CCP) – Springvale (Document Number: NEL-EST-NEA-6990-EPA-PLN-0002; Revision 00.01; Dated: 04/12/25) (the Document).
<b>Freeway package</b>	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.
<b>Package Alliance</b>	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.
<b>Date of IEA assessment</b>	10 July 2025 – 04 December 2025
<b>Other relevant information</b>	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) – Springvale 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.	10/07/25	21/07/25	N/A
C	Subsequent revision submitted to the IEA for review.	04/08/25	08/08/25	N/A
D	Subsequent revision submitted to the IEA for review.	18/08/25	21/08/25	N/A
E	Subsequent revision submitted to the IEA for review	16/09/25	18/09/25	18/09/25
00.01	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)	28/11/25	N/A	N/A
00.01	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)	04/12/25	04/12/25	04/12/25

### 3. IEA Review Findings

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





The IEA has assessed TSA's Construction Compound Plan (CCP) – Springvale (Document Number: NEL-EST-NEA-6990-EPA-PLN-0002; Revision 00.01; Dated: 04/12/25) 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 04/08/25	TX-EST-NEA-00302-Springvale CCP Consultation Presentation Comments - Whitehorse CC (Eastern Freeway Upgrade Tram to Springvale Alliance)	04/08/25
02	No revision details provided, dated 18/08/25	DTP Comments - Springvale CCP – NELP comment sheet (Eastern Freeway Upgrade Tram to Springvale Alliance)	18/08/25
03	No revision details provided, dated 16/09/25	Eastern Freeway Upgrades Planning for construction compounds – Community Notice (Dated August 2025) (Eastern Freeway Upgrade Tram to Springvale Alliance)	16/09/25
04	No revision details provided, dated 16/09/25	Springvale Construction Compound Communications and Community Engagement Action Plan August 2025 (Eastern Freeway Upgrade Tram to Springvale Alliance)	16/09/25
05	No revision details provided, dated 16/09/25	Springvale Road CCP Consultation Report (Eastern Freeway Upgrade Tram to Springvale Alliance)	16/09/25
06	No revision details provided, dated 26/11/25	DTP Comments - Springvale CCP – NELP comment sheet (Eastern Freeway Upgrade Tram to Springvale Alliance) (File Name:TX-EST-NEA-00694-DTP Comments - Springvale CCP DTP Response - 26.11.25)	28/11/25



## **Appendix B - Review and Verification Assessment Comment Register**

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-HEA-690-EPA-CRS-002	B	N/A	02	NEL-EST-HEA-690-EPA-P-0002	N	Freeways EA	The HEA notes that although the Construction Compound Plan (CCP) – Springvale Document No. NEL-EST-HEA-690-EPA-P-0002, Rev. Date 08/07/25 (Rev. B), File Name NEL-EST-HEA-690-EPA-P-0002.B.FRF has been provided for HEA review, the Adobe Document name displayed when the file open is labelled "Construction Compound Plan (CCP) Grant Park". Please revise accordingly.	General	21-07-25	O	N/A	LPE	O	Yes
N/A	NEL-EST-HEA-690-EPA-CRS-002	B	N/A	02.01	NEL-EST-HEA-690-EPA-P-0002	N	Eastern Freeway, Tram to Springvale Alliance	Comment noted, section has been updated.	General	01-06-25	O	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-690-EPA-CRS-002	B	N/A	02.01.01	NEL-EST-HEA-690-EPA-P-0002	N	Freeways EA	HEA Comment Addressed.	General	09-06-25	O	N/A	LPE	C	N/A
N/A	NEL-EST-HEA-690-EPA-CRS-002	B	N/A	03	NEL-EST-HEA-690-EPA-P-0002	N	Freeways EA	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 Springvale Compound (establishment activities and indicative durations) provides further details about the estimated duration of activities within the compound. The HEA 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.	Section 4.12.2 a) of the Incorporated Document	21-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-HEA-690-EPA-CRS-002	B	N/A	03.01	NEL-EST-HEA-690-EPA-P-0002	N	Eastern Freeway, Tram to Springvale Alliance	Comment noted, reference text has been updated.	Section 4.12.2 a) of the Incorporated Document	01-06-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-690-EPA-CRS-002	B	N/A	03.01.01	NEL-EST-HEA-690-EPA-P-0002	N	Freeways EA	HEA Comment Addressed.	Section 4.12.2 a) of the Incorporated Document	09-06-25	D	N/A	LPE	C	N/A
N/A	NEL-EST-HEA-690-EPA-CRS-002	B	N/A	06	NEL-EST-HEA-690-EPA-P-0002	N	Freeways EA	The CCP does not include the following information as required by Section 1.3.2 (Condition 2b) 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 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	21-07-25	N	N/A	LPE	O	Yes
N/A	NEL-EST-HEA-690-EPA-CRS-002	B	N/A	06.01	NEL-EST-HEA-690-EPA-P-0002	N	Eastern Freeway, Tram to Springvale Alliance	Comment noted, added to table 11.	Cultural Heritage Management Plan (CHMP) 15576	01-06-25	N	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-690-EPA-CRS-002	B	N/A	06.01.01	NEL-EST-HEA-690-EPA-P-0002	N	Freeways EA	HEA Comment Addressed.	Cultural Heritage Management Plan (CHMP) 15576	09-06-25	N	N/A	LPE	C	N/A
N/A	NEL-EST-HEA-690-EPA-CRS-002	B	N/A	07	NEL-EST-HEA-690-EPA-P-0002	N	Freeways EA	Section 4.12.2 d) of the Incorporated Document requires the "Demonstration that the compounds (end 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)". Table 9 Springvale Compound Avoid – Minimise & Mitigate of the CCP states that to "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". The CCP does not include the additional detailed information as required by Section 1.2.14 (Condition 14) of the Cultural Heritage Management Plan (CHMP) 15576. -Condition 14e) May be harmed, i. The place, VHR 7922-1576, may be harmed on the proviso that Condition 14b to Condition 14e are adhered to.	Section 4.12.2 d) of the Incorporated Document Cultural Heritage Management Plan (CHMP) 15576	21-07-25	N	N/A	LPE	O	Yes
N/A	NEL-EST-HEA-690-EPA-CRS-002	B	N/A	07.01	NEL-EST-HEA-690-EPA-P-0002	N	Eastern Freeway, Tram to Springvale Alliance	Comment noted, as per Amendment 6 of CHMP 15576 Condition 14b & 14e have been satisfied - ie VHR 7922-1576 has been salvaged and the associated management zone may be harmed, Amendment 6 of CHMP 15576 will be issued to HEA by NELP/ MRPV.	Section 4.12.2 d) of the Incorporated Document Cultural Heritage Management Plan (CHMP) 15576	01-06-25	N	N/A	LPE	O	N/A



N/A	NE-EST-HEA-6890-EPA-CRS-002	B	N/A	07.01.01		NE-EST-HEA-6890-EPA-P-U-002	N		Freeways EA	FEA Comment Addressed.	Section 4.12.2 d) of the Incorporated Document Cultural Heritage Management Plan (CHMP) 15576	04-06-25	N	N/A	LPE	C	N/A
N/A	NE-EST-HEA-6890-EPA-CRS-002	B	N/A	08		NE-EST-HEA-6890-EPA-P-U-002	N		Freeways EA	Section 4.12.2 d) of the Incorporated Document requires the "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 (Identification of sensitive receptors) of the CCP states that "The location of the compound may have impacts on the following sensitive receptors: • Environmental • Koonung Creek & Durlavin Rd Drain • Cultural Heritage Management Zone (CHMP 15576). • The Cultural Heritage Management Zone (CHMP 15576) has been identified as a sensitive receptor by the CCP. Please include and clarify the location of CHMP Zone and VAHR within Figure 7 (Compound Location with Nearby Sensitive Receptors).	Section 4.12.2 d) of the Incorporated Document	2-07-25	N	N/A	LPE	O	Yes
N/A	NE-EST-HEA-6890-EPA-CRS-002	B	N/A	08.01		NE-EST-HEA-6890-EPA-P-U-002	N		Eastern Freeway / Tram to Springvale Alliance	Comment noted, updated across Figures	Section 4.12.2 d) of the Incorporated Document	01-06-25	N	N/A	LPE	O	N/A
N/A	NE-EST-HEA-6890-EPA-CRS-002	B	N/A	08.01.01		NE-EST-HEA-6890-EPA-P-U-002	N		Freeways EA	FEA Comment Addressed.	Section 4.12.2 d) of the Incorporated Document	08-06-25	N	N/A	LPE	C	N/A
N/A	NE-EST-HEA-6890-EPA-CRS-002	B	N/A	09		NE-EST-HEA-6890-EPA-P-U-002	N		Freeways EA	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". The Flood Emergency Management Plan (Construction) (NE-EST-NEA-6890-EE-MPL-009) (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 FEA notes that the Flood Emergency Management Plan has not yet been verified at this stage of review. Section 7.1, (Flood risk) of the CCP states that "The compound location is adjacent to Land Subject to Inundation (LSI) associated with the Koonung Creek. Additional flood modelling has been undertaken, and the compound itself has been located outside the 2% AEP flood extent. Please clarify if the compound has been designed to be located outside flood extents (5% AEP) in accordance with the Flood Emergency Management Plan.	Section 4.12.2 e) of the Incorporated Document	2-07-25	D	N/A	LPE	O	Yes
N/A	NE-EST-HEA-6890-EPA-CRS-002	B	N/A	08.01		NE-EST-HEA-6890-EPA-P-U-002	N		Eastern Freeway / Tram to Springvale Alliance	Comment noted, the Springvale CCP has been designed alongside the FEMP and flood modelling process. The full extent of the compound is located outside of the LSI and 1% AEP for Koonung Creek / Durlavin Rd drain. No changes made to this section.	Section 4.12.2 d) of the Incorporated Document	01-06-25	D	N/A	LPE	O	N/A
N/A	NE-EST-HEA-6890-EPA-CRS-002	B	N/A	08.01.01		NE-EST-HEA-6890-EPA-P-U-002	N		Freeways EA	FEA Comment Closed.	Section 4.12.2 d) of the Incorporated Document	08-06-25	D	N/A	LPE	C	N/A
N/A	NE-EST-HEA-6890-EPA-CRS-002	B	N/A	10		NE-EST-HEA-6890-EPA-P-U-002	N		Freeways EA	There are several EPR-related sub-plans that are required to be informed by site-specific information before the CCP can be verified. The FEA observed that the following examples of EPR Sub-Plan site specific information/ assessments/ modelling detailed in the sections of the CCP, which are currently being reviewed and verified by the FEA. (Refer to Table 11 Risk assessment and controls – Springvale Construction Compound) - Construction Environmental Management Plan (CEMP) - Archaeological Management Plan (AMP) EPR Plan - Construction Noise and Vibration Management (CNVM) and Ground Movement Plan (GMP). - 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 - Tree Removal and Protection Management Plan (EPR Plan - CEMP Flora and Fauna sub-plan - Dust and Air Quality Monitoring Management Plan (DAQMP)) - Communications and Community Engagement Plan (CCEP) - Spill Management EPR The FEA notes that the CCP will not be able to be verified until the overarching CEMP and all supporting EPR Sub-Plan site specific information/ assessments/ modelling has been provided to the FEA for review and verification.	Environmental management framework table 6-2	2-07-25	O	N/A	LPE	O	Yes
N/A	NE-EST-HEA-6890-EPA-CRS-002	B	N/A	10.01		NE-EST-HEA-6890-EPA-P-U-002	N		Eastern Freeway / Tram to Springvale Alliance	Noted, TSA understands that the controls proposed in the CCP rely upon the verification of the relevant EPR Plans. The construction and operation of the compound is scheduled after the programmed approval of the relevant EPR Plans.	Environmental management framework table 6-2	01-06-25	O	N/A	LPE	O	N/A
N/A	NE-EST-HEA-6890-EPA-CRS-002	B	N/A	10.01.01		NE-EST-HEA-6890-EPA-P-U-002	N		Freeways EA	Noted, FEA 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 FEA 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 table 6-2	08-06-25	O	N/A	LPE	C	N/A

N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	12		NEL-EST-HEA-6890-EPA-P1-N-002	N	Freeways EA	Section 4.122 (d) of the incorporated document requires the 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 FEA notes that references in the CCP (Table 6 Compound Uses and Activities) to the "Processing of Non-Destructive Digging waste for reuse and recovery of aggregates" and Table 7 Springvale Compound (establishment activities and indicative durations) which list NDD processing for a duration of 2 years when Construction activity commences. The FEA notes that the CCP stated that "as outlined in Section 4 and Table 11 potential impacts associated with establishing and operating the compound have been identified considering sensitive receptors and compound establishment and operational activities and compliance with EPRs." Please clarify if impacts and relevant EPRs associated with NDD processing have been considered under Section 6.2. (Risk assessment and identification of potential impacts) and Table 11 (Risk assessment and controls – Springvale Construction Compound) of the CCP.	Section 4.122 (d) of the Incorporated Document	2-H-07-25	N	N/A	LPE	O	Yes
N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	12.01		NEL-EST-HEA-6890-EPA-P1-N-002	N	Eastern Freeway / Train to Springvale Alliance	Comment noted, section 6.2 has been updated to include note within SCC1, SCC2, SCC4 & SCC5 table. Figure 5 has been updated.	Section 4.122 (d) of the Incorporated Document	0-H-06-25	N	N/A	LPE		N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	12.01.01		NEL-EST-HEA-6890-EPA-P1-N-002	N	Freeways EA	FEA Comment Addressed.	Section 4.122 (d) of the Incorporated Document	08-06-25	N	N/A	LPE	C	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	13		NEL-EST-HEA-6890-EPA-P1-N-002	N	Freeways EA	Section 4.122 (a) of the incorporated document requires a plan showing the location and layout of each compound and the categories of works and operations proposed within each compound. The FEA notes that Table 6 (Compound Uses and Activities) of the CCP list compound uses such as "Processing of Non-Destructive Digging waste for reuse and recovery of aggregates", and Table 7 (Springvale Compound-establishment activities and indicative durations) list NDD processing for a duration of 2 years when Construction activity commences. The FEA notes that Site Compound details in Figure 5 Layout (indicative) of the Springvale Compound are illegible. Please clarify the area of the proposed location of the NDD Processing works and update Figure 5 accordingly.	Section 4.122 (d) of the Incorporated Document	2-H-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	13.01		NEL-EST-HEA-6890-EPA-P1-N-002	N	Eastern Freeway / Train to Springvale Alliance	Comment noted, Figure 5 has been split into two Figures. Figure 6 now shows further zoomed in compound layout.	Section 4.122 (d) of the Incorporated Document	0-H-06-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	13.01.01		NEL-EST-HEA-6890-EPA-P1-N-002	N	Freeways EA	FEA Comment Addressed.	Section 4.122 (d) of the Incorporated Document	08-06-25	D	N/A	LPE	C	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	14		NEL-EST-HEA-6890-EPA-P1-N-002	N	Freeways EA	Section 6.5, (Design and siting measures to reduce potential impacts) of the CCP states that "As outlined in Section 4 and Table 11 R11, potential impacts associated with establishing and operating the compound have been identified considering sensitive receptors and compound establishment and operational activities and compliance with EPRs." Please clarify what "Table 11 R11" is referring to, as it appears to be a typo.	General	2-H-07-25	O	N/A	LPE	O	Yes
N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	14.01		NEL-EST-HEA-6890-EPA-P1-N-002	N	Eastern Freeway / Train to Springvale Alliance	Reference to R11 removed.	General	0-H-06-25	O	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	14.01.01		NEL-EST-HEA-6890-EPA-P1-N-002	N	Freeways EA	FEA Comment Addressed.	General	08-06-25	O	N/A	LPE	C	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	15		NEL-EST-HEA-6890-EPA-P1-N-002	N	Freeways EA	Section 10, Review of this CCP states that "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 FEA notes that the FEA-verified TSA ES contains a section defining major and minor revisions, including implications on FEA review and verifications.	General	2-H-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	15.01		NEL-EST-HEA-6890-EPA-P1-N-002	N	Eastern Freeway / Train 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	0-H-06-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	15.01.01		NEL-EST-HEA-6890-EPA-P1-N-002	N	Freeways EA	FEA Comment Addressed.	General	08-06-25	D	N/A	LPE	C	N/A

N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	16	NEL-EST-HEA-6890-EPA-PU-002	N	Freeways EA	Section 4.12.2 a) 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 the CPP states that: "The proposed potential access location via Junction Road will involve the installation of a culvert crossing over Dunleavin Rd drain. This culvert crossing is understood to have a minor impact on upstream flooding with no impact to private property or public roads." Please provide evidence to substantiate the above statement that "This culvert crossing is understood to have a minor impact on upstream flooding with no impact to private property or public roads."	Section 4.12.2 a) of the Incorporated Document	2-H-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	16.01	NEL-EST-HEA-6890-EPA-PU-002	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.	Section 4.12.2 a) of the Incorporated Document	01-06-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	16.01.01	NEL-EST-HEA-6890-EPA-PU-002	N	Freeways EA	FEA Comment Addressed.	Section 4.12.2 a) of the Incorporated Document	06-06-25	D	N/A	LPE	C	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	18	NEL-EST-HEA-6890-EPA-PU-002	N	Freeways EA	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". The FEA notes that Section 9 of the CCP refers to community consultation of the construction compound at Eram Park. Please clarify if community consultation has been undertaken for the Springvale Construction Compound and update the CCP accordingly. In addition, please review the CCP to clarify correct references to the Eram Park and Springvale Construction Compounds.	Section 4.12.2 a) of the Incorporated Document Dec 2019 amended Sept 2023 NELP Incorporated Document Dec 2019 amended Sept 2023	2-H-07-25	N	N/A	LPE	O	Yes
N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	18.01	NEL-EST-HEA-6890-EPA-PU-002	N	Eastern Freeway, Tram to Springvale Alliance	Comment noted, references updated.	NELP Incorporated Document Dec 2019 amended Sept 2023	01-06-25	N	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	B	N/A	18.01.01	NEL-EST-HEA-6890-EPA-PU-002	N	Freeways EA	FEA Comment Addressed.	NELP Incorporated Document Dec 2019 amended Sept 2023	06-06-25	N	N/A	LPE	C	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	C	N/A	01	NEL-EST-HEA-6890-EPA-PU-002	N	Freeways EA	Table 5 (Secondary Approvals) of the CCP states that "An A13c Registration is required for the operation of the NDD recycling plant". Please clarify how the conditions related to this A13c Registration will be complied with and reference any relevant Sub Plans.	General	2-H-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-HEA-6890-EPA-CRS-002	C	N/A	01.01	NEL-EST-HEA-6890-EPA-PU-002	N	Eastern Freeway, Tram to Springvale Alliance	Comment noted, text in table 5 updated, conditions and further information pertaining to the A13c Registration and compliance registering will be included in the WEMP for C200 & 6300 (NEL-EST-HEA-6890-EE-50P-L-001) once obtained, this arrangement will include transport of NDD slurry to a separation apparatus (tanks or pit) at Compound for water and solids separation the water may be reused for further NDD.	General	01-06-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	C	N/A	01.01.01	NEL-EST-HEA-6890-EPA-PU-002	N	Freeways EA	FEA notes conditions and further information pertaining to the A13c Registration associated with NDD Processing will be included in WEMP 6200 and 6300. The FEA notes that if tanks or pits is used for the operation apparatus, has the risk of soil or ground contamination from A13c activities been assessed? Section 8 of the CCP and EPR CL1 states that "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 landowners 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". Please clarify how any contamination that may be potentially attributed by the NDD processing and A13 activities will be determined.	General	06-06-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	C	N/A	01.01.01.01	NEL-EST-HEA-6890-EPA-PU-002	N	Freeway, Tram to Springvale Alliance	Comment noted, NDD material to be processed in NDD processing plant to be free of contamination (ie only fill material COXY). There is no allowance in A13c process for approvals to manage contaminated material. In this way, Apparatus yet to be determined (ie contractor awarded) however will be appropriate linked set up not using ponds. Further updates have been made to Section 8 RE demobilisation.	General	15-06-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	C	N/A	01.01.01.01.01	NEL-EST-HEA-6890-EPA-PU-002	N	Freeways EA	FEA comment addressed.	General	21-06-25	D	N/A	LPE	C	N/A

N/A	NEL-EST-HEA-6890-EPA-CRS-002	C	N/A	04		NEL-EST-HEA-6890-EPA-PUN-002	N	Freeways EA	Section 4.12.2 d) of the Incorporated Document requires the "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)". Table 7 of the CCP states for the work activity associated with site establishment, "Services to be connected to the compound. A mains connection will be established to power the compound to minimise the noise and odour impact caused by generators. Silent Generators may be used for a short time until the mains connection is established". If a generator is used, 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.	Section 4.12.2 d) of the Incorporated Document	21-07-25	M	N/A	LPE	O	Yes
N/A	NEL-EST-HEA-6890-EPA-CRS-002	C	N/A	04.01		NEL-EST-HEA-6890-EPA-PUN-002	N	Eastern Freeway, Tram to Springvale Alliance	Comment noted, the Project will use a generator behind hoarding until a mains connection for water use. Table 7 has been amended - potential deliveries of potable water until mains connection established.	Section 4.12.2 d) of the Incorporated Document	01-08-25	M	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	C	N/A	04.01.01		NEL-EST-HEA-6890-EPA-PUN-002	N	Freeways EA	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.	Section 4.12.2 d) of the Incorporated Document	08-08-25	M	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	C	N/A	04.01.01.01		NEL-EST-HEA-6890-EPA-PUN-002	N	Eastern Freeway, Tram to Springvale Alliance	Comment noted, generator has been sited away from residents to minimise odour & other AQ impacts from short term use of generator. Exhaust to be with adequate clearance to ensure adequate dissipation of fumes away from workers and residents. No changes to document.	Section 4.12.2 d) of the Incorporated Document	15-08-25	M	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	C	N/A	04.01.01.01.01		NEL-EST-HEA-6890-EPA-PUN-002	N	Freeways EA	FEA comment addressed.	Section 4.12.2 d) of the Incorporated Document	21-08-25	M	N/A	LPE	C	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	C	N/A	05		NEL-EST-HEA-6890-EPA-PUN-002	N	Freeways EA	Section 4.12.2 d) of the Incorporated Document requires the "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)". Table 9 Springvale Compound Avoid - Minimise & Mitigate) of the CCP states that to "Manage 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 sensitive layer is reached". The FEA notes that VAHR 7922-1594 does not relate to CCP - Springvale. Please clarify correct VAHR reference throughout the CCP.	Section 4.12.2 d) of the Incorporated Document	21-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-HEA-6890-EPA-CRS-002	C	N/A	05.01		NEL-EST-HEA-6890-EPA-PUN-002	N	Eastern Freeway, Tram to Springvale Alliance	Comment noted, references removed in Table 9 Note references to former VAHR 7922-1596 still retained in document as pertain to location safeguard.	Section 4.12.2 d) of the Incorporated Document	01-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	C	N/A	05.01.01		NEL-EST-HEA-6890-EPA-PUN-002	N	Freeways EA	FEA Comment Addressed.	Section 4.12.2 d) of the Incorporated Document	08-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	C	N/A	05.01.01.01		NEL-EST-HEA-6890-EPA-PUN-002	N	Eastern Freeway, Tram to Springvale Alliance	Please update Column C if comment addressed.	Section 4.12.2 d) of the Incorporated Document	15-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	C	N/A	05.01.01.01.01		NEL-EST-HEA-6890-EPA-PUN-002	N	Freeways EA	FEA comment addressed.	Section 4.12.2 d) of the Incorporated Document	21-08-25	D	N/A	LPE	C	N/A



N/A	NE-EST-HEA-6890-EPA-CRS-002	C	N/A	11	NE-EST-HEA-6890-EPA-UN-002	N	Freeways EA	Section 4.12.2 d) of the incorporated document requires the Demonstration that the compound (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). EPR T2 Transport Management Plan(s) (TMP) states that "Prior to commencement of relevant works, develop and implement Transport Management Plan(s) (TMP) to minimise disruption to affected local land uses, traffic, car parking, public transport (rail, tram and bus), pedestrian and bicycle movements and existing public facilities during all stages of construction." Section 4.4, Access & Egress to the Springvale Compound states that "All identified access and egress options are currently under active consideration as part of the project's comprehensive assessment process." The HEA further understands that "Due to the more immediate availability of options in the North of the compound location, it is likely that the project will utilise access points via Springvale Rd and/or the Freeway onramp for access until permits required for Junction Road have been obtained". The HEA notes that "Under section 6.2, Table 11 (Risk assessment and controls – Springvale Construction Compound), Traffic has not been identified as an impact(risk) associated with 'All works'. Table 8 (Springvale Compound access & Egress option framework) lists that all Options A to D have medium to high traffic impact and Option B "Adds many traffic movements to minor local road (Junction Rd)". References in the CCP (e.g. Table 6 Compound Uses and Activities) to the "Processing of Non-Destructive Digging works for reuse and recovery of aggregates and unknown associated traffic impacts". Please note that under EPR GL1 (Implement a Spill Management Plan) the SMP must include processes and measures to manage spill, define roles and responsibilities and include requirements and methods for transport of spill along appropriate roads with reference to the transport management plan(s) required by EPR T2-Junction traffic impacts associated with vehicle movements from the project parking catered for 335 vehicles (section 6.3, Project Parking of the CCP). - Section 9.1 (Community consultation) that "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)". Please clarify at what point will a decision be made on the access and egress routes and whether EPR T2 has been or will be considered based on the final egress options and the above traffic impacts from the NDD waste for reuse and recovery of aggregates impacts from traffic movement associated with project parking for 335 vehicles.	Section 4.12.2 d) of the Incorporated Document Environmental management framework Table 6-2, EPR T2	N	N/A	LPE	O	Yes
N/A	NE-EST-HEA-6890-EPA-CRS-002	C	N/A	11.01	NE-EST-HEA-6890-EPA-UN-002	N	Eastern Freeway/Tam to Springvale Alliance	Noted, TSA understands that the controls proposed in the CCP rely upon the verification of the relevant EPR Plans. The access routes have not been confirmed yet, however, confirmation / clarification is anticipated prior to the expected verification of this CCP. The relevant controls have been updated in Table 11, including Traffic, EPR GL1 SMP measures, transport, EPR T2 has been considered based on the egress options and their related impacts. Section 4.4 has been updated to describe project intent related to access & egress. This will occur in a two stage approach. Following text has been added to the CCP "As seen in Table 8 above access and egress to the Springvale Compound is a complex issue to solve. All options are expected to have an impact public traffic and require a level of diversion to the shared user paths throughout the reserve. Initially, access and egress to the Compound will occur from the northern boundary (Options C and D) to allow timely access to the Compound onto Springvale Road and the eastbound Springvale Road onramp. These options will not be able to be used for the whole duration of the Project due to their locations conflicting with the Project permanent works footprint (including installation of noise walls and traffic closures of the freeway onramp). The Project will establish an access and egress onto Junction Road at the southern boundary of the reserve, due to the requirement for a planning permit and Melbourne Water consent (for the crossing of Durlwin Road Drain) to install this access it will not be able to be constructed in time for the Compound to be available for works. The Project has reviewed access via Spencer Street (Option A) but has deemed the risk of impact to the community of Spencer St unacceptable and so is no longer pursuing this option."	Section 4.12.2 d) of the Incorporated Document Environmental management framework Table 6-2, EPR T2	N	N/A	LPE	O	N/A
N/A	NE-EST-HEA-6890-EPA-CRS-002	C	N/A	11.01.01	NE-EST-HEA-6890-EPA-UN-002	N	Freeways EA	The HEA notes that EPR T2 has been considered based on the egress options and related impacts, however please clarify why EPR T2 has not been included in Table 11. The HEA notes that Traffic and Transport remain Significant Environmental Aspects associated with this CCP and associated traffic movements from parking for 335 vehicles and transport of the NDD waste (heavy vehicles). Please consider assessing this CCP against the CCP Eram Park which has included EPR T2 under table 10 Risk assessment and controls – Eram Park Construction Compound.	Section 4.12.2 d) of the Incorporated Document Environmental management framework Table 6-2, EPR T2	N	N/A	LPE	O	N/A
N/A	NE-EST-HEA-6890-EPA-CRS-002	C	N/A	11.01.01.01	NE-EST-HEA-6890-EPA-UN-002	N	Eastern Freeway/Tam to Springvale Alliance	Comment noted, T2 has been added to the risk assessment table.	Section 4.12.2 d) of the Incorporated Document Environmental management framework Table 6-2, EPR T2	N	N/A	LPE	O	N/A
N/A	NE-EST-HEA-6890-EPA-CRS-002	C	N/A	11.01.01.01.01	NE-EST-HEA-6890-EPA-UN-002	N	Freeways EA	The HEA notes that table 10 (Risk assessment and controls – Springvale Construction Compound) has been updated to include EPR T2, HEA comment addressed.	Section 4.12.2 d) of the Incorporated Document Environmental management framework Table 6-2, EPR T2	N	N/A	LPE	C	N/A

N/A	NEL-EST-FEA-A690-EPA-CRS-002	C	N/A	20	NEL-EST-FEA-A690-EPA-PUN-002	N	Freeways EA	Section 4.12 of the Incorporated Document states: "All construction compounds must be located and operated in accordance with the approved CCP and relevant EPRs included in the approved EMI", 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)....identifying potential impacts to residents, users of the public open space .... 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 Springvale Park Construction Compound.	NELP Incorporated Document Dec 2019 amended Sept. 2023	21-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-FEA-A690-EPA-CRS-002	C	N/A	20.01	NEL-EST-FEA-A690-EPA-PUN-002	N	Eastern Freeway/ Tram to Springvale Alliance	Comment noted, CCEAP will be provided to FEA prior to verification submission.	NELP Incorporated Document Dec 2019 amended Sept. 2023	01-06-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FEA-A690-EPA-CRS-002	C	N/A	20.01.01	NEL-EST-FEA-A690-EPA-PUN-002	N	Freeways EA	Noted, This Comment will remain open until the Communications and Community Engagement Action Plan (CCEAP) is provided.	NELP Incorporated Document Dec 2019 amended Sept. 2023	08-06-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FEA-A690-EPA-CRS-002	C	N/A	20.01.01.01	NEL-EST-FEA-A690-EPA-PUN-002	N	Eastern Freeway/ Tram to Springvale Alliance	Comment acknowledged - to be provided in future submission.	NELP Incorporated Document Dec 2019 amended Sept. 2023	15-06-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-FEA-A690-EPA-CRS-002	C	N/A	20.01.01.01.01	NEL-EST-FEA-A690-EPA-PUN-002	N	Freeways EA	Refer to Comment 19.01.01.01.01 for FEA comments related to the CCEAP : FEA comment addressed.	NELP Incorporated Document Dec 2019 amended Sept. 2023	21-06-25	D	N/A	LPE	C	N/A
N/A	NEL-EST-FEA-A690-EPA-CRS-002	C	N/A	20.01.01.01.01.01	NEL-EST-FEA-A690-EPA-PUN-002	N	Eastern Freeway/ Tram to Springvale Alliance	A summary report of community engagement for the compound has been provided.	NELP Incorporated Document Dec 2019 amended Sept. 2023	15-06-25	D	N/A	LPE	C	N/A
N/A	NEL-EST-FEA-A690-EPA-CRS-002	D	N/A	17	NEL-EST-FEA-A690-EPA-PUN-002	N	Freeways EA	Section 4.12.2 (d) of the incorporated document requires the 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). EPR T3 Transport Management Liaison Group states that "A Transport Management Liaison Group (TMLG) must be established and convene prior to the commencement of any works that may impact on existing roads, paths or public transport infrastructure. The TMLG must include representatives from the State, the Department of Transport, emergency services, the project, relevant transport authorities and relevant local councils." The FEA notes that Section 9.1.(Community consultation) of the CCP states that "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)". Please clarify if EPR T3 is relevant to this CCP as part of demonstrating the defined minimum environmental outcomes the TMLG must achieve during design, construction and operation of the Project.	Environmental Management Framework table 6-2, EPR T3	21-07-25	N	N/A	LPE	O	Yes
N/A	NEL-EST-FEA-A690-EPA-CRS-002	D	N/A	17.01	NEL-EST-FEA-A690-EPA-PUN-002	N	Eastern Freeway/ Tram to Springvale Alliance	Comment noted, TMLG consultation will include discussion on haulage routes & access egress to the CC and is relevant to the CCP.	Environmental Management Framework table 6-2, EPR T3	01-06-25	N	N/A	LPE	O	N/A
N/A	NEL-EST-FEA-A690-EPA-CRS-002	D	N/A	17.01.01	NEL-EST-FEA-A690-EPA-PUN-002	N	Freeways EA	Please clarify why EPR T3 has not been included as EPR T3 relates to Transport Management Liaison Group (TMLG). Please clarify if EPR T3 is relevant to this CCP as part of demonstrating the defined minimum environmental outcomes the TMLG must achieve during design, construction and operation of the CCP.	Environmental Management Framework table 6-2, EPR T3	08-06-25	N	N/A	LPE	O	N/A
N/A	NEL-EST-FEA-A690-EPA-CRS-002	D	N/A	17.01.01.01	NEL-EST-FEA-A690-EPA-PUN-002	N	Eastern Freeway/ Tram to Springvale Alliance	Comment has been noted, T3 added to the risks table.	Environmental Management Framework table 6-2, EPR T3	15-06-25	N	N/A	LPE	O	N/A
N/A	NEL-EST-FEA-A690-EPA-CRS-002	D	N/A	17.01.01.01.01	NEL-EST-FEA-A690-EPA-PUN-002	N	Freeways EA	The FEA notes that T3 has not been added to the risk (table 10 Risk assessment and control-Springvale Construction Compound). Please clarify where EPR T3 has been added and to which "risk table".	Environmental Management Framework table 6-2, EPR T3	21-06-25	N	N/A	LPE	O	N/A
N/A	NEL-EST-FEA-A690-EPA-CRS-002	D	N/A	17.01.01.01.01.01	NEL-EST-FEA-A690-EPA-PUN-002	N	Eastern Freeway/ Tram to Springvale Alliance	Comment noted - T3 has been readied	Environmental Management Framework table 6-2, EPR T3	15-06-25	N	N/A	LPE	O	N/A

N/A	NEL-EST-HEA-6890-EPA-CRS-002	D	N/A	17.01.01.01.01.01.01	NEL-EST-HEA-6890-EPA-PU-002	N		Freeways EA	FEA comment Addressed.	Environmental Management Framework Table 6-2, EPR T3	16-06-25	N	N/A	LPE	C	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	D	N/A	19	NEL-EST-HEA-6890-EPA-PU-002	N		Freeways EA	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 FEA understands that Section 3.1 Community Consultation of the CCP describes that "additional stakeholder engagement will be completed through a forthcoming Community Engagement Action Plan (CCEAP)". A Pre-CCP Community Consultation and evidence of consultation with DTP has not been provided to FEA. 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	21-07-25	D	N/A	LPE	O	Yes
N/A	NEL-EST-HEA-6890-EPA-CRS-002	D	N/A	19.01	NEL-EST-HEA-6890-EPA-PU-002	N		Eastern Freeway, Tram to Springvale Alliance	Comment noted, a summary of community & stakeholder consultation regarding the Springvale Road Construction Compound will be attached as an appendix to the CCP prior to verification submission.	NELP Incorporated Document Dec 2019 amended Sept 2023	01-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	D	N/A	19.01.01	NEL-EST-HEA-6890-EPA-PU-002	N		Freeways EA	Noted, This Comment will remain open until the Communications and Community Engagement Action Plan (CCEAP) is provided.	NELP Incorporated Document Dec 2019 amended Sept 2023	08-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	D	N/A	19.01.01.01	NEL-EST-HEA-6890-EPA-PU-002	N		Eastern Freeway, Tram to Springvale Alliance	Comment acknowledged - to be provided in future submission.	NELP Incorporated Document Dec 2019 amended Sept 2023	15-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	D	N/A	19.01.01.01.01	NEL-EST-HEA-6890-EPA-PU-002	N		Freeways EA	Please clarify when the CCEAP would be made available to FEA. In addition, although DTP and Whitehorse City Council Consultation Presentation comments have been provided, a completed Summary Consultation similar to Appendix C of CCP for Eram Park has not yet been provided. Please clarify if there are other outstanding consultations which are currently still in progress.	NELP Incorporated Document Dec 2019 amended Sept 2023	21-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	D	N/A	19.01.01.01.01.01	NEL-EST-HEA-6890-EPA-PU-002	N		Eastern Freeway, Tram to Springvale Alliance	CCEAP has been provided as part of this submission	NELP Incorporated Document Dec 2019 amended Sept 2023	15-08-25	D	N/A	LPE	O	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	D	N/A	19.01.01.01.01.01.01	NEL-EST-HEA-6890-EPA-PU-002	N		Freeways EA	Evidence of consultation and associated CCEAP has been provided. The FEA notes that engagement and communication will continue throughout the duration in which the Compound is located within Junction Rd Reserve. This includes ongoing consultation around traffic management proposals associated with the establishment of the Compound the Community Liaison Group meetings and the Transport Management Liaison Group (TMLG). FEA comment Addressed.	NELP Incorporated Document Dec 2019 amended Sept 2023	18-08-25	D	N/A	LPE	C	N/A
N/A	NEL-EST-HEA-6890-EPA-CRS-002	E	N/A	21	NEL-EST-HEA-6890-EPA-PU-002.0001 IFR	N		Freeways EA	Noted that the CCP has been updated by TSA in response to DTP comments (on 27/11). The FEA notes that there is a reference "Error Reference source not found" in table 11 under "Corridor associated with Arboriculture (AR1, AR2) / Flora and Fauna (FF1, FF4). - "Arboriculture assessments to be completed prior to works as per section Error Reference source not found, to determine impacts to existing trees." - Ecological assessment to be completed prior to works as per section Error Reference source not found, to determine any sensitive ecological areas in the works proximity. Whilst not preventing verification, please amend accordingly.	N/A	04-12-25	O	N/A	LPE	C	Yes





# Appendix C Community Notification Letter

## C-1 Community Notification Letter



August 2025

Dear Resident

## Eastern Freeway Upgrades Planning for construction compounds

As part of the North East Link Program, we're upgrading the Eastern Freeway with new express lanes, new Eastern Busway, smart technology and a connection to North East Link – slashing travel times and improving travel in Melbourne's east.

From Tram Road to Springvale Road we'll add new lanes, including express lanes, upgrade freeway ramps, and install a new traffic management systems.

We'll also build new and upgraded walking and cycling paths, including new bridges and underpasses to Eram Park and Eram Road, and plant thousands of new native trees, plants and grasses. We will also install 3.5 kilometres of new noise walls where needed to meet Victoria's toughest 63 decibel daytime noise standard and a new, quieter 58 decibel standard at night.

To support these works, a construction compound needs to be established close to construction works for worker site offices, parking, equipment and material storage. Construction of the compound is expected to begin in late November and be completed in March 2026. Once fully operational, the compound will remain in place until freeway works are completed in 2028.

The area within the Eastern Freeway Linear Reserve, Nunawading was identified as a potential location for a construction compound in the Environment Effects Statement (EES) in 2019. The compound will consist of single-story facilities, including office facilities and amenities.

During the construction period, the Koonung Creek Trail walking and cycling path will require a diversion to avoid travel frequency amongst heavy vehicles. Please see the diversion path overleaf.

To keep construction traffic off local streets, worker vehicles will access the construction compound directly via Springvale Road and exit onto the Springvale Road freeway entry ramp. There will also be worker parking available onsite to avoid workforce parking in residential streets.

We're committed to keeping as much of the vegetation and trees as possible in the reserve, including retaining trees within the fenced work area. Where areas of Eastern Freeway Linear Reserve are needed to support construction, these will be returned in 2028 with improvements, including more trees and plants, and areas of open space will also be reinstated and returned.

We'd like to hear your feedback on the proposed construction compound. We'll use this information to help shape the Construction Compound Plan we are preparing that will help manage impacts to the surrounding residents and environment.

You can provide feedback or arrange a time to speak to a member of the project team by contacting us on **1800 105 105** or email [community@northeastlink.vic.gov.au](mailto:community@northeastlink.vic.gov.au). To ensure we can incorporate your comments in our plans where possible, please provide feedback by Tuesday 9 September 2025.

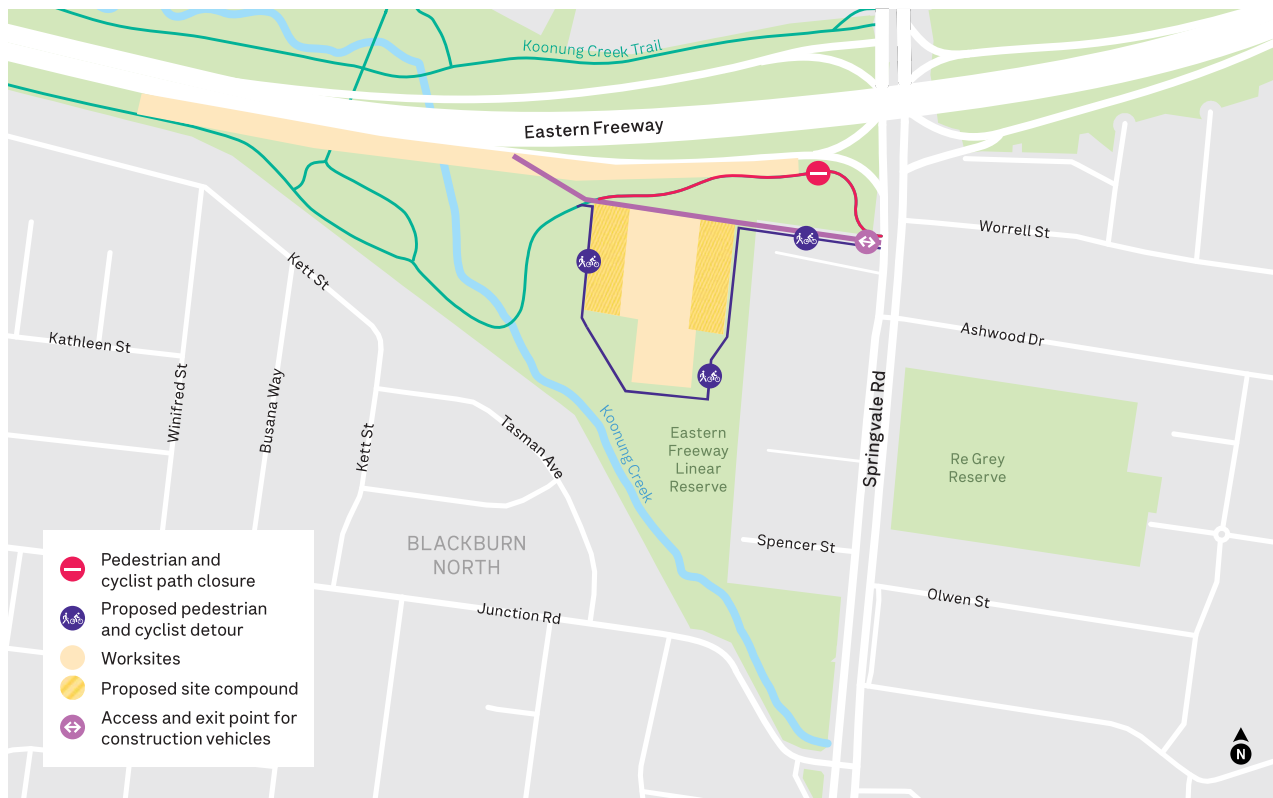
Kind Regards,

**Eastern Freeway Upgrade team**

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**Sign up for updates**  
[bigbuild.vic.gov.au/roads-subscribe](http://bigbuild.vic.gov.au/roads-subscribe)





**Eastern Freeway Linear Reserve construction compound map**

**bigbuild.vic.gov.au/roads**

contact@bigbuild.vic.gov.au



**1800 105 105 (call anytime)**



For languages other than  
English please call 9209 0147

Please contact us if you would like this  
information in an accessible format.

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or speech impairment, please visit  
[relayservice.gov.au](https://relayservice.gov.au)