NORTH EAST LINK SOUTH ALLIANCE

Construction Compound Plan - Bulleen Interchange

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PLANNING AND ENVIRONMENT ACT 1987

BOROONDARA PLANNING SCHEME

CONDITION 4.12 OF THE NORTH EAST LINK PROJECT INCORPORATED DOCUMENT DECEMBER 2019

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Acronyms and abbreviations

Acronyms/abbreviation	Meaning
ARI	Average Recurrence Interval
BoM	Bureau of Meteorology
CCP	Construction Compound Plan
CEMP	Construction Environmental Management Plan
CHMP	Cultural Heritage Management Plan
CNVMP	Construction Noise and Vibration Management Plan
EMF	Environmental Management Framework
EPR	Environmental Performance Requirement
FFG Act	*Flora and Fauna Guarantee Act 1988*
IEA	Independent Environmental Auditor
LSIO	Land Subject to Inundation Overlay
MTIA	Major Transport Infrastructure Authority
NEL	North East Link
NELSA	North East Link South Alliance
NOP	Non-Owner Participant
PRS	Project Requirements Specification
SEPP	*State Environment Protection Policy (Waters) 2018*
TPZ	Tree Protection Zone
UDLP	Urban Design and Landscape Plan
WEMP	Worksite Environmental Management Plan

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1. Introduction

1.1 Purpose of the Plan

The purpose of this Construction Compound Plan (CCP) is to comply with the requirements in the Incorporated Document (December 2019) for the North East Link (NEL) South Package (the Project), specifically clauses 4.12.1, 4.12.2 and 4.12.5 and regulate the use of the Bulleen Interchange construction compound.

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

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

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

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

This CCP is prepared for the Bulleen Interchange construction compound location as outlined in Section 3, which sits within the old Boroondara Tennis Centre, as outlined in Section 3.

The Incorporated Document GC98 allows the land within the project boundary to be used and developed for the NEL Project. The purpose of the Incorporated Document is to exempt the Project from the usual requirements of the planning schemes and allow the use and development of land for the Project, on the condition of works being within the project boundary and comply with all conditions stipulated in the Incorporated Document. Relevant Conditions are included in Table 1.

Table 1: Incorporated Document - Relevant Conditions for this Plan

Section	Content requirements	Where addressed
4.12.1	Prior to the use and development of any construction compound, a CCP must be prepared to the satisfaction of the Minister for Planning.	This Plan
4.12.2	The CCP must include:	
	a. A plan showing the location and layout of each compound and the categories of works and operations proposed within each compound.	Sections 3.1, 3.2 and 3.4
	b. The estimated duration of activity within each compound.	Section 3.3
	c. Demonstration that any compound proposed on land which is not to be permanently acquired are reasonably required in the location in which they are proposed, including demonstration that alternatives which reduce the impact of the compounds on such land are not feasible or practical.	Sections 2 and 2.1
	d. Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas).	Section 2.1 Section 4 Table 4
	e. Demonstration that the categories of works proposed within the compounds are appropriate having regard to whether the land is flood prone, including any flood modelling where appropriate, or has any particular environmental sensitivity, and that the works will be suitably managed to address any flood risk.	Section 5.1 and 5.2 Table 2
	f. Measures to restore the former use of the land used for construction once these activities are complete.	Section 6
4.12.3	A CCP may be prepared and approved in stages but a CCP for any stage must be approved before the commencement of use and development for that stage.	N/A at this stage for this Plan
4.12.4	A CCP may be amended from time to time, to the satisfaction of the Minister for Planning.	Section 8
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.	Sections 4.2 and 5.2

1.2 Purpose of the compound

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

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

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

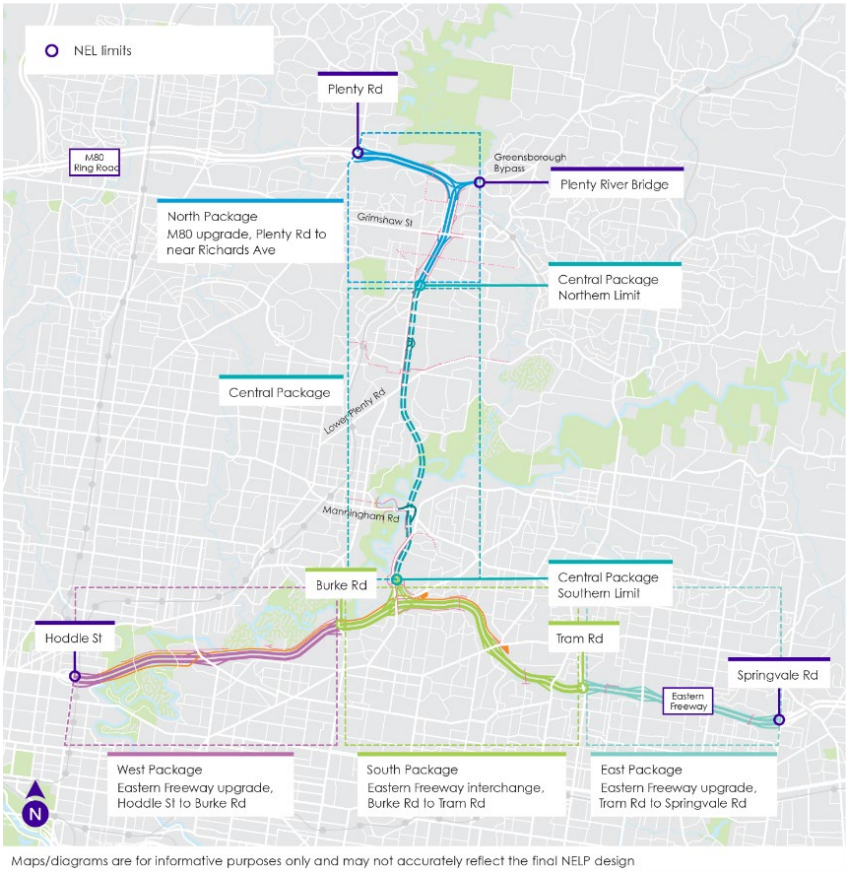

Figure 1: NEL Program

This construction compound will be utilised to facilitate works associated with the South Package, specifically the area of the Bulleen Interchange. The main scopes supported by the compound are:

- Construction of the Bulleen Dog Leg traffic diversion, which will allow for construction works to commence on overhead structures in the footprint of the current Bulleen Road alignment.
    - Removal and replacement of drainage structures
    - Utility relocations
- Construction of Bulleen Road Interchange structures
    - Overhead road structures
    - Piling pads
    - Retaining walls
    - Flood mitigation structures
    - Installation of new culvert structures

2. Justification of location and use of Bulleen Interchange compound (Condition 4.12.2 (d))

In addition to the long-term site compounds NELSA will establish small compound facilities along the Project boundary. These facilities are to provide direct access to amenities and crib facilities for the workforce at high volume work zones, which removes the need for constant travel to the larger long-term compounds. This allows for less traffic on local roads and a shorter construction program.

The Bulleen Interchange Construction Compound is required to facilitate works in Zone 5100 as shown in Figure 2.

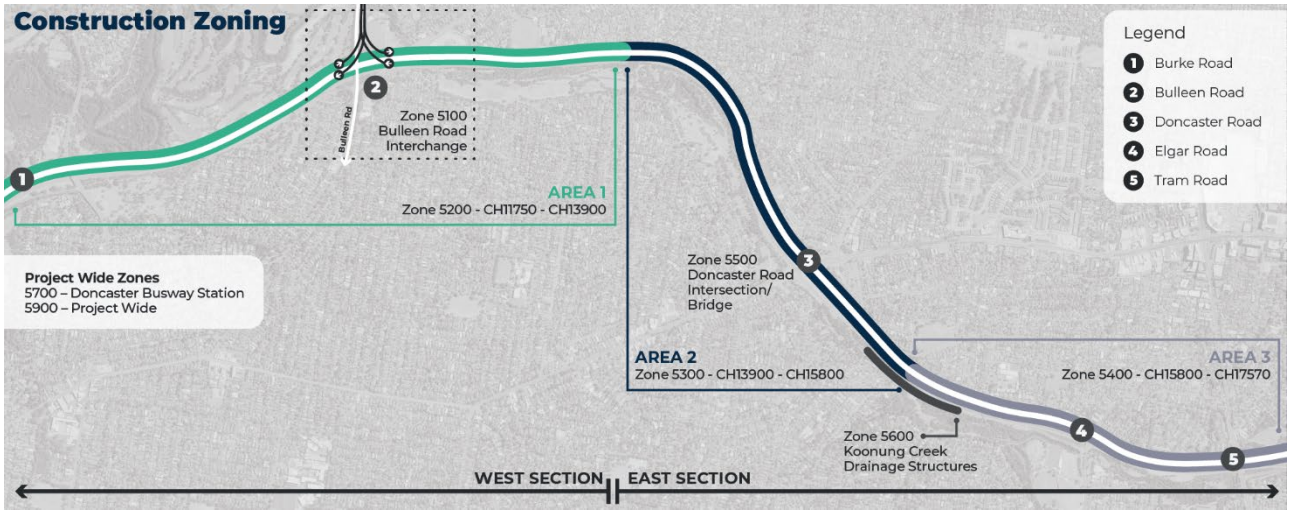

Figure 2: NELSA Construction Zones

The construction compound facilities at the Bulleen Interchange have been designed to accommodate up to 48 workers in each building during peak construction. This number was determined through an assessment of the construction program required to deliver the project and the associated staff histogram that outlines the number of workers. The peak personnel count was taken in order to size the compound and its facilities. Factors considered in the selection of the Bulleen Interchange compound included:

- The compound requires space for 96 workers to be on site close to the Bulleen Road Interchange.
- Access is required for heavy vehicles delivering large equipment and bridge segments to site. The compound can be set up with clear access off Bulleen Road in both stages of traffic setups.
- There are no registered items of heritage significance within the compound footprint.
- The compound sits within the Cultural Heritage Management Plan (CHMP) 15576 Activity Area and the CHMP project boundary, and no areas of cultural heritage significance are located nearby to the compound.
- The area is largely unoccupied tennis courts, minimising vegetation clearing required for the establishment of the compound.
- The current asphalted carpark and tennis court base can support the compounds without the need of significant preparatory works to construct a subbase for the compounds.
- The area does not impede on any pedestrian foot traffic or bike lanes, with no shared use path diversion required.
- The compound will be required for use during night works for construction of the Bulleen Road Interchange. The location is separated from the nearest sensitive receptors by a large distance to the north west, and the Eastern Freeway to the south east.
- The area is within the final footprint of the works, and so does not take up any additional open space outside of the design footprint.
- The compound needs to be as close as possible to the works which is critical for safe and efficient construction of the works.

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

Table 2: Details of implementation

Incorporated Document requirement	Details of implementation
Avoid	• The location of the compound, being 150m distance from residential areas, avoids impacts to large numbers of sensitive receptors, as shown in section 4. • The location is unlikely to affect any residents, businesses and schools. • The compound sits within the works zone for the Bulleen Interchange structure avoiding the occupation of open space used by the community. • The location chosen for the northern compound building avoids the requirement to relocate the compound during works. • This location avoids impacts to open space and sporting and recreation areas through the use of an area that will be closed for the construction of the Project. The selection of this space does not increase the amount of available open space impacted from the Project. • This location avoids impacts to open space and sporting and recreation areas through the use of an area that has been acquired by the Project.
Minimise	• The area minimises traffic impacts with access being available directly from Bulleen Road and Thompsons Road, avoiding the need for trucks or site vehicles to be travelling on residential streets. • The compound is positioned to be directly within the works zone, minimising traffic impacts from workers travelling between sites. • The compound is utilising space requiring clearing for permanent works in lieu of clearing additional areas nearby, reducing the need for vegetation removal on the project. • The carpark for the northern compound section has been designed to retain a *very high* retention value Manna Gum.
Mitigate	• The compound sits within the Land Subject to Inundation Overlay (LSIO). To mitigate the risk of flood impacts to our works and the surrounding environment, the compound building has been designed to sit on tall concrete blocks between 300mm and 1.2m. . This will assist in mitigating flood risk to the compound, in addition to the controls outlined in the Flood Emergency Management Plan and Worksite Environmental Management Plan.

2.1 Alternate locations consideration (Condition 4.12.2 (c))

The proposed compounds included in this CCP were compared against increasing the size of one of NELSA's three larger compounds (Freeway Golf Course, Koonung Creek Reserve, Doncaster Road). The most appropriate of these to be increased in size is the Freeway Golf Course Compound due to its close proximity to the works, lower community impacts (compared to Koonung Creek Reserve and Doncaster Reserve) and utilisation of permanently acquired space for the project.

The location of the Freeway Golf Course Compound in relation to the Bulleen Interchange Compound is shown in Figure 5a – and included in *NEL-STH-NSA-5900-EPA-PLN-0001 Construction Compound Plan – Freeway Golf Course.* Reasons for selecting the proposed Bulleen Interchange against a larger facility at Freeway Golf Course are as follows -

- Increasing the spatial footprint of the Freeway Golf Compound would require additional vegetation clearing in the area, impacted retained vegetation marked in the Central Interface Zone Urban Design and Landscape Plan.
- The Bulleen Interchange area will be a busy construction area for a large portion of the works. The two proposed compounds are expected to have a minimal increase in noise impact to the surrounding receivers.
- Being a construction zone, the Bulleen Interchange Compounds will not provide an additional negative visual impact to the community. Increasing the size of the Freeway Golf Course compound would increase the visual impact the compound has on golf course users.
- Using the Bulleen Interchange compounds will reduce travel times between sites and the Bulleen Interchange construction zone, reducing traffic counts on roads.

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

- Option A: Old Boroondara Tennis Centre (proposed location)
- Option B: Old Bulleen Swim Centre

Figure 3 gives context to the areas proposed and selected.

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

Figure 3: Alternative Compound Location

Table 3 outlines the key selection criteria used to compare and justify the choice of the proposed location.

Table 3: Location criteria

Description	Option A Bulleen Interchange	Option B Bulleen Swim Centre
Is the site within the approved project boundary?	Yes	Yes
Is the area available for use during the required construction period?	Yes	No. The area is currently occupied by the central package.
Is the area immediately adjacent to the construction zone?	Yes	No. Direct access off local roads to the Bulleen Dog Leg construction area in the old Boroondara Tennis Centre would require a crossing over the Koonung Creek.
Does the area require vegetation removal?	Yes. Areas of vegetation will be cleared initially for the compound. The areas require clearing for permanent works, so the overall project clearing footprint is not being increased	No
Does the area impact on community groups?	No, the site is closed to the public	No, the site is currently occupied by the Central Package.
Does the area impact on residents?	Residential impact is considered unlikely due to the location of these compounds. Noise impact will be evident primarily from permanent works.	Residential impact is considered unlikely due to the location of these compounds. Noise impact will be evident primarily from permanent works.
Does the area impact on businesses?	No, the area is closed to the public.	Yes, impacts from worker traffic to the Manningham Club would be likely.
Does the area impact on schools or childcare centres?	Noise impacts are likely from the permanent works construction, not compound operations.	Noise impacts are likely from the permanent works construction, not compound operations.
Is the area within the LSIO flood extent?	Yes, the whole area is within the Land Subject to Inundation extent.	Yes, the whole area is within the Land Subject to Inundation extent.
Would the compound need to be moved during construction?	The Northern Compound building has been located to avoid the need to move the compound during works. The southern building will require relocation within the general vicinity when works progress to an appropriate level. This will be reflected in a future update to this CCP.	Yes, significant permanent works will be required in the area.
Would the compound impede construction or timing?	The compounds are proposed to be within a complex construction zone, requiring delays to non-critical works within their footprint to allow the compounds to facilitate works prior to be demobilised.	Yes, as the area is not directly adjacent to the Bulleen Dog Leg diversion construction area it would require additional personnel or additional time to construct.
Is there available access and egress points to the site that reduce significant traffic disruptions, especially when large trucks and deliveries are entering/exiting site?	Yes, directly off Bulleen Road and Thompsons Road.	Yes, directly off Bulleen Road.

The key reasons the Bulleen Interchange location has been selected for the preferred locations are as follows:

- The area is currently unoccupied by the Central Package and does not impede on Central Package scope of works.
- The area is directly within the Bulleen Interchange construction footprint, maximising efficiency of program to construct the traffic diversion and permanent overhead structures in the area.

- The area has available access from arterial roads and does not impact on traffic in the carpark of the Manningham Club.

Table 4 shows the site selection assessment for Bulleen Interchange. The criterion for implementation is as follows-

Avoid – impact is avoided in relation to this potential impact

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

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

Table 4: Bulleen Interchange (preferred location) Site Selection Assessment

Impact	Avoid	Minimise	Mitigate	Comment
Vegetation		Y		The compound is utilising space requiring clearing for permanent works in lieu of clearing additional areas nearby. The carpark for the northern compound section has been designed around a very high value Manna Gum.
Residential	Y			Unlikely to impact any residences, as closest residents are located on southern side of Eastern Freeway and north east beyond Koonung Creek and Manningham Hotel areas.
Open space	Y			Utilising area occupied by NEL Project. No impact on community open space.
Schools	Y			Unlikely to impact any schools, the closest being Belle Vue Primary School to the south, Carey Grammar to the West and Marcellin College to the north (approx. 300m away, shown in Section 4.2).
Community organisations	Y			No impact to any community organisations
Sporting and recreation areas	Y			Boroondara Tennis Centre already acquired and closed by the Project due to it being within the footprint of permanent works.
Flood			Y	Flood risk is mitigated through the design of the compound, including sitting on concrete blocks (between 300mm to a maximum of 1.2m), and management controls implemented during construction and operation.
Proximity to Works	Y			The compound will directly border the construction of the Bulleen Road Interchange
Business	Y			Unlikely to impact any businesses
Cultural Heritage	Y			No areas of cultural heritage significance in the area. Compound is within CHMP 15576 Activity Area and project boundary.

3. Bulleen Interchange compound

3.1 Site context

The land in which the Bulleen Interchange compound sits is in the municipality of the City of Boroondara. The compound is within the project boundary and does not encroach on any specified no go zones outlined in Section 5 of the EMF.

The Bulleen Interchange compound is situated on a parcel of land permanently acquired for use by the North East Link Project, formerly part of the Boroondara Tennis Centre, on the north east corner of Bulleen Road and the Eastern Freeway. The compound footprint will be taken by the final design, specifically the Bulleen Interchange structure.

The area surrounding the proposed compound location is recreational open space, the Freeway Golf Course, to the west, Bulleen Park and Marcellin College Sports Grounds to the north, and the newly constructed Bulleen Park and Ride facility to the east, and the Manningham Hotel to the north east. Belle Vue Primary School is located to the south of the proposed compound across the Freeway. Dense residential space surrounds these areas.

Figure 4: Surrounding Land Use

The operation of the compound will be in accordance with all relevant EPRs, as well as the Construction Environmental Management Plan (CEMP), the full suite of Project Plans, and the Bulleen Interchange Compound Worksite Environmental Management Plan (WEMP).

Uses for the site compound include:

- Amenities including bathrooms, first aid, crib rooms for the workforce. 48 workers are required at each of the two compound building locations.
- Site safety briefings and prestart. Space for the entire workforce is required to adequately convey site safety briefings to the workforce at the start of each shift.
- Localised staff and visitor parking
- Materials storage, including all relevant environmental controls required for specific materials.

3.2 Compound description

The Bulleen Interchange compound consists of two small crib sheds with first aid facilities, bathrooms and lunch rooms. The facility to the north will be raised between 300mm and 1.2m (approximately)m above the current surface level to mitigate risks from flooding events. Building heights are approximately 3m, resulting in a bulk height for the northern compound of 4m. The compounds have been situated to avoid the need for construction workforce to travel between compounds.

The compound will include approximately 186 carparks, which incorporates an allocation for the Freeway Golf Construction Compound as spatial constraints do not allow for adequate parking within the golf course footprint during peak construction.

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

Establishment

- Preliminary demolition works
- Hoarding establishment
- SUP diversion
- Temporary Fence installation
- Environmental control installation
- Vegetation removal
- Bulk earthworks
- Hardstand and access road construction
- Car park asphalt works

Operation

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

3.3 Compound Staging

The compound layout and access will be constructed in two stages. Initially access and egress will be via a left in, left out arrangement from both the existing entrance to the Tennis Centre on Bulleen Road, and an access track to the south off Thompsons Road (See figure 5a).

Once the traffic diversion has been constructed to allow for construction works to commence within the current alignment of Bulleen Road, access to both the northern and southern compound buildings will be directly off the new Bulleen Road alignment, see figure 5b. No pedestrian access between compounds is proposed during the traffic diversion stage of works.

3.4 Duration (Condition 4.12.2 (b))

The Bulleen Interchange compound establishment works are anticipated to begin in Q3 2023. Once the compound is established, it will remain in place until the supported construction activities are completed, after which it will be demobilised, scheduled for Q4 2027.

Table 5 provides an indicative construction timeframe and activities required for compound establishment.

Table 5: Set-up activities and indicative timings

Compound	Occupation	Mobilisation duration	Work activities for compound establishment with indicative timeframes
Bulleen Interchange compound	October 2023 - Project End	Commencing October 2023 for approximately 9 weeks.	Week 1-2: • Establishment of Environmental Controls • Clearing and grubbing Week 2 - 5: • Establishment of access roads and haul roads, carpark hardstands • Temporary Fencing with site delineations set out. • Set out and Level. Week 5 - 9 • Erection of compound buildings • Installation of decks, stairs, landings, ramps, connection to services and fit out.

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

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

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

Monday to Friday: 7am – 6pm inclusive

Saturday: 7am – 1pm inclusive

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

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

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

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

3.5 Compound Site Plan Stage 1 (Condition 4.12.2 (a))

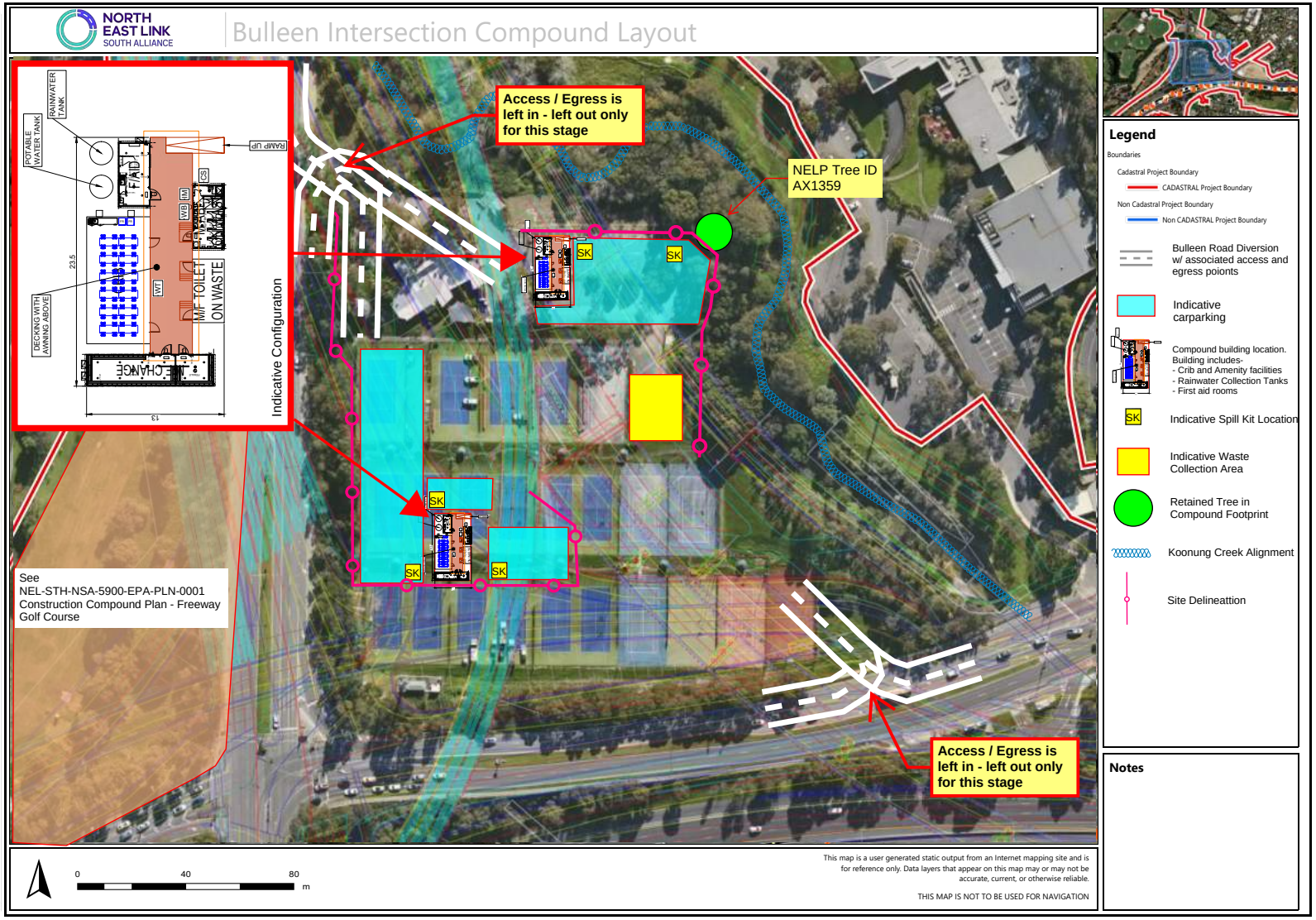

Figure 5a: Indicative compound location and construction site

3.6 Compound Site Plan Stage 2 (Condition 4.12.2 (a))

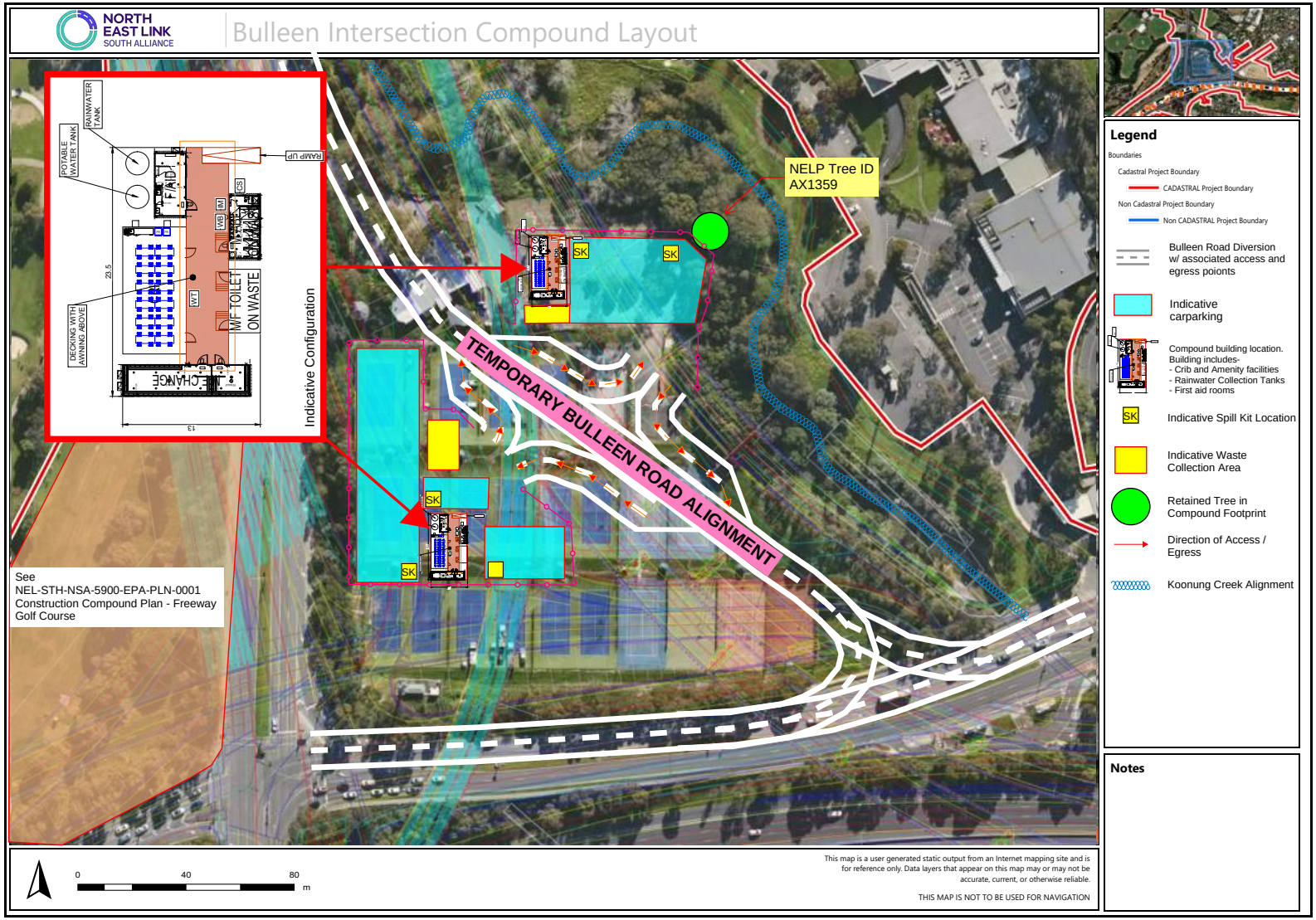

Figure 5b: Indicative compound location and construction site

4. Management of potential impacts to sensitive users

4.1 Identification of sensitive receptors

The location of the Bulleen Interchange compound has been selected to be away from sensitive receptors as far as reasonably practicable. Several residential, business and community receptors have been identified in relative proximity to the proposed compound (4).

Due to the physical distance between the proposed compound and these receptors and their further separation by the Eastern Freeway and Koonung Creek open space respectively, noise impacts are considered unlikely. Extensive noise modelling for construction and operation of the compound will be undertaken in order to further assess and mitigate impacts of noise to nearby receptors. This will be managed through a WEMP for the compound. The approach to managing community impacts resulting from the compound is outlined in section 7.

Nearest residents:

- Sandra Street
- Ben Nevis Grove
- Leonis Avenue
- Columba Street
- Mountainview Road

Businesses:

- Manningham Hotel
- Veneto Club
- Dan Murphy's
- BWS
- Belle Vue Shopping Centre Traders

Community Facilities/Schools:

- Freeway Golf Course
- Belle Vue Primary School.
- Boroondara Primary School
- Marcellin College
- Carey Bulleen Sports Complex
- Doncaster Aeromodellers Club
- Bulleen Park and Ride

4.2 Sensitive Receptors Locations

Figure 6: Bulleen Interchange compound - sensitive receptors

4.3 Risk assessment and identification of potential impacts

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

Table 6: Risk assessment

Relevant EPR	Environmental aspect	Potential risks	Initial risk level
AH1, HH2	Aboriginal and Historic Heritage	• Unexpected discovery of cultural or historic heritage item, or potential disturbance or damage to any cultural or historic heritage item	Low
AQ1	Air Quality	• Generation of dust impacting amenity values of nearby areas • Generation of dust impacting human health • Generation of dust impacting ecological values	Low
AR1, AR2, AR3	Arboriculture	• Impact to vegetation during construction or operations marked for retention	Medium
B4	Business	• Impact and disruption caused to businesses in the area resulting from temporary occupation of the area	Low
FF1, FF2, FF3, FF4, FF5, FF8	Flora and Fauna	• Injury or death caused to fauna species during operations of the compound through machinery and plant movements • Noise and vibration impact to the Australian Grayling during construction or operation • Lighting impacts to nocturnal species occupying areas adjacent to the compound during night works • Impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora and habitat areas	Medium
LP1	Land Use Planning	• Land used for construction and compound is in excess of what is required	Low
LV2, LV3	Landscape and Visual	• Light spill from compound impacting on sensitive receptors, including ecological communities adjacent to site	Low
NV3, NV4, NV5, NV8, NV9	Noise and Vibration	• Noise generated from the compound negatively impacting nearby receptors • Vibration generated from haul road construction and compaction damaging infrastructure in close proximity to works, specifically utilities • Compound operation to likely occur outside of normal working hours	Low
SC1, SC2, SC3, SC4, SC5, SC6	Social and Community	• Impacts to local businesses through traffic disruption	Low
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10	Surface Water	• Adverse impacts to water quality on the Koonung Creek. • Adverse impacts to aquatic flora, fauna and habitat from construction water discharge • Flooding of compound releases hazardous substances, spoil and construction waste into nearby watercourse • Uncontrolled release of water not meeting *State Environment Protection Policy (Waters) 2018* (SEPP) parameters	High
SCC1, SCC2, SCC4, SCC5	Sustainability and Climate Change	• Environmental impacts resulting from mismanagement of waste on site in both construction and operation of the compound • Environmental impacts and impacts to sustainability credit ratings from inadequate compound set-up in regard to energy requirements and usage	Low
T2	Traffic and Transport	• Impacts to the community from traffic disruptions associated with the construction and operation of the compound, including equipment and material deliveries • Impacts to existing traffic conditions through site access and egress	Medium

4.4 Design and siting measures to reduce impacts

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

The measures include:

- The location chosen for the compound is land pre-acquired by NELP for the Project, avoiding any impact to open space or recreation.
- The area is sited at a distance from residential receivers and businesses, reducing potential noise impacts from works.
- The compound is located directly adjacent to the work zone, reducing traffic volumes on roads for worker travel to and from the compound.
- The compounds have been positioned to minimise the requirement for relocations to facilitate permanent works.
- The compound is located in an area that will be occupied for permanent construction works.

Further controls minimising impacts from the compound to adjacent receptors are outlined in Table 7.

5. Management of flood risk and environmental sensitivities

5.1 Flood risk and management

As this compound is located within the 100-year ARI flood plain, the Flood Emergency Management Plan will include controls to mitigate the risk of flood to the compound and operations. To mitigate the risk of flood impacts to our works and the surrounding environment, the compound building has been designed to sit on concrete blocks between 300mm and 1.2m high. This will assist in mitigating flood risk to the compound, in addition to the controls outlined in the Flood Emergency Management Plan and Worksite Environmental Management Plan.

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

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

Further explanation of flood management is included in section 5.2.

5.2 Environmental sensitivities

A comprehensive list of environmental controls to mitigate environmental sensitivities is included in the Project Plans and the WEMP for the construction of the Bulleen Interchange compound.

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

Table 7: Residual risk assessment

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

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
			egress set up during the construction of the compound area • Use of street sweepers where necessary • Site induction to include project-wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart	
Arboriculture (AR)				
AR1, AR2, AR3	• Impact to vegetation during construction or operations marked for retention	Medium	A full suite of controls to be informed by the Tree Removal Plan and Tree Protection Plan. Site specific Arborist and Ecological Assessments undertaken to further develop controls specific to the construction of the compound. • Any required pruning to be undertaken by a minimum AQF Level 3 Arborist • Tree Protection Zone (TPZ) fencing to be erected prior to clearing and construction works for designated no go zones • TPZ fencing to be established for protected trees within the compound area • Site induction to include project-wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart • Ecological assessment to advise any site-specific requirements for threatened species protection. • Tree clearing works are to follow the NELSA Permit to Clear, with a NELP approved Tree Removal and Protection Proposal received prior to clearing works commencing. The Worksite Environmental Management Plan will further outline controls required during clearing works.	Low
Business (B)				
B4	• Impact and disruption caused to businesses in the area resulting from temporary occupation of the area	Low	• Participation in business liaison groups outlining the program and works for the compound for notification purposes.	Low
Flora and Fauna (FF)				
FF1, FF2, FF3, FF4, FF5, FF8	• Injury or death caused to fauna species during operations of the compound through machinery and plant movements • Noise and vibration impact to the Australian Grayling during construction or operation • Lighting impacts to nocturnal species occupying areas adjacent to the	Medium	A full suite of controls to be informed by measures outlined in the CEMP, Site Specific Ecological Assessment, and compound establishment WEMP. • Speed limits on site to be displayed to avoid accidental fauna collisions • If a risk to fauna is identified on site, works are to pause until the fauna moves itself out of site. Alternatively, a person with authority to control wildlife under the *Wildlife Act 1975* must be called to site to relocate the animal offsite. • Ecological assessment to advise the need for any necessary vegetation removal applications or permits for the removal of	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
	compound during night works • Impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora and habitat areas.		FFG listed species or areas of native vegetation • Site-Specific Ecological Impact Assessment will assess any relevant impacts and management measures required during construction and operation of the compound for the protection of the Australian Grayling, including consideration to the critical migration and breeding period between September and November.	
Landscape and Visual (LV)				
LV2, LV3	• Light spill from compound impacting on sensitive receptors, including ecological communities adjacent to site.	Low	• Visual assessment during compound construction and operation to ensure no light spill is impacting nearby ecosystem or residents • The selection of this area for a compound has reduced the risk of light spill impacting residents or businesses	Low
Noise and Vibration (NV)				

NV3, NV4, NV5, NV8, NV9	• Noise generated from the compound negatively impacting nearby receptors
	• Vibration generated from haul road construction and compaction damaging infrastructure in close proximity to works, specifically utilities
	• Compound operation to likely occur outside of normal working hours
		Low	A full suite of controls is included in the Construction Noise and Vibration Management Plan (CNVMP), site-specific Noise and Vibration Assessment and the WEMP.
			• The location of this compound reduces the potential of noise impacts to nearby residents and businesses and was included in the selection criteria for the compound.
			• The Noise Impact Assessment for this compound considers plant and machinery in operation for each construction and operation phase, the duration and timing of works, and existing ambient noise conditions to determine works specific controls required. These include:
			  • Recommended noise attenuation practices
			  • Tiered mitigation measures to be implemented for impacted receptors.
			Key controls used on site to manage impacts of noise will include the following, with more detailed controls outlined in the site specific WEMPs and the CNVMP:
			• Noise levels must meet the guidelines set in NV3
			• Should the need for Unavoidable Works occur during the construction or operation of the compound, the process outlined in section 3.3 is to be followed.
			• Respite periods to be incorporated into the construction of the compound for high-impact noise generation as required
			• Residents likely impacted by the works will be notified
			• The mandatory site induction for workers will include a noise and behaviour section to ensure appropriate conduct by workers
				Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
			will minimise potential impacts to nearby receptors. Noise monitoring will be undertaken based on the recommendations resulting from the noise modelling. Unattended noise monitoring will be undertaken throughout compound establishment and operation. In response to community complaints/enquiries, noise monitoring may be undertaken to ensure noise modelling impacts are accurate and all tiered mitigation methods active on site are appropriate in managing impacts. A vibration risk assessment for these works outlines the need for site specific controls in order to comply with NV8 and NV9: • Risk of vibration impacts for this site is a reason the area was chosen, away from high-risk permanent infrastructure and sensitive receptors • Controls outlined to protect existing underground services will be included in the WEMP, including minimum clearance distance from the use of heavy vibratory rollers and existing services.	
Surface Water (SW)				
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW9, SW10	• Adverse impacts to water quality on the Koonung Creek and Yarra River • Adverse impacts to aquatic flora, fauna and habitat from construction water discharge • Flooding of compound releases hazardous substances, spoil and construction waste into nearby watercourse • Uncontrolled release of water not meeting SEPP parameters	High	A full suite of controls for surface water management is included in the Surface Water Management and Monitoring Plan and the WEMP. Key controls for the compound include: • All site entry drainage within the compound footprint to be protected with appropriate sediment controls • Run-off on site to be managed to ensure compliant discharges to waterways and stormwater. • All dangerous good and chemicals are to be stored in bunded containers clearly labelled on site • Spill kits will be located at indicative locations shown in Figure 5a and 5b, and as per the WEMP • No refuelling of equipment is to occur within 10m of waterways • Compound buildings to be raised between 300mm and 1.2m total from current surface level • Monitoring for flood events will be done through the Bureau of Meteorology (BoM) weather stations, which can be accessed from the BoM website (www.bom.com.au). Alternatively, phone apps such as Vic Emergency can be set up to deliver real-time notifications to site personnel to warn of upcoming flood risk. If a flooding event is predicted, controls outlined in the Flood	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level

			Emergency Management Plan are to be followed.
			• Where a flood event is forecast, the site is to be made safe where time allows.
			  • Securing all material to be retained on site
			  • Relocation of all chemicals and hazardous material away from site or moved outside of the 100-year ARI flood extent.
			  • All plant and equipment relocated outside of 100-year ARI flood extent.
			• Inlets to the stormwater system used by the project sites (or those immediately downgradient from project sites) will be regularly inspected for blockages and build up and cleaned as required to maintain performance.
			• The extent of exposed soil and ground disturbance should be minimised to the greatest extent practicable, in order to assist with sub-soil uptake and reduce water velocity from heavy rainfall events
			• Weather must be monitored during concrete/asphalt prime/tac coat works to ensure there is sufficient time for curing compound to set prior to predicted inclement weather such as flooding
			• Where constructing adjacent to watercourses, impacts to bank stability must be assessed and managed to prevent bank erosion or failure.	

Land Use Planning (LP)				
LP1	• Land used for construction and compound is in excess of what is required	Low	• Area occupied for the compound will remain within the NELP acquired parcel of land only	Low
Social and Community (SC)				
SC1, SC2, SC3, SC4, SC5, SC6	• Impacts to local businesses through traffic disruptions	Low	• Traffic impacts from the compound will be managed through a WTMP considering all forms of transport, including pedestrians, cyclists and road traffic.	Low
Sustainability and Climate Change (SCC)				
SCC1, SCC2, SCC4, SCC5	• Environmental impacts resulting from mismanagement of waste on site in both construction and operation of the compound • Environmental impacts and impacts to sustainability credit ratings from inadequate compound set-up in regard to energy requirements and usage	Low	Waste management controls are included in the CEMP and the site-specific WEMP. • Waste segregation, including putrescible waste, to be in place within the compound to ensure waste is disposed of into the correct waste stream, e.g., comingled recycling, organic waste etc. • All waste to be disposed of regularly on site for housekeeping • Compound to be monitored for energy and fuel usage during operations All site compounds connected to mains will be offset with 100% Greenpower. For those not connected to mains, low carbon power	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
			solutions are to be investigated and implemented where feasible. All long-term compounds will also feature rainwater capture for use in non-potable water applications. Further details on the broader energy and water reduction targets and strategy are detailed in the Sustainability Management Plan and associated IS Rating Implementation Sub-Plan.	
Traffic and Transport (T)				
T2,	• Impacts to the community from traffic disruptions associated with the construction and operation of the compound, including equipment and material deliveries	Medium	• Community notifications to be distributed to affected residents in advance of significantly impactful works • A Worksite Traffic Management Plan and supporting information will be developed for the compound operation addressing the traffic engineering characteristics, with due consideration to all modes of movements including access and egress, carparking, construction vehicle movement and public pedestrians and cyclists. • Inductions and pre-start briefings to include behavioural requirements for access and egress to site, including keeping access areas clear for incoming traffic. • No pedestrian access between compounds is proposed during the traffic diversion stage of works. • The compounds have been situated in relation to our works to avoid the need for construction workforce to travel between compounds.	Low

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

Completion is scheduled for Q4 2027 with the compound to be demobilised at the completion of the Project or the completion of the related area activities. Demobilisation will be undertaken to achieve the requirements of the approved Urban Design and Landscape Plan (UDLP).

Where temporary materials or structures are being removed during demobilisation, reuse opportunities will be explored. The area occupied by the compound will be reinstated as per the final agreed designs for the Project, primarily occupied by the footprint of the permanent works.

7. Communications, stakeholder and community engagement

7.1 Stakeholder and community engagement approach

NELSA has consulted with both Boroondara City Council and Manningham City Council, as well at the Department of Transport and Planning in the preparation of this CCP. Feedback from each party has been assessed, responded to, and incorporated into the CCP.

The following information will be shared with the local community post compound approval as part of the compound consultation:

- The compound will support NELSA construction works in the area and contain amenities and facilities required for employees, as well as an office, pathways, hardstands for sheds and parking, laydown and storage areas, a car park and waste and recycling facilities.
- The site compound location and work activities within have been located to avoid impacts to residents and environmental impacts where possible. However, there may still be impacts such as dust, noise, vegetation removal, lights at night, light vehicles, and trucks in the area when work commences.
- NELSA will implement mitigations such as light shields, concrete/asphalt/sealed areas to minimise the impacts as far as practicable.
- Impacts of the construction works outside of the compound will be managed through a WEMP.

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

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

NELSA will also consult the following local businesses and stakeholders:

Businesses:

- Manningham Hotel
- Belle Vue Traders

Community Facilities/Schools:

- Freeway Golf Course
- Belle Vue Primary School.
- Boroondara Primary School
- Marcellin College
- Carey Grammar

7.2 Contact numbers

Big Build Contact Centre: 1800 105 105

7.3 Complaint management

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

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

Table 8: Complaint management requirements and responsibilities

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

8. Review

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

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

Appendix A: IEA verification

North East Link Freeway Packages
Independent Environmental Auditor

Review and Verification Report:

North East Link South Alliance Construction Compound Plan – Bulleen Interchange

North East Link Program

30 October 2023

Document review and approval

Revision	Revision Detail	Author	Date	Reviewed and Approved by
1.0	Final Report	[redacted]		
2.0	Final Report following NELSA revisions to Construction Compound Plan – Bulleen Interchange			

Contents

Inherent Limitations

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

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

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

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

Third Party Reliance

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

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

1. Introduction

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

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

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

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

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

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

Table 1 - Document subject to IEA Review and Verification assessment

Document	Construction Compound Plan – Bulleen Interchange (Document Number: NEL-STH-NSA-5900-EPA-PLN-0004; Revision 01; Dated: 25/10/23) (the Document).
Freeway package	The South Package consists of an upgrade to the section of the Eastern Freeway between Burke and Tram Roads, and addition of an elevated freeway interchange located near the southern portal of the Central Package.
Package Alliance	NEL South Alliance (NELSA) - an Alliance comprising Laing O'Rourke Australia Construction Pty Ltd, Symal Infrastructure Pty Ltd, WSP

	Australia Pty Ltd and Arcadis Australia Pacific Pty Ltd, which is NEL's Preferred Proponent to execute the South Freeway Package scope of works described above.
Date of IEA assessment	18 July 2023 – 30 October 2023
Other relevant information	A full list of supporting NELSA project documentation reviewed as part of this review and verification scope, is provided in Appendix B.

2. Scope and Approach

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

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

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

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

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

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

Revision	Remarks scope of documents	Date submitted by NELP and NELSA to IEA	Date IEA review comments provided to NELP and NELSA	Date Verified by IEA
C	Initial revision submitted to the IEA for review	18/07/23	27/07/23	N/A
D	Subsequent revision submitted to the IEA for review following IEA comment	14/08/23	18/08/23	11/09/23
01	Subsequent revision submitted to the IEA for review following Department of Transport and Planning (DTP) comment on Rev D	27/10/23	30/10/23	30/10/23

3. IEA Review Findings

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

The IEA has assessed NELSA's Construction Compound Plan – Bulleen Interchange (Document Number: NEL-STH-NSA-5900-EPA-PLN-0004; Revision 01; Dated: 25/10/23) against the requirements of the program contract, including the EMF and EPRs, conditions of Program approvals, and in 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 - Review and Verification Assessment Comment Register

Appendix A - Review and Verification Assessment Comment Register

Project: North East Link Program

Document No NEL-STH-FIEA-5900-EPA-CRS-0004

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	A	N/A	01	N/A	N/A	Freeways IEA	Incorporated Document section 4.12.1 requires the CCP to be approved by the Minister for Planning. Section 1.1 of the document states that this has been addressed in the plan, however no approval dcoumentation has been included to support the statement. This provision is outstanding.	Incorporated Document section 4.12.1	27-07-23	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	A	N/A	01.01	N/A	N/A	NEL South Alliance	Ministerial Approval is obtained following IEA approval as per Table 6-2 of the EMF	Incorporated Document section 4.12.1	11-08-23	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	01.01.01	N/A	N/A	Freeways IEA	IEA Acknowledged	Incorporated Document section 4.12.1	18-08-23	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	A	N/A	02	N/A	N/A	Freeways IEA	Incorporated Document section 4.12.2 (e) requires demonstration that the use of the compound appropriately regards flood risk and other environmental sensitivities. Section 5.1 of the document states that the compound is located within the 100-year ARI flood plain, and flags flood related risks as high for the compound. Mitigation measures are proposed to reduce the risk level and includes raising buildings by 1m, however the effectiveness of this mitigation measure has not been suitably demonstrated by flood modelling.Excerpts maps from flood modelling have been provided in appendix B however only a plan view is shown (no section showing freeboard), and modelling is undertaken against a 5% AEP. Justification has not been provided to support the use of 5% AEP for flood modelling for the compound given it is located within a 100-year flood plan. It is noted that the AEP equivelent of a 100 ARI is 1%AEP considered in accordance with 'ARR New ARR Probability Terminology Table 1' should be considered.	Incorporated Document section 4.12.2 e)	27-07-23	N	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	A	N/A	02.01	N/A	N/A	NEL South Alliance	Flood modelling has been provided to the IEA since the provision of these comments, indicating the compound are not believed to to have any impact on the catchment flooding conditions within or outside the project boundary.Note modeling did not consider any elevation of the compound, therefore the applicability of the flood modelling and mitigation measures remain. The CCP has been updated to reflect that the compound may be raised between 300mm - 1.2m based on a risk based approach to the compound building.	Incorporated Document section 4.12.2 e)	11-08-23	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	02.01.01	N/A	N/A	Freeways IEA	IEA acknowledges NELSA Flood Memo 2 (27/7/23) states, "these compounds are not believed to have any impact on the catchment flooding conditions either within or outside the project boundary. The work does not increase overall flood risk in the catchment nor modify the flow regime of any waterways." IEA acknowledges Table 2 in CCP has been updated to state, "The compound sits within the Land Subject to Inundation Overlay (LSIO). To mitigate the risk of flood impacts to our works and the surrounding environment, the compound building has been designed to sit on tall concrete blocks between 300mm and 1.2m. This will assist in mitigating flood risk to the compound, in addition to the controls outlined in the Flood Emergency Management Plan and Worksite Environmental Management Plan."	Incorporated Document section 4.12.2 e)	18-08-23	N	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	A	N/A	03	N/A	N/A	Freeways IEA	The IEA notes that the projected impact of climate change on rainfall intensity, and associated flood modelling, has not been considered.	Incorporated Document section 4.12.2 e)	27-07-23	O	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	A	N/A	03.01	N/A	N/A	NEL South Alliance	Climate change impacts on rainfall intensity and associated flooding, is not appropriate to allow for in the case of temporary works. Temporary works are of a short nature, whereas cliamte change allowance in flood modelling is for a 100 year impact. E.g. we have made an allowance of 20% inrease in flooding for the 1% AEP.	Incorporated Document section 4.12.2 e)	11-08-23	O	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	03.01.01	N/A	N/A	Freeways IEA	IEA acknowledged	Incorporated Document section 4.12.2 e)	18-08-23	O	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	A	N/A	04	N/A	N/A	Freeways IEA	Incorporated Document section 4.12.2 (e) requires demonstration that the use of the compound appropriately regards flood risk and other environmental sensitivities. Details on the flood vulnerability of surrounding compounds have not been provided. This information is considered relevant to understand the impact of flood risk on the construction activities serviced by this compound, and any redundancy available in surrounding compounds during a flood event. We note that irrespective of compound building being raised, the compound site may not be usable in a flood event.	Incorporated Document section 4.12.2 e)	27-07-23	N	N/A	LPE	O	Yes

Appendix A - Review and Verification Assessment Comment Register

Project: North East Link Program

Document No **NEL-STH-FIEA-5900-EPA-CRS-0004**

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	A	N/A	04.01	N/A	N/A	NEL South Alliance	Since the receipt of these comments, the flood modelling has been transmitted to NELP to be provided to the IEA (2/08/23). The flood risk of each compound is addressed in the relevant compound plan. If the compound is flooded it likely that the works area will be flooded accordingly and the protocols of the Flood Emergency Management Plans will be in place. Workers would not be moved to other compounds in a flood event, as this would impact the occupancy modelling. Workers generally go home when the worksite is flooded. No update required as the CCP references the Flood Emergency management Plan.	Incorporated Document section 4.12.2 e)	11-08-23	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	04.01.01	N/A	N/A	Freeways IEA	IEA acknowledges receipt of Flood Memo 2 (27/7/23) which provides a, "summary of flood impact assessment for the Boroondara Tennis Centre (BTC) site compounds and hardstands proposed in the Temporary Works design."IEA acknowledges in section 3.2 of CCP (Rev D), Compound description, that, "The facility to the north will be raised between 300mm and 1.2m (approximately) above the current surface level to mitigate risks from flooding events. Building heights are approximately 3m, resulting in a bulk height for the northern compound of 4m."IEA acknowledges Table 2 and sections 5.1 and 5.2 of the CCP (Rev D) makes reference to and outlines the main components of the Flood Emergency Management Plan.	Incorporated Document section 4.12.2 e)	18-08-23	N	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	A	N/A	05	N/A	N/A	Freeways IEA	Incorporated Document section 4.12.2 (f) requires inclusion of measures to restore the former use of the land once activities are completed. Section 6 of the document acknowledges this requirement, but does not provide any measures - and only references areas occupied by the compound will be re-instated per final agreed designs.Once reinstatement measures are identified, the impact of reinstatement measures on any environmental sensitivities and associated EPRs should be considered - this is not currently covered in the document (ie CL category may become more material if reinstatement measure involves movement of earth, or LP pending post project delivery land use type).	Incorporated Document section 4.12.2 f)	27-07-23	N	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	A	N/A	05.01	N/A	N/A	NEL South Alliance	Specific measures have not been included to enable flexibility for the land to be reinstated in consultation with the relevant land manager and returned works schedule. This approach is consistent with CCPs for other packages of works (i.e. early works) and as such for the purpose of this document no further detail is deemed required. All reinstatement and land planning would be undertaken in line with relevant legislation and EPRs.	Incorporated Document section 4.12.2 f)	11-08-23	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	B	N/A	05.01.01	N/A	N/A	Freeways IEA	IEA acknowledged	Incorporated Document section 4.12.2 f)	18-08-23	N	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0004	C	N/A	6	N/A	N/A	Freeways IEA	IEA acknowledges receipt of Construction Compound Plan – Bulleen Interchange (Document Number: NEL-STH-NSA-5900-EPA-PLN-0004; Revision 01; Dated: 25/10/23) and had no further comments.	General Comment	30-10-23	C	N/A	LPE	C	Yes

Total Items: 15

Appendix B - Documents Reviewed

Table 3 - Documents Reviewed

Doc #	Revision	Document Name	Date submitted by NELP and NELSA to IEA
Refer to Section 2, Table 2 for details of Document revisions subject to IEA Review and Verification Assessment.			

Appendix B: Flood Risk Mapping (Condition 4.12.2 (e))

Figure 7: 5% AEP Flood Zone

Figure 8: LSIO Flood Zone