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EASTERN FREEWAY – BURKE TO TRAM ALLIANCE

Construction Compound Plan – Estelle East & Park Avenue

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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
EBTA	Eastern Freeway Burke to Tram Alliance
EMF	Environmental Management Framework
EPR	Environmental Performance Requirement
FFG Act	*Flora and Fauna Guarantee Act 1988*
IEA	Independent Environmental Auditor
LSIO	Land Subject to Inundation Overlay
LV	Light Vehicle
MRPV	Major Roads Projects Victoria
NEL	North East Link
EBTA	Eastern Freeway– Burke to Tram Alliance
NOP	Non-Owner Participant
SEPP	*State Environment Protection Policy (Waters) 2018*
TPZ	Tree Protection Zone
UDLP	Urban Design and Landscape Plan
WEMP	Worksite Environmental Management Plan

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1. Introduction

1.1 Plan purpose

The purpose of this Construction Compound Plan (CCP) is to comply with the requirements in the Incorporated Document December 2019 (amended September 2023) for the North East Link (NEL) South Package (the Project), specifically clauses 4.12.1 and 4.12.2 and regulate the use of the Estelle East and Park Avenue construction compound.

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

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

This approach to delineate construction compounds and construction sites is consistent with previous CCPs approved for Eastern Freeway Burke to Tram Alliance (EBTA), as well as 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 compounds.

This CCP is prepared for the Estelle East and Park Avenue compound locations as outlined in section 2. The Estelle East and Park Avenue compounds are located at the corner of Estelle St and Alfred Ave, north of the Eastern Freeway and corner of Park Avenue and Outhwaite Avenue and the Eastern Freeway, Doncaster respectively as shown in Figure 4(a) and Figure 4(b).

The Incorporated Document GC223 allows the land within the project boundary to be used and developed for the NEL Project. The purpose of the Incorporated Document is to exempt the Project from the usual requirements of the planning schemes and allow the use and development of land for the Project, on the condition of works being within the project boundary and comply with all conditions stipulated in the Incorporated Document. Relevant Conditions are included in Table 1.

Table 1: Incorporated Document - Relevant Conditions for this Plan

Section	Content requirements	Where addressed
4.12.1	Prior to the use and development of any construction compound, a CCP must be prepared to the satisfaction of the Minister for Planning.	This Plan
4.12.2	The CCP must include:	
	a. A plan showing the location and layout of each compound and the categories of works and operations proposed within each compound.	Sections 3.1, 3.2 and 3.4
	b. The estimated duration of activity within each compound.	Sections 3.3
	c. Demonstration that any compound proposed on land which is not to be permanently acquired are reasonably required in the location in which they are proposed, including demonstration that alternatives which reduce the impact of the compounds on such land are not feasible or practical.	Section 2 and 2.1
	d. Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas).	Section 2.1 Section 4 Table 3
	e. Demonstration that the categories of works proposed within the compounds are appropriate, have regard for whether the land is flood prone, including any flood modelling where appropriate, or has any particular environmental sensitivity, and that the works will be suitably managed to address any flood risk.	Section 5
	f. Measures to restore the former use of the land used for construction once these activities are complete.	Section 6

Section	Content requirements	Where addressed
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 EPRs included in the approved EMF.	Section 4.2 and 5.2

1.2 Purpose of the compounds

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.

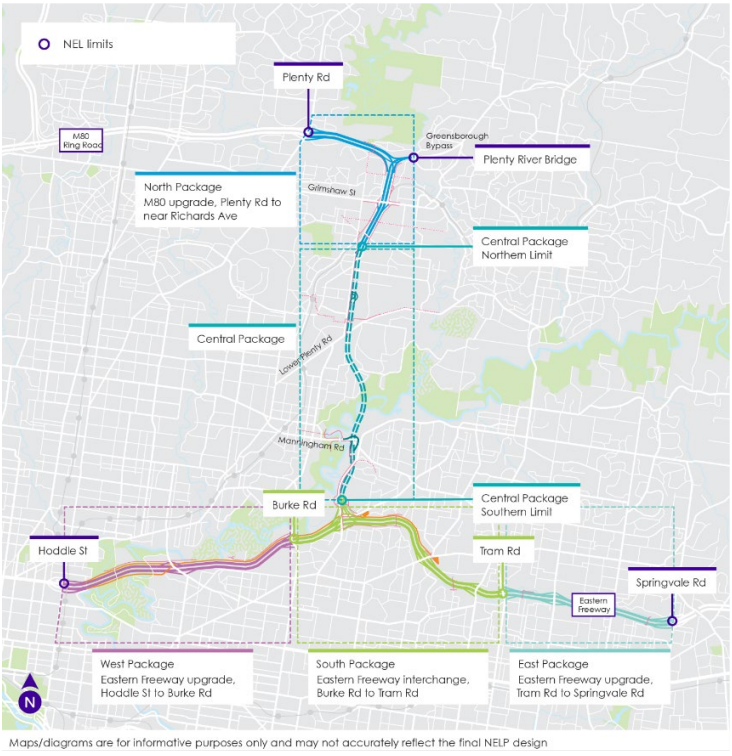

Figure 1: NEL Program

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

- Mainline freeway construction
- Freeway widening from Estelle Street Bridge to Tram Road.
- Drainage installation and connections along the newly constructed portions of the freeway.
- Utilities relocation and upgrades to facilitate works.

2. Justification of location and use of Estelle East and Park Avenue compounds (Condition 4.12.2(d))

To support permanent works, EBTA require establishment of compound facilities to support staff and workforce required to resource the Project. To determine the quantum and locality of each compound, construction zoning was assessed and compared to a generated staff and workforce histogram to determine peak personnel counts at each zone.

The currently active compounds servicing the Freeway Upgrades for the Mainline package of works are all located on the inbound (south) side of the freeway, due to space availability and location of works. Due to the workforce requirement on the outbound (north) side of the freeway, long-term construction compounds are also required to be established, hence the Estelle East and Park Avenue compounds located on the north side of the freeway.

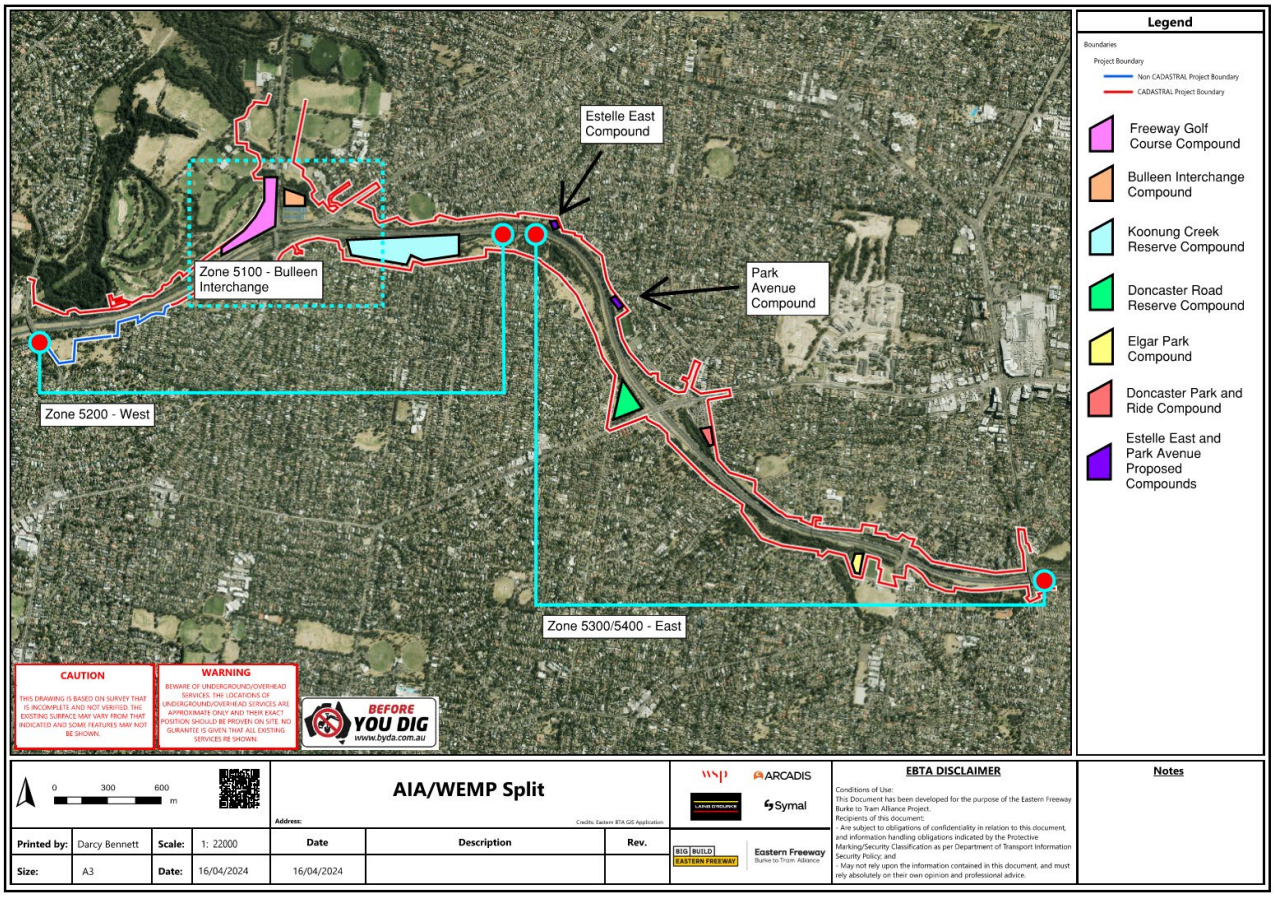

Figure 2: EBTA Construction Zones and Compound Locations

The site compound facilities at Estelle East and Park Avenue are designed to accommodate total number of 36 workforce at each location. This number was determined through an assessment of the construction program required to deliver the project and the associated staff histogram that outlines the number of workers. The peak personnel count was used for compounds design and capacity requirements.

Factors considered in the selection of the Estelle East and Park Avenue compounds included:

Estelle East

- The proposed location of the compound is within the construction (hoarding) boundary.
- Heavy Vehicle (HV) access will be via the Eastern Freeway.
- No additional tree clearing required.
- The compound sits within the Cultural Heritage Management Plan (CHMP) 15576 boundary and the project boundary, and no areas of cultural heritage significance are located nearby to the compound.

- There are no registered items of heritage significance within the compound footprint.
- The compound needs to be as close as possible to the works which is critical for safe and efficient construction of the works.
- There is no current organised community recreation use of the area.
- The area is not directly adjacent to the neighbouring property (i.e., Separated by a local roads)
- The compound borders one side of the Eastern Freeway, reducing impacts to residents compared to areas that border residents on all sides.
- The site has sufficient capacity for parking (within the hoarding).

Park Avenue

- The proposed location of the compound is within the construction (hoarding) boundary.
- HV access will be via the Eastern Freeway.
- No additional tree clearing required.
- The compound sits within the Cultural Heritage Management Plan (CHMP) 15576 boundary and the project boundary, and no areas of cultural heritage significance are located nearby to the compound.
- There are no registered items of heritage significance within the compound footprint.
- The compound needs to be as close as possible to the works which is critical for safe and efficient construction of the works.
- There is no current organised community recreation use of the area.
- The area is not directly adjacent to the neighbouring property (i.e., Separated by a local roads)
- The compound borders one side of the Eastern Freeway, reducing impacts to residents compared to areas that border residents on all sides.

Table 2 describes the implementation of our Avoid, Minimise and Mitigate strategy in choosing Estelle East and Park Avenue as the compound locations.

Table 2: Details of implementation

Incorporated Document requirement	Details of implementation
Avoid	• The locations are wholly within the project boundary, avoiding further impact to open space or recreational facilities. • This locations avoid the need for construction vehicles to utilise local roads, allowing for direct access from Eastern Fwy (behind barriers) • Estelle and Park Avenue can be utilised without disruption to the construction program, avoiding the need to relocate the compounds outside of the occupied areas during construction. • The locations do not impact on any educational facilities. • The facilities do not require any tree removals.
Minimise	• The compound areas are already occupied for construction works not related to compound occupation. Utilising the area for compounds during construction works reduces the overall space occupied by the project by not having to establish compounds outside of existing construction footprint. • Noise impacts from the operation of the compounds will be minimised through the construction of a hoarding wall designed to minimise noise at adjacent receivers. • The area is not directly adjacent to the neighbouring property (i.e., Separated by a local roads)
Mitigate	• N/A

2.1 Alternate locations consideration (Condition 4.12.2 (c))

EBTA completed a multi-criteria analysis of the following potential locations for these compounds:

- Option A: Estelle East
- Option B: Willow Bend
- Option C: Park Avenue

Figure 3 gives context to the areas proposed.

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

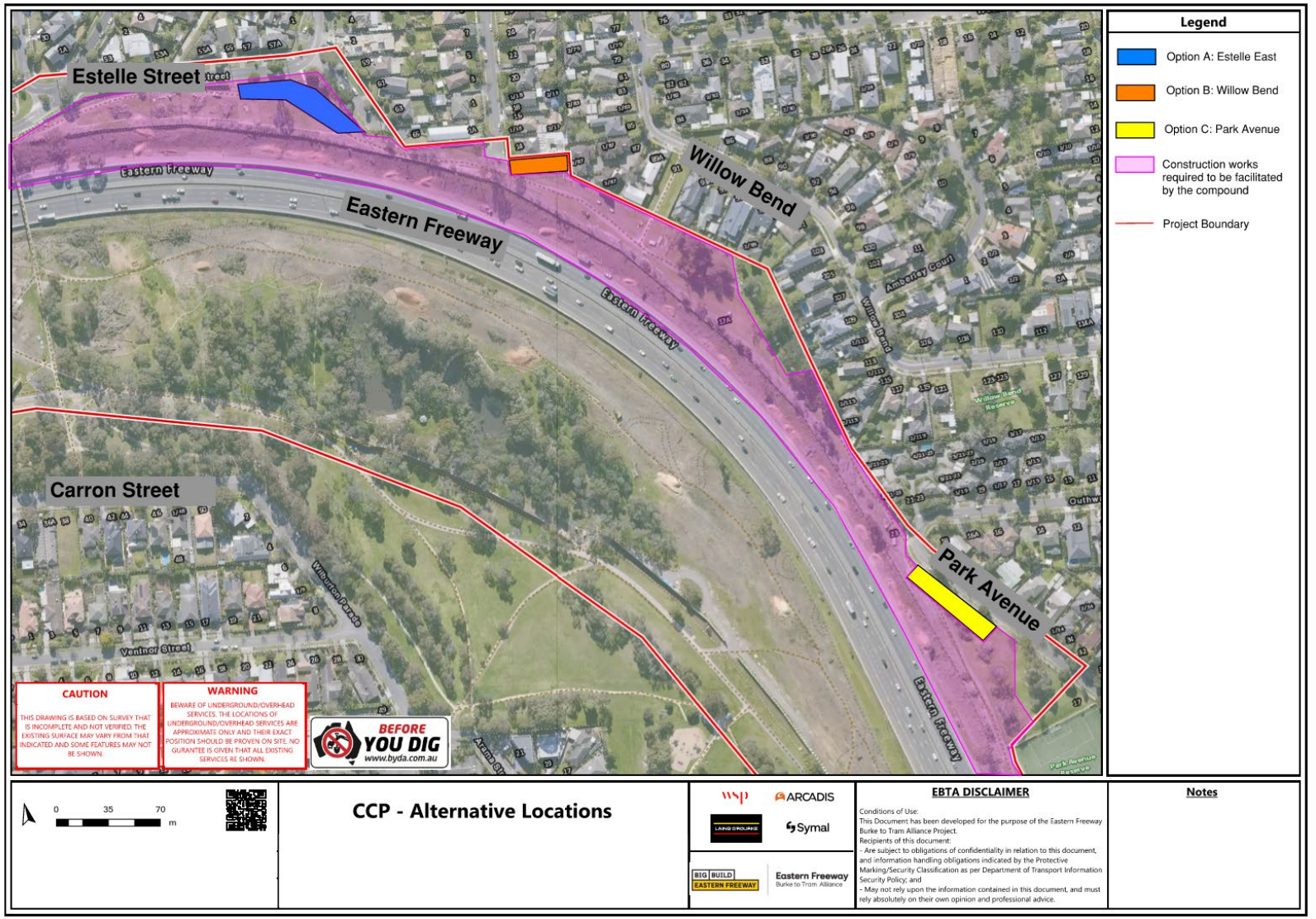

Figure 3: Alternative Compound Locations

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

Table 3: Comparison of locations

Description	Option A Estelle East	Option B Willow Bend	Option C Park Avenue
Is the site within the approved project boundary?	Yes, wholly within SCO12 Project Boundary	Yes, wholly within SCO12 Project Boundary	Yes, wholly within SCO12 Project Boundary
Is the area available for use during the required construction period?	Yes, the area is within the project construction footprint	No, the project construction footprint would need to be increased.	Yes, the area is within the project construction footprint
Is the area immediately adjacent to the construction zone?	Yes	Yes	Yes
Does the area require vegetation removal?	No, all vegetation removal in the area has been undertaken to facilitate various works scopes in the area.	No vegetation present.	No, all vegetation removal in the area has been undertaken to facilitate various works scopes in the area.
Does the area impact on community groups?	No organised community group activities were identified for the site.	No organised community group activities were identified for the site.	No organised community group activities were identified for the site. Parking for the Park Avenue compound will likely utilise one of the local sporting clubs carpark subject to agreement with the stakeholder to minimise any potential impacts.
Does the area impact on residents?	Yes, though local streets provide separation between compound footprint and residential area.	Yes, residents border the location directly to the north.	Yes, though local streets provide separation between compound footprint and residential area.
Does the area impact on businesses?	No identified business impacts are associated with this location	No identified business impacts are associated with this location	No identified business impacts are associated with this location
Does the area impact on education facilities or childcare centres?	No identified education facility impacts are associated with this location	No identified education facility impacts are associated with this location	No identified education facility impacts are associated with this location
Is the area within the LSIO flood extent?	No, the area is outside of the LSIO	No, the area is outside of the LSIO	Yes – the area is partially within the LSIO.
Would the compound need to be moved during construction?	Yes – the compound would need to be altered to facilitate future works in the area.	No, the compound would not need to be moved.	No, the compound would not need to be moved.
Would the compound impede construction or timing?	No	No	No
Is the area large enough for the required facility?	Yes	No, additional space would need to be taken to facilitate the compound in this location.	Yes
Is there available access and egress points to the site that reduce significant traffic disruptions, especially when large trucks and deliveries are entering/exiting site?	Yes – All HV access can be facilitated via the Eastern Freeway.	Yes – All HV access can be facilitated via the Eastern Freeway.	Yes – All HV access can be facilitated via the Eastern Freeway.
What is the acquisition status of the proposed areas without the proposed compound?	To be temporarily occupied for the project regardless of compound, due to construction works	Mostly to be temporarily occupied for the project regardless of compound, due to construction works. Additional area would be required for compound.	To be temporarily occupied for the project regardless of compound, due to construction works.

Both Options A and C have been selected as preferred locations.

The key reasons both Estelle East and Park Avenue have been selected for the preferred locations are as follows:

- Both locations are wholly within the project boundary, avoiding the need for further planning scheme amendments and approvals.
- Both locations are within the existing construction footprint, resulting in no additional open space occupation by the project for these compounds.
- Having two smaller compounds in each spot allows individual crews to be facilitated directly adjacent to their works, resulting in increased efficiency.
- The Estelle East and Park Avenue locations require no vegetation clearing, due to the area being a pre-existing hardstand.
- Multiple works crews would be impacted by using the Willow Bend area due to spatial constraints.
- The location is to be occupied for construction regardless of if the Estelle East and Park Avenue compounds are established.
- Both locations are separated from residential areas by local streets, providing a buffer between the compound and adjacent housing.
- Given the proximity of the compounds to the work areas, overall construction traffic movement will be reduced i.e., Workforce will commence, have breaks and finish work from these compounds, hence minimising generation of additional traffic to drive workforce to and from work areas from break areas.

3. Estelle East & Park Avenue Temporary Compounds

3.1 Site context

The Estelle East & Park Avenue compounds are situated adjacent to the Eastern Freeway. The land in which the proposed Estelle East & Park Avenue compounds sit is in the municipality of the Manningham Council. The compounds are within the project boundary and do not encroach on any specified no go zones outlined in Section 5 of the EMF.

The area surrounding the proposed compound locations is primarily residential dwellings to the north and east. To the south and west, the compounds are bordered by the Eastern Freeway or additional construction area. For the Park Avenue Compound, the Park Avenue Reserve, Greythorn Bowling Club and Scott Hall are located to the south east.

Figure 4: Surrounding Land Use – Estelle East & Park Avenue Compounds

The operation of the compounds 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 Mainline East Worksite Environmental Management Plan (WEMP).

Uses for the site compounds include:

- Amenities including bathrooms, first aid, crib rooms for the blue-collar workforce.
- Site safety briefings and prestart

3.2 Compound Descriptions

Estelle East

Estelle East compound consists of a single storey crib and amenity buildings, approximately 3m tall, with a covered pre-start area and walkways with max capacity of 36 people and include 40 carparks.

All heavy and construction vehicle access to the compound will be via Eastern Freeway; private vehicles will access the site compound via Estelle St.

Park Avenue

Park Avenue compound consists of a single storey crib and amenity buildings, approximately 3m tall, with a covered pre-start area and walkways with max capacity of 36 people with a car park location at one of the local sporting club car parks (in line with agreement with project) in addition to approximately 10 carparks within the compound footprint. Additionally, workers will utilise the project shuttle bus and park at the existing Koonung Creek Reserve Construction Compound.

All heavy and construction vehicle access to the compound will be via Eastern Freeway. There will be no private vehicle access to this facility.

Activities for both compound establishment and operation are outlined below.

Establishment

- Temporary Fence installation
- Environmental control installation
- Hardstand construction
- Building Installation

Operation

- Plant movement
- Receival of deliveries
- Personnel car parking
- Occupancy of buildings

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

3.3 Duration

Estelle East and Park Avenue compound establishment works are anticipated to begin in Q1 2025.

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

Table 4: Setup activities and indicative timings

Compound	Occupation	Mobilisation duration	Work activities with indicative timeframes
Estelle East	Q1 2025 – Q2 2026	Scheduled to commence Q1 2025 for approximately 4 weeks.	Week 1: • Establishment of Environmental Controls • Fencing Construction Week 2: • Building landing Week 3 + 4: • Building fit out
Park Avenue	Q1 2025 – Q2 2026	Scheduled to commence Q1 2025 for approximately 4 weeks.	Week 1: • Establishment of Environmental Controls • Fencing Construction Week 2: • Building landing Week 3 + 4: Building fit out

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

Monday to Friday: 7am – 6pm inclusive

Saturday: 7am – 1pm inclusive

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

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

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

3.4 Compound Site Plan (Condition 4.12.2 (a))

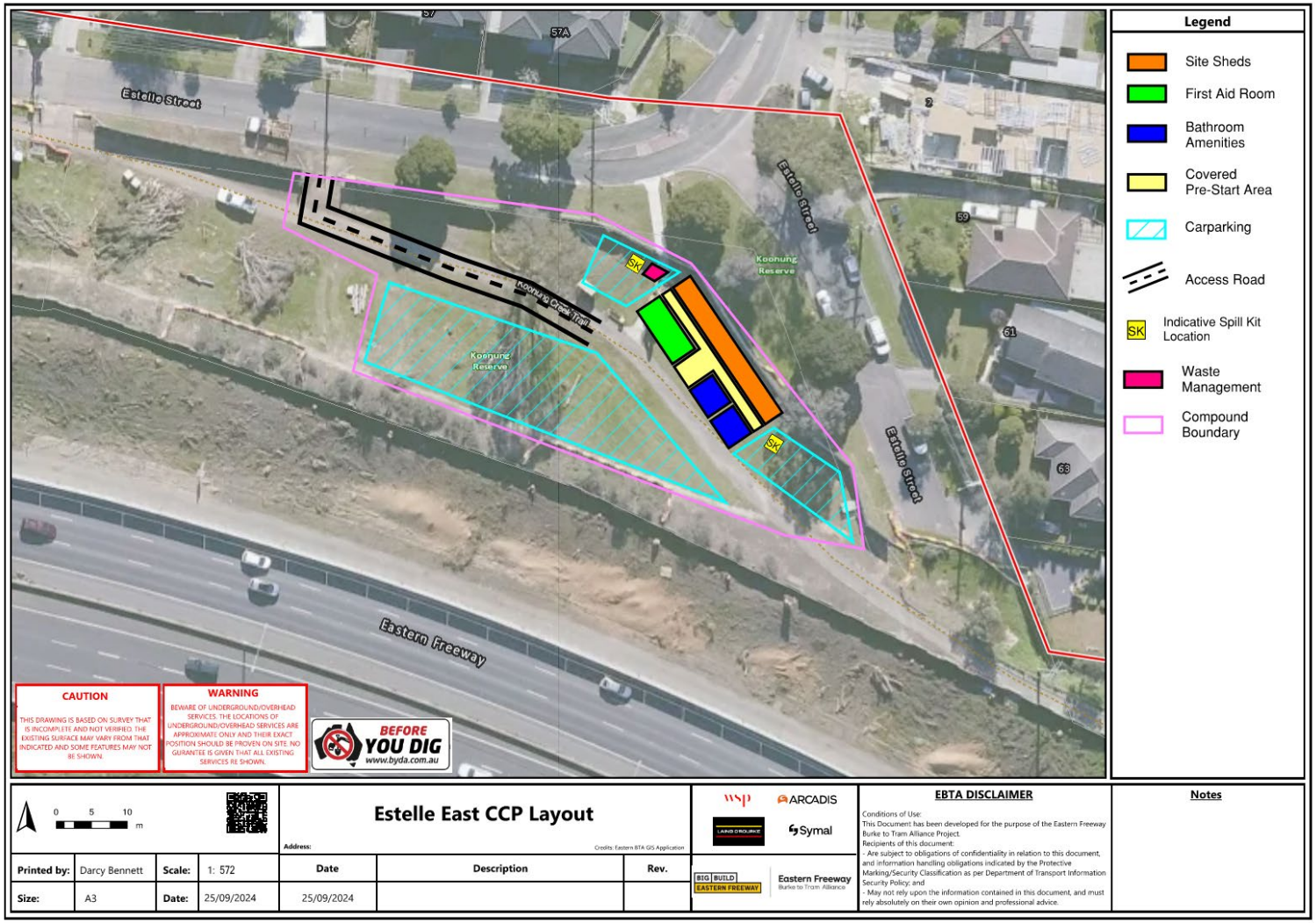

Figure 5a: Indicative Estelle East Compound Plan

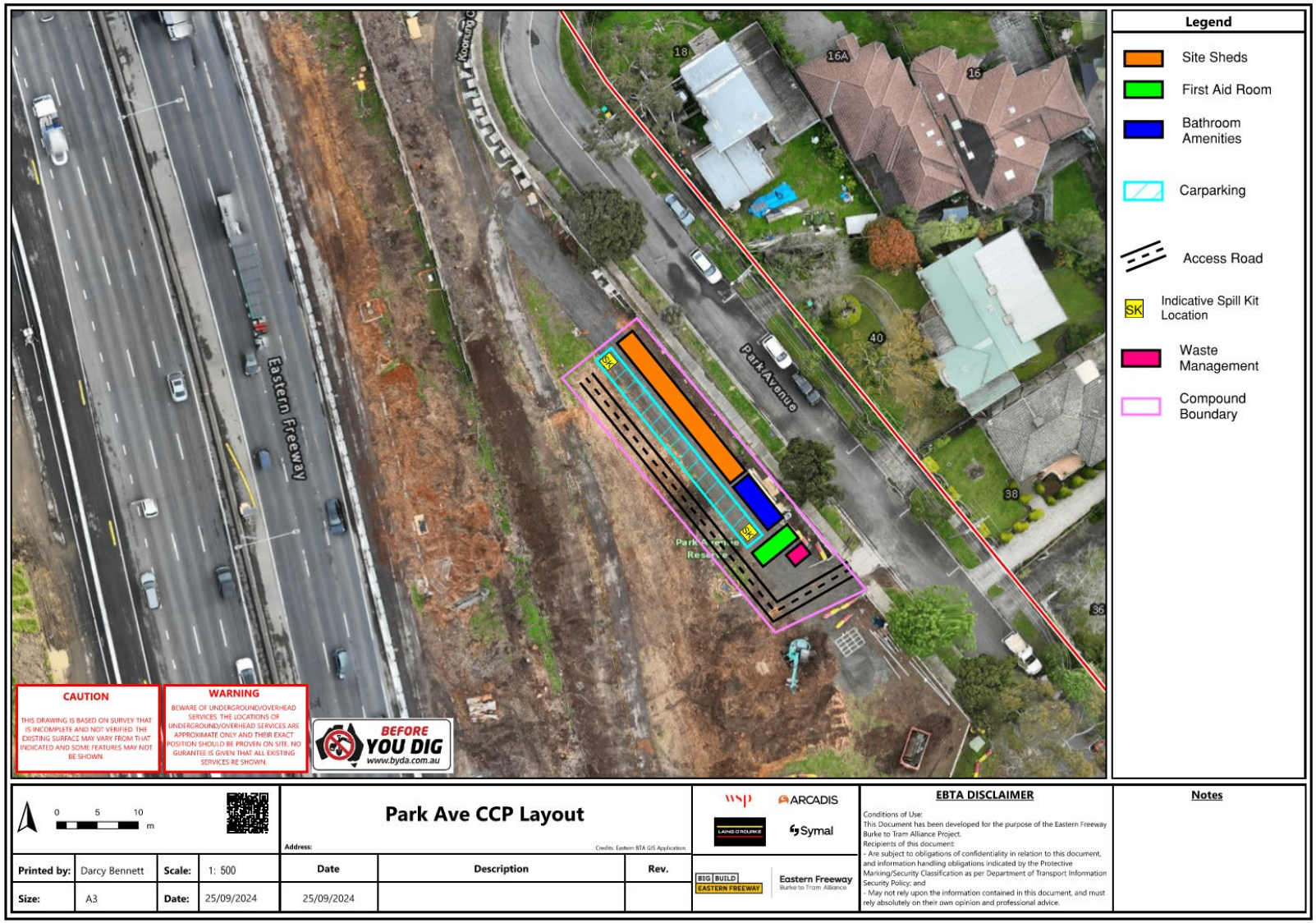

Figure 5b: Indicative Park Avenue Compound Plan

4. Management of potential impacts to sensitive users

4.1 Site Selection Assessment

Table 5a & Table 5b shows the site selection assessment for Estelle East and Park Avenue. This has been undertaken to reduce potential impacts associated with the compounds as identified in Section 2. The criteria for implementation are as follows-

Avoid – impact is avoided in relation to this potential impact.

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

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

Table 5 (a): Estelle East Site Selection Assessment

Impact	Avoid	Minimise	Mitigate	Comment
Vegetation	Y			No tree removals required for the establishment of either compound.
Residential			Y	Due to the nature of the Project area, a large space was not able to be sourced that was away from residential areas. Mitigation measures have been incorporated into the design of the compound and worksite including noise attenuation hoarding.
Open space	Y			The compound does not impact on available open space.
Schools	Y			The compound avoids all impacts to schools.
Community organisations	Y			The compound avoids all impacts to community organisations.
Sporting and recreation areas	Y			The compound avoids all impacts to sporting/recreation grounds.
Flood	Y			Estelle East is located outside of the Land Subject to Inundation Overlay (LSIO) boundary and Special Building Overlay (SBO) boundary.
Proximity to Works	Y			The compound is directly adjacent to works.
Business	Y			No anticipated impacts to businesses.
Cultural Heritage	Y			Compound is within the CHMP 15576 boundary and the project boundary. No areas of cultural heritage significance are within the compound footprint.

Table 5 (b): Park Avenue Site Selection Assessment

Impact	Avoid	Minimise	Mitigate	Comment
Vegetation	Y			No tree removals required for the establishment of the compound.
Residential			Y	Due to the nature of the Project area, a large space was not able to be sourced that was away from residential areas. Mitigation measures have been incorporated into the design of the compound including noise attenuation hoarding.
Open space	Y			The compound does not impact on available open space.
Schools	Y			The compound avoids all impacts to schools.
Community organisations	Y			The compound avoids all impacts to community organisations.
Sporting and recreation areas	Y			The compound avoids all impacts to sporting/recreation grounds. Parking utilised at local sporting club car parks in accordance with agreement with the sporting club.
Flood	Y			The Park Avenue compound is located outside of the Land Subject to Inundation Overlay (LSIO) boundary and outside the Special Building Overlay (SBO) boundary. The compound buildings will be elevated.
Proximity to Works	Y			The compound is directly adjacent to works.
Business	Y			No anticipated impacts to businesses.
Cultural Heritage	Y			Compound is within the CHMP 15576 Activity Area and the project boundary. No areas of cultural heritage significance are within the compound footprint.

4.2 Identification of Sensitive Receptors

The location of the Estelle East & Park Avenue compounds may have the potential to impact the following sensitive receptors, as shown in Figure 7:

Residents:

Estelle East Compound	Park Avenue Compound
Estelle St	Park Avenue
Alfred Ave	Outhwaite Ave
Millicent Ave	Parkview Pl
Kenneth St	Ayr St
Marjorie Cl	
Leslie St	

Impacts to receptors has been limited to the residential areas modelled to have noise impacts during establishment and operation of the compounds. This is because the use of the space will largely remain unchanged during operation, the area is within construction boundary (behind established hoarding).

Extensive noise modelling for establishment and operation of the compounds 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 compounds. The approach to managing community impacts resulting from the compounds is outlined in section 7.

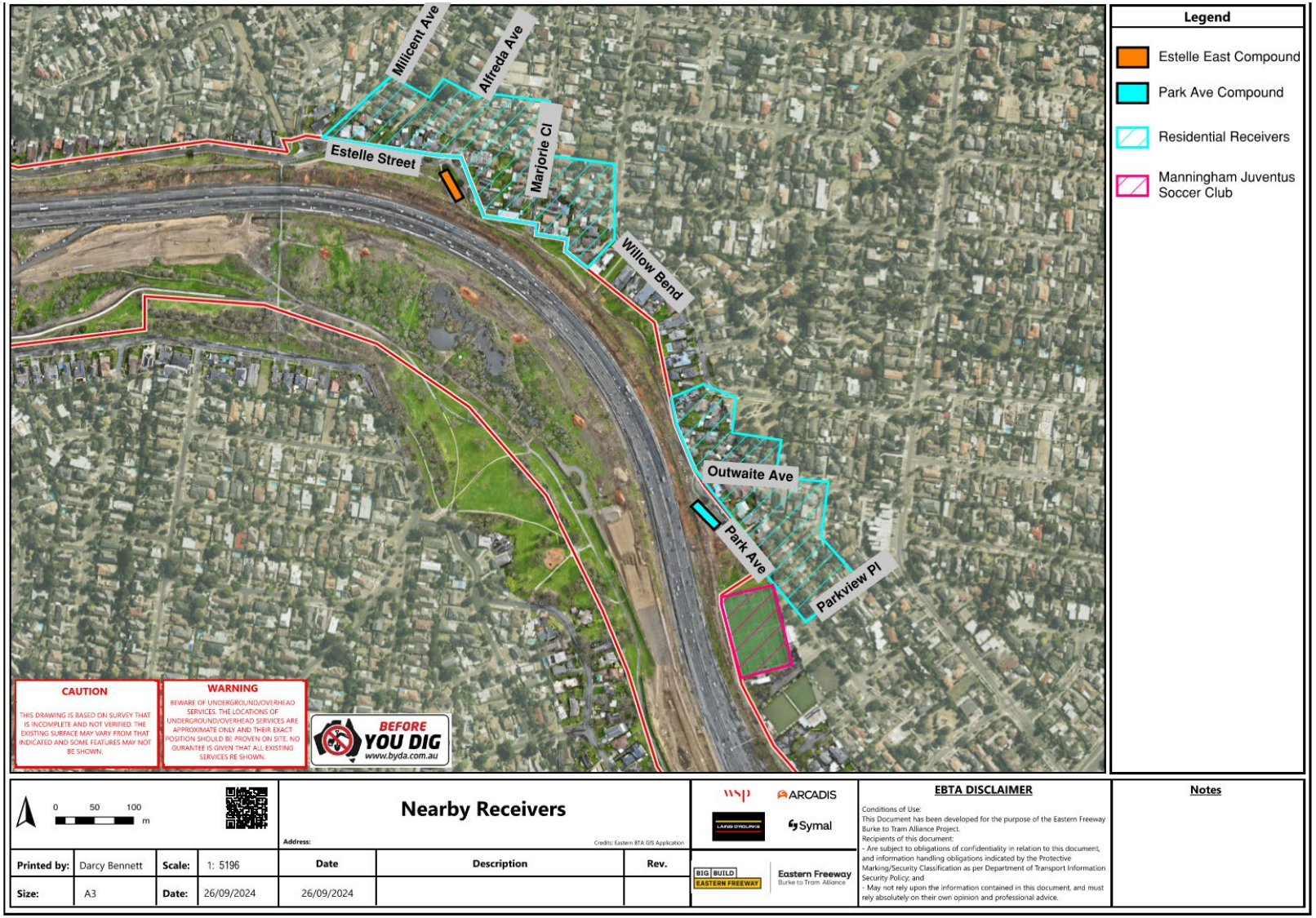

Figure 7: Sensitive receptors

4.3 Risk assessment and identification of potential impacts

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

Table 6: Risk assessment

Relevant EPR	Environmental aspect	Potential risks	Initial risk level
AH1, HH2	Aboriginal and Historic Heritage	• Unexpected discovery of cultural or historic heritage item, or potential disturbance or damage to any cultural or historic heritage item	Low
AQ1	Air Quality	• Generation of dust impacting amenity values of nearby areas • Generation of dust impacting human health • Generation of dust impacting ecological values	Low
AR1, AR2, AR3	Arboriculture	• Impact to vegetation during construction or operations marked for retention	Low
B4, B8	Business	• Impact and disruption caused to businesses in the area resulting from temporary occupation of the area	Low
CL1, CL5	Contamination and Soil	• Incorrect disposal of spoil generated from site compound establishment. • Mismanagement of hazardous substances on site resulting in substance spills, impacting environmental and human health	Low
FF1, FF2, FF3, FF4, FF5, FF8	Flora and Fauna	• Injury or death caused to fauna species during operations of the compounds through machinery and plant movements. • Impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora, and habitat areas	Low
LP1	Land Use Planning	• Land used for construction and compounds being in excess of what is required. • Land used for construction and compounds being occupied for longer than necessary to facilitate construction.	Low
LV2, LV3	Landscape and Visual	• Light spill from compounds impacting on sensitive receptors, including ecological communities adjacent to site	Medium
NV3, NV4, NV5, NV8, NV9	Noise and Vibration	• Noise generated from the compounds negatively impacting nearby receptors. • Compounds operation to likely occur outside of normal working hours	Medium
SC1, SC2, SC3, SC4, SC5, SC6	Social and Community	• Negative impact to community users of the open space area as a result of compounds construction or operations through noise, access interruptions, dust	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 • Uncontrolled release of water not meeting *State Environment Protection Policy (Waters) 2018* (SEPP) parameters	Low
SCC1, SCC2, SCC4, SCC5	Sustainability and Climate Change	• Environmental impacts resulting from mismanagement of waste and potable water on site in both construction and operation of the compounds. • Environmental impacts and impacts to sustainability credit ratings from inadequate compounds set up regarding energy requirements and usage	Low
T2	Traffic and Transport	• Impacts to the community from traffic disruptions associated with the construction and operation of the compounds, including equipment and material deliveries. • Impact to local sports club carpark relating to compound operation.	Medium

4.4 Design and siting measures to reduce impacts.

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

- Noise attenuation hoarding has been incorporated into the design of the compounds reducing noise and visual impact to nearby sensitive receivers as far as reasonably practicable.
- Procurement of silenced generators to reduce noise impact during operation.
- Compound buildings are compliant with RCLG Site Facilities Requirements including adequate insultation from interior noise.

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

5. Management of flood risk and environmental sensitivities

5.1 Flood risk and management

Estelle East

This compound's buildings are not located within the LSIO or SBO. For reference refer to Appendix B.

Hardstand will be constructed as part of the civil works. The building will be placed directly on top of the existing hardstand. In accordance with EPR SW6, as there is no increase in overall flood risk or modification to the flow regime of waterways, consultation or acceptance with Melbourne Water is not required for this compound.

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

- Daily monitoring of weather forecasts to ensure planning and site preparation in the event of heavy rain events. Key measures include:
    - 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.

Park Avenue

This compound's buildings are not located within the LSIO or SBO. For reference refer to Appendix B

The compound building will be designed and constructed to be elevated. The hardstand that the compound is built on top of will be done by removing existing material and constructing hardstand levels back to what is currently present, avoiding any change to ground levels, flow regimes or flood risk. In accordance with EPR SW6, as there is no increase in overall flood risk or modification to the flow regime of waterways, consultation or acceptance with Melbourne Water is not required for this compound.

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

- 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:
    - Relocation of all mobile plant and equipment outside the 1 in 100-year flood extent.
    - Removal of all hazardous chemicals from the area and relocation outside the 1 in 100-year flood extent
    - Secure the site to ensure no dislodgement of remaining structures during inundation.

Additional flood mitigation measures are included in Section 5.2 under Surface Water and Flood.

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 Estelle East and Park Avenue compounds.

The controls required for the establishment and operation of the Estelle East and Park Avenue compounds are summarised in Table 7. These have been informed by the risk identification outlined in Section 4, Table 6.

Table 7: Residual risk assessment

Relevant EPRs to compounds	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, including supervision.	Low

Relevant EPRs to compounds	Potential risks	Initial risk level	Key controls	Residual risk level
			• Unexpected finds procedure to be included in the CEMP and WEMP and all site personnel inducted on requirements. • Site induction to include project wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart.	
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 compounds establishment and operational WEMP. • Dust tracking and mud on roads to be minimised through stabilised access and egress set up during the construction of the compounds 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.	Low
Arboriculture (AR)				
AR1, AR2, AR3	• Impact to vegetation during construction or operations marked for retention	Low	A full suite of controls to be informed by the Tree Removal Plan and Tree Protection Plan. Site specific arborist and ecological assessments undertaken to further develop controls specific to the construction of the compounds. • Any required pruning to be undertaken by a minimum AQF Level 3 Arborist • Tree Protection Zone (TPZ) fencing to be erected prior to construction works for designated no go zones. • Site induction to include project wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart	Low
Business (B)				
B4, B8	• Impact and disruption caused to businesses in the area resulting from temporary occupation of the area	Low	• EBTA participation in business liaison groups outlining the program and works for the compounds for notification purposes.	Low
Contamination and Soil (CL)				
CL1, CL5	• Mismanagement of hazardous substances on site resulting in substance spills, impacting environmental and human health	Low	• Implementation of a Spoil Management Plan and Worksite Environmental Management Plan • Undertake works in accordance with the Victorian WorkCover Authority and AS 1940-2004 Storage Handling of Flammable and Combustible Liquids	Low
Flora and Fauna (FF)				

Relevant EPRs to compounds	Potential risks	Initial risk level	Key controls	Residual risk level
FF1, FF2, FF3, FF4, FF5, FF8	• Injury or death caused to fauna species during construction and/or operations of the compounds through machinery and plant movements. • Impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora, and habitat areas	Low	A full suite of controls to be informed by measures outlined in the CEMP, Flora & Fauna Management Sub Plan, Site Specific Ecological Assessment, and compounds 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 self-relocates out of the site. Alternatively, an accredited wildlife handler under the *Wildlife Act 1975* must be called to site to relocate the animal offsite.	Low
Landscape and Visual (LV)				
LV2, LV3	• Light spill from compounds impacting on sensitive receptors, including ecological communities adjacent to site.	Medium	• Visual assessment during compounds construction and operation to ensure no light spill is impacting nearby ecosystem or residents. • Construction of noise attenuation hoarding may also contribute by making a physical barrier, blocking light paths to residents.	Low
Noise and Vibration (NV)				
NV3, NV4, NV5, NV8, NV9	• Noise generated from the compounds negatively impacting nearby sensitive receptors. • Compounds operation occurring outside of normal working hours	Medium	A full suite of controls is included in the Construction Noise and Vibration Management Plan (CNVMP), site-specific Noise and Vibration Assessment and the WEMP. The Noise Impact Assessment for the compounds 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, including informing the design of the noise attenuation hoarding to be constructed between the compounds and residential areas. • 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 compounds, the process outlined in Section 3.3 is to be followed. • Respite periods to be incorporated into the construction of the compounds for high-impact noise generation as required.	Low

Relevant EPRs to compounds	Potential risks	Initial risk level	Key controls	Residual risk level
			• Residents likely impacted by the works will be notified. • The mandatory site induction for workers will include a noise and behaviour section to ensure appropriate conduct by workers will minimise potential impacts to nearby receptors. Noise monitoring will be undertaken based on the recommendations resulting from the noise modelling. • In response to community complaints/enquiries, noise monitoring may be undertaken to ensure noise modelling impacts are accurate and all tiered mitigation methods active on site are appropriate in managing impacts. • Unattended noise monitoring will be undertaken throughout compounds establishment and operation. A vibration risk assessment was undertaken for the compounds, though due to no vibratory generating works being proposed, no additional controls are required.	
Surface Water (SW)				
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10	• Adverse impacts to water quality on the Koonung Creek. • Adverse impacts to aquatic flora, fauna, and habitat from construction water discharge • Uncontrolled release of water not meeting SEPP parameters	Low	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 compounds include: • All site entry drainage within the compounds footprint to be protected with appropriate sediment controls. • Run-off on site to be managed to prevent any water draining directly into nearby waterbodies. • Spill kits will be located at indicative locations shown in Figure 5, and as per the WEMP. • No refuelling of equipment is to occur within 20m of waterways. • Monitoring for flood events will be done through the Bureau of Meteorology (BoM) weather stations, which can be accessed from the BoM website (www.bom.com.au). Alternatively, phone apps such as Vic Emergency can be set up to deliver real-time notifications to site personnel to warn of upcoming flood risk. If a flooding event is predicted, controls outlined in the Flood Emergency Management Plan are to be followed.	Low
Land Use Planning (LP)				
LP1	• Land used for construction and compounds is in excess of what is required. • Land used for construction and	Medium	• Area to be reinstated in accordance with the approved Urban Design and Landscape Plan (UDLP) once construction is complete in the area.	Low

Relevant EPRs to compounds	Potential risks	Initial risk level	Key controls	Residual risk level
	compounds is occupied for longer than necessary to facilitate construction.			
Social and Community (SC)				
SC1, SC2, SC3, SC4, SC5, SC6	• Negative impact to the open space occupied by the compounds and its users as a result of compounds construction or operations through noise, access interruptions, dust.	Low	• Dust and noise impacts to nearby receptors will be managed through the controls listed previously in this table, as well as the WEMP. • Noise attenuation hoarding to be constructed to minimise impacts to adjacent residences. • Regular consultation with council and sensitive receptors around timing and use of the area.	Low
Sustainability and Climate Change (SCC)				
SCC1, SCC2, SCC4, SCC5	• Environmental impacts resulting from mismanagement of waste and potable water on site in both construction and operation of the compounds. • Environmental impacts and impacts to sustainability credit ratings from inadequate compounds set up regarding 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 compounds to ensure waste is disposed of into the correct stream. • All waste generated on site to be disposed of regularly to a lawful place. • Compounds to be monitored for energy and fuel usage during operations. • The Project has committed to the target of maximising waste diverted from landfill and achieve landfill diversion rates of at least 90% by volume of inert and non-hazardous construction waste and 60% by volume of office waste. All site compounds connected to mains will be offset with 100% Greenpower. For those not connected to mains, low carbon power solutions are to be investigated and implemented where feasible. All long-term compounds will also feature rainwater capture for use in non-potable water applications. Further details on the broader energy and water reduction targets and strategy are detailed in the Sustainability Management Plan and associated IS Rating Implementation Sub-Plan. The compounds will be compliant with the RCLG Site Facilities Requirements in accordance with EBTA IS Rating Implementation Subplan, criteria Wfs-4 of the IS v2.1 Technical Manual.	Low
Traffic and Transport (T)				
T2	• Impacts to the community from traffic disruptions associated with the construction and operation of the compounds, including	Medium	• Community notifications to be distributed to affected residents in advance of significantly impactful works. • Inductions and pre-start briefings to include behavioural requirements for access and egress to site, including	Low

Relevant EPRs to compounds	Potential risks	Initial risk level	Key controls	Residual risk level
	equipment and material deliveries. • Impact to local sports club carpark relating to compound operation.		keeping access areas clear for incoming traffic. • Carparking at local sports ground to be managed in ongoing consultation wth sporting clubs and local council. • Avoidance of use of local sports ground carpark during sporting events.	

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

Where temporary materials or structures are being removed during demobilisation, reuse opportunities will be explored. The area occupied by the compounds will be reinstated in consultation with NELP and Manningham Council in accordance with the approved UDLP.

Completion of compound works is expected in Q2 2026 with the compounds 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 UDLP, noting the area will be utilised for construction initially once the compounds are demobilised. The construction of the compounds will be undertaken in line with the principles of the Project Urban Design Strategy, section 7.2.

7. Communications, stakeholder and community engagement

7.1 Stakeholder and community engagement approach

EBTA consulted with nearby residents, council, and community/sporting groups to seek feedback on the proposed use of the compounds and evaluate concerns and suggestions provided.

The resident consultation involved a targeted doorknock of all residents adjacent to the Estelle East and Park Avenue, and a letterbox drop to residents and businesses within 100m of the location.

Stakeholder overview:

Residents:

Estelle East Compound	Park Avenue Compound
Estelle St	Park Avenue
Alfred Ave	Outhwaite Ave
Millicent Ave	Parkview Pl
Kenneth St	Ayr St
Marjorie Cl	
Leslie St	

The following information was shared with the local community as part of the compounds consultation:

- The compounds will support EBTA construction works in the area and contain amenities and facilities required for employees.
- The site compound locations and work activities within have been located to avoid impacts to residents and environmental impacts where possible. However, there may still be impacts such as noise, lights at night, light vehicles, and trucks in the area when work commences.
- EBTA will implement mitigations such as hoardings and light shields to control the impacts as far as practicable.

The following information will be shared with the above stakeholders as part of the compounds establishment consultation, once ministerial approval is obtained:

- The compounds will enable EBTA construction works in the area.
- It will also support our workers by providing amenities and facilities.
- The site compound locations and work activities within have been located to avoid impacts to residents and environmental impacts where possible. However, there may still be impacts such as dust, noise, lights at night, light vehicles, and trucks in the area when work commences.
- EBTA will implement mitigations such as hoardings and light shields to control the impacts as far as practicable.
- Hours of work, including details of the site requiring 24/7 access and operation will be 24 hours a day and up to seven days a week in peak construction periods.

Impacts of the construction works outside of the compounds will be managed through a WEMP.

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

- Manningham Council
- Department of Transport and Planning
- Community Liaison Group
- Business Liaison Group

- Manningham Juventus Soccer Club
- Greythorn Bowls Club
- Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation.

In the lead up to site establishment, we undertake the following stakeholder engagement:

- Informing DTP and Manningham Council
- Distributing a works notice to nearby residents.
- Doorknocking adjacent residents
- Briefing the call centre to assist with incoming enquiries.
- Publishing information on the Big Build website

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	EBTA will use a three-tiered complaint and enquiry management process, consistent with the MTIA Complaint Management Procedure Guide which enables complaints and enquiries to be registered and resolved quickly and provides opportunities for stakeholder concerns to be considered further if they are not satisfied with our initial response. A copy of the MTIA Complaint Management Policy can be found on the Big Build Website	Communications and Community Engagement Team Functional Lead(s)	Communications and Community Engagement Plan and associated deliverables
Enquiries and complaints are recorded, acknowledged, and resolved in a timely manner as per EPR EMF4.	The Big Build Contact Centre will act as the point of entry for complaints and enquiry management for most matters. It will determine if the complaint or enquiry is in relation to the Eastern Freeway Burke to Tram works, allocate a case reference number, record the complaint or enquiry details, and assess whether the complaint or enquiry is high or low priority. Where the Big Build Contact Centre resolves the case immediately, the case will be considered closed, and the case referred to EBTA with a 'For your information' event assigned. Where a case cannot be resolved immediately, the Big Build Contact Centre will refer the case to EBTA for action and response. Where a complaint or enquiry cannot be resolved on the spot, EBTA's Head of Communications and Community Engagement, or delegate, will be responsible for: • Analysing the complaint or enquiry to determine its nature, how it should be dealt with and who should be involved.	Communications and Community Engagement Team Functional Lead(s)	Monthly report of all enquiries and complaints Maintain records of all correspondence and resolutions

Expectations	How we will meet the expectations (Minimum Requirements)	Key contributor	Deliverables
	• Resolving or investigating the complaint or enquiry with the EBTA team as well as considering possible remedies for the complaint (which might include an explanation or an apology) • Providing a response within the required timeframes.		

8. Review

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

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

Appendix A: IEA verification

North East Link Freeway Packages
Independent Environmental Auditor

Review and Verification Report:

Eastern Freeway - Burke to Tram Alliance

Construction Compound Plan – Estelle East and Park Avenue

Major Road Projects Victoria

21 January 2025

Document review and approval

Revision	Revision Detail	Author	Date	Reviewed and Approved by
0	Final Report	[redacted]	[redacted]	[redacted]
01	Final Report following EFBTA updates to Construction Compound Plan – Estelle East & Park Avenue (Rev C)	[redacted]	[redacted]	[redacted]

Contents

Inherent Limitations

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

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

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

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

Third Party Reliance

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

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

1. Introduction

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

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

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

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

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

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

Table 1 - Document subject to IEA Review and Verification assessment

Document	Construction Compound Plan – Estelle East & Park Avenue (Document Number: NEL-STH-NSA-5300-EPA-PLN-0001; Revision 0.01; Dated: 21/01/2025) (the Document).
Freeway package	The South Package consists of an upgrade to the section of the Eastern Freeway between Burke and Tram Roads, and addition of an elevated freeway interchange located near the southern portal of the Central Package.
Package Alliance	Eastern Freeway – Burke to Tram Alliance (EFBTA) - an Alliance comprising MRPV, Laing O'Rourke Australia Construction Pty Ltd, Symal Infrastructure Pty Ltd, WSP Australia Pty Ltd and Arcadis Australia Pacific Pty Ltd, which is delivering the South Freeway Package scope of works described above.
Date of IEA assessment	8 November 2024 – 21 January 2025
Other relevant information	A full list of supporting EFBTA project documentation reviewed as part of this review and verification scope, is provided in Appendix A.

2. Scope and Approach

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

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

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

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

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

Table 2 - Construction Compound Plan – Estelle East & Park Avenue revisions subject to this IEA Review and Verification Assessment

Revision	Remarks scope of documents	Date submitted by MRPV and EFBTA to IEA	Date IEA review comments provided to MRPV and EFBTA	Date Verified by IEA
B	Initial revision submitted to the IEA for review.	08/11/24	28/11/24	N/A
C	Subsequent revision submitted to the IEA for review following IEA comment on Rev B.	29/11/24	07/02/24	07/02/24
00	Subsequent revision submitted to the IEA for information only (Issued-For-Use version).	14/01/25	N/A	N/A
0.01	Subsequent revision submitted to the IEA following EFBTA updates (e.g., progress of works associated with the CCP)	14/01/25	21/01/25	21/01/25

3. IEA Review Findings

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

The IEA has assessed EFBTA's Construction Compound Plan – Estelle East & Park Avenue (Document Number: NEL-STH-NSA-5300-EPA-PLN-0001; Revision 0.01; Dated: 21/01/2025) 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 EFBTA to IEA
Refer to Section 2, Table 2 for details of Document revisions subject to IEA Review and Verification Assessment.			
01	No revision details provided, received by the IEA on 08/11/24	Estelle Street and Park Avenue Pre-CCP Consultation Report (Eastern Freeway – Burke to Tram Alliance)	08/11/24

Appendix B - Review and Verification Assessment Comment Register

Appendix B - Review and Verification Assessment Comment Register

Project: North East Link Program

Document No **NEL-STH-FIEA-5300-EPA-CRS-0001**

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-STH-FIEA-5300-EPA-CRS-0001	C	N/A	4	NEL-STH-NSA-5300-EPA-PLN-0001	N	Freeways IEA	The FIEA had no further comments on the CCP – Estelle East and Park Avenue (Rev 0.01).	General Comment	21-01-25	O	N/A	LPE	C	Yes
N/A	NEL-STH-FIEA-5300-EPA-CRS-0001	A	N/A	01	NEL-STH-NSA-5300-EPA-PLN-0001	N	Freeways IEA	The narrative for the Residential Impacts under Table 5 (a): Estelle East Site Selection Assessment and Table 5 (b): Park Avenue Site Selection Assessment adopts the same control-related comment "Due to the nature of the Project area, a large space was not able to be sourced that was away from residential areas. Mitigation measures have been incorporated into the design of the compound including noise attenuation hoarding." However, this control-related comment is marked as 'mitigate' under Table 5 (a) whilst it is marked as 'minimise' under Table 5 (b) Please clarify this discrepancy.	Incorporated Document	28-11-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5300-EPA-CRS-0001	A	N/A	01.01	NEL-STH-NSA-5300-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	Error in document, changed to mitigate for both.	Incorporated Document	28-11-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5300-EPA-CRS-0001	B	N/A	01.01.01	NEL-STH-NSA-5300-EPA-PLN-0001	N	Freeways IEA	FIEA comment addressed.	Incorporated Document	05-12-24	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5300-EPA-CRS-0001	A	N/A	02	NEL-STH-NSA-5300-EPA-PLN-0001	N	Freeways IEA	Table 6 Risk Assessment and Table 7 Residual Risk Assessment indicate that LV2 and LV3 risks consider light spillage and control measures focused around mitigating light spill-related impacts. However, LV2 requires minimisation of impact on landscape and visual impacts during construction, including that of temporary landscape treatments, which does not appear to be considered within EFBTA's key control measures.Please clarify if these considerations are applicable to the compounds, and if so, landscape treatments commensurate to the risk assessment outcomes should be documented within the CCP.	EMF LV2	28-11-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5300-EPA-CRS-0001	A	N/A	02.01	NEL-STH-NSA-5300-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	These were considered not applicable to the compound due to the existing location of the hoarding on site. No area is available for landscape treatment either on the exterior of our hoarding (it boarders right on the road) or within the hoarding due to construction activities. Viewing portals are not considered for this section of works.	EMF LV2	28-11-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5300-EPA-CRS-0001	B	N/A	02.01.01	NEL-STH-NSA-5300-EPA-PLN-0001	N	Freeways IEA	Noted. FIEA comment addressed.	EMF LV2	05-12-24	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5300-EPA-CRS-0001	A	N/A	03	NEL-STH-NSA-5300-EPA-PLN-0001	N	Freeways IEA	Section 4.1 Site Selection Assessment states "The criteria for implementation are as follows-Avoid – impact is avoided in relation to this potential impact.Minimise – impact may occur, though the extent of the impact potential is to be minimised.Mitigate – impact may occur, and mitigation measures will be put in place in response to this impact."Please consider adopting terminology in alignment with S8.1 Operational Planning and Control of AS/NZS ISO 14001 :2016 "...Controls can include engineering controls and procedures. Controls can be implemented following ahierarchy (e.g. elimination, substitution, administrative)" given there appears to be overlap between the implementation criteria of 'minimise' and 'mitigate'. For example, it is unclear how EFBTA would minimise an impact without implementing mitigation measures.	S8.1 Operational Planning and Control of AS/NZS ISO 14001 :2016	28-11-24	O	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5300-EPA-CRS-0001	A	N/A	03.01	NEL-STH-NSA-5300-EPA-PLN-0001	N	Eastern Freeway: Burke to Tram Alliance	Avoid, minimise and mitigate has been taken from Inc Doc 4.12.2 (d), and has been adopted for consistency across all NELP Related CCPs. Propose current wording is applicable for the CCP being a planning document, and to maintain alignment with other CCPs available to the public.	S8.1 Operational Planning and Control of AS/NZS ISO 14001 :2016	28-11-24	O	N/A	LPE	O	
N/A	NEL-STH-FIEA-5300-EPA-CRS-0001	B	N/A	03.01.01	NEL-STH-NSA-5300-EPA-PLN-0001	N	Freeways IEA	Noted. FIEA comment addressed	S8.1 Operational Planning and Control of AS/NZS ISO 14001 :2016	05-12-24	O	N/A	LPE	C	

Total Items: 9

Appendix B: Planning Overlay Mapping

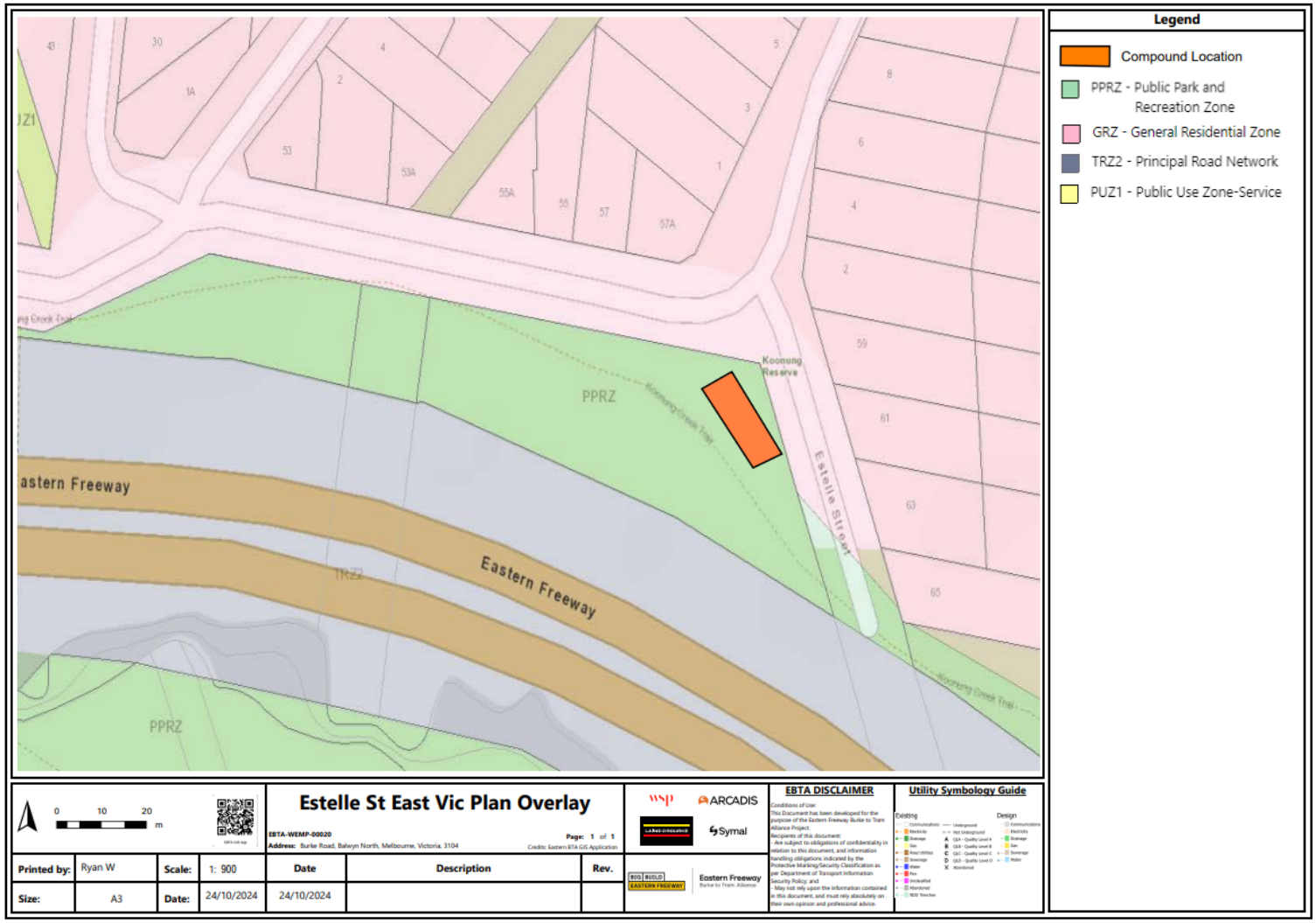

Figure 8: Estelle East Vic Plan Overlay mapping

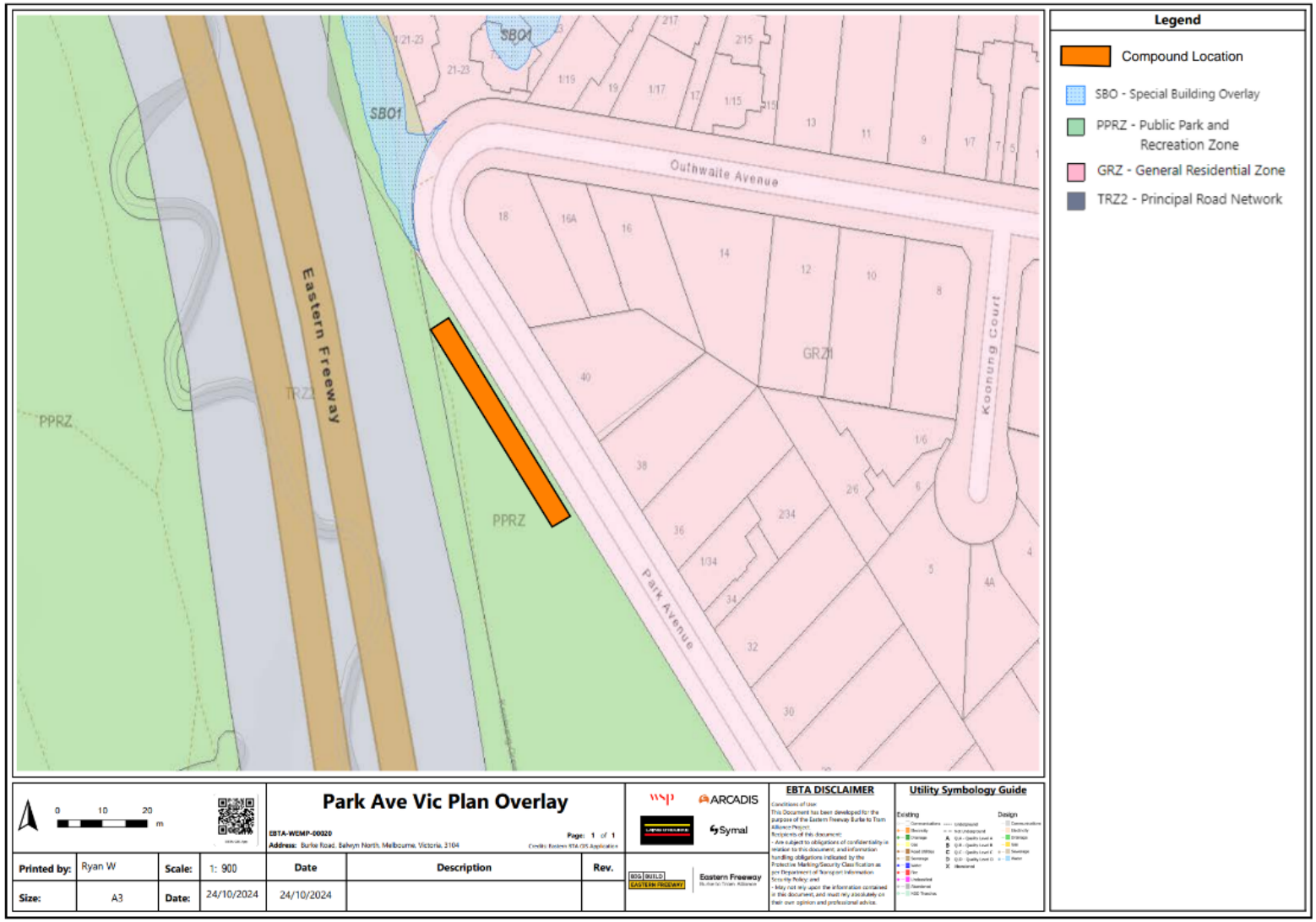

Figure 9: Park Avenue Vic Plan Overlay mapping