

## EASTERN FREEWAY – BURKE TO TRAM ALLIANCE

# Construction Compound Plan – Leonis Avenue and U3 Ramp

Document number: NEL-STH-NSA-5900-EPA-PLN-0007

Revision: 02

Date: 08/04/2025

**PLANNING AND ENVIRONMENT ACT 1987**

**BOROONDARA PLANNING SCHEME**

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

**ENDORSED REPORT**

SHEET 1 OF 61

SIGNED



FOR  
MINISTER FOR PLANNING

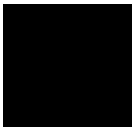


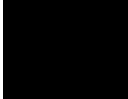

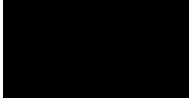
DATE: 22/04/2025

OFFICIAL: Sensitive

Document information

Document details	
Document name	Construction Compound Plan – Leonis Avenue and U3 Ramp
Document number	NEL-STH-NSA-5900-EPA-PLN-0007

Revision control

Rev. #	Revision detail	Date	Prepared by	Reviewed by	Approved by
0	Issued for use	19/12/24			
01	Issued for use	14/02/2025			
02	Issue for use	08/04/2025			
Signatures					

**Acronyms and abbreviations**

Acronyms/ abbreviation	Meaning
<b>ARI</b>	Average Recurrence Interval
<b>BoM</b>	Bureau of Meteorology
<b>CCP</b>	Construction Compound Plan
<b>CEMP</b>	Construction Environmental Management Plan
<b>CHMP</b>	Cultural Heritage Management Plan
<b>CNVMP</b>	Construction Noise and Vibration Management Plan
<b>EMF</b>	Environmental Management Framework
<b>EPR</b>	Environmental Performance Requirement
<b>FFG Act</b>	<i>Flora and Fauna Guarantee Act 1988</i>
<b>IEA</b>	Independent Environmental Auditor
<b>LV</b>	Light Vehicle
<b>MRPV</b>	Major Roads Projects Victoria
<b>NEL</b>	North East Link
<b>EBTA</b>	Eastern Freeway– Burke to Tram Alliance
<b>NOP</b>	Non-Owner Participant
<b>SEPP</b>	<i>State Environment Protection Policy (Waters) 2018</i>
<b>TPZ</b>	Tree Protection Zone
<b>UDLP</b>	Urban Design and Landscape Plan
<b>WEMP</b>	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 dated 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 Leonis Avenue and U3 Ramp construction compounds.

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

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

This approach to delineate construction compounds and construction sites is consistent with previous CCPs approved for the Early Works Package, Central Package of the NEL Project as well as EBTA Works.

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 Leonis Avenue and U3 Ramp construction compounds.

This CCP is prepared for the Leonis Avenue and U3 Ramp compound locations as outlined in section 2. The Leonis Avenue compound is located at 167 Bulleen Rd, Balwyn North VIC 3104 and the U3 Ramp compound is located on the batter of the U3 Ramp as shown in Figure 4.

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 compliant 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: <ul style="list-style-type: none"> <li>a. A plan showing the location and layout of each compound and the categories of works and operations proposed within each compound.</li> <li>b. The estimated duration of activity within each compound.</li> <li>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.</li> <li>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).</li> <li>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.</li> <li>f. Measures to restore the former use of the land used for construction once these activities are complete.</li> </ul>	Sections 3.1, 3.2 and 3.4 Sections 3.3 Section 2 and 2.1 Section 2.1 Section 4 Table 4 Section 5 Section 6
4.12.3	A CCP may be prepared and approved in stages but a CCP for any stage must be approved before the commencement of use and development for that stage.	N/A at this stage for this Plan

Section	Content requirements	Where addressed
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 compound

The North East Link, incorporating the Eastern Freeway Upgrade, 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 and the Eastern Freeway Upgrade 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 Major Road Projects Victoria (MRPV), on behalf of the State, as a program (NEL Program) with five principal packages, as shown in Figure 1.

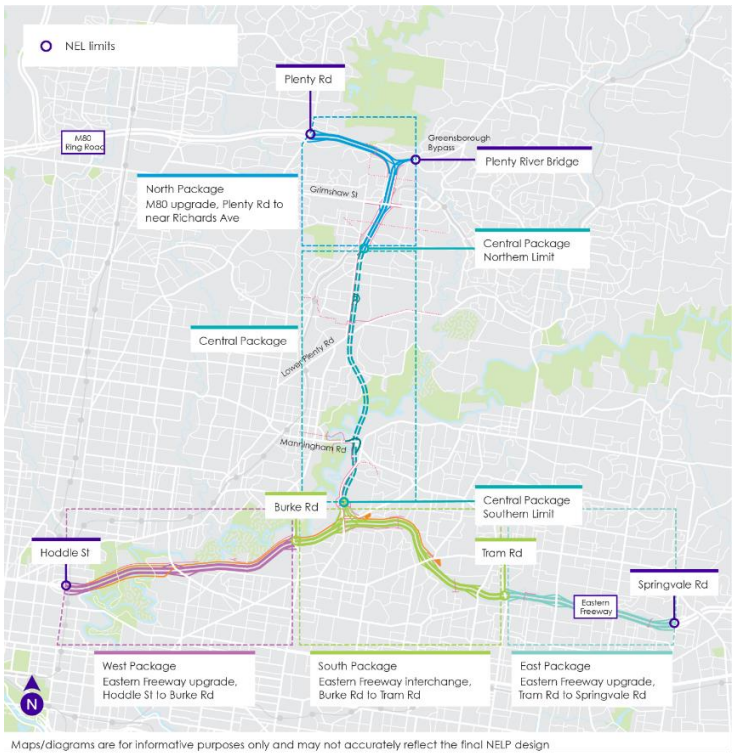


Figure 1: NEL Program

This construction compound will be utilised to facilitate works associated with the South Package. Construction works include:

- Bulleen Interchange construction
- Freeway inbound on-ramp construction
- Freeway outbound on-ramp construction
- Enabling works and construction of pedestrian underpasses
- Construction of shared use paths, noise walls & retaining walls in the South of Bulleen Interchange area.

## 2. Justification of location and use of Leonis Avenue and U3 Ramp compound (Condition 4.12.2(d))

To support permanent works, EBTA require establishment of compound facilities to support staff and workforce required to resource the Project. To determine the scale 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 compounds currently servicing the Bulleen package of works are located north of the Freeway due to space availability and location of works. Due to the workforce requirement on the south side of the Freeway, long-term construction compounds are required to be established. Figure 2 outlines the Project's construction zones and according compounds.

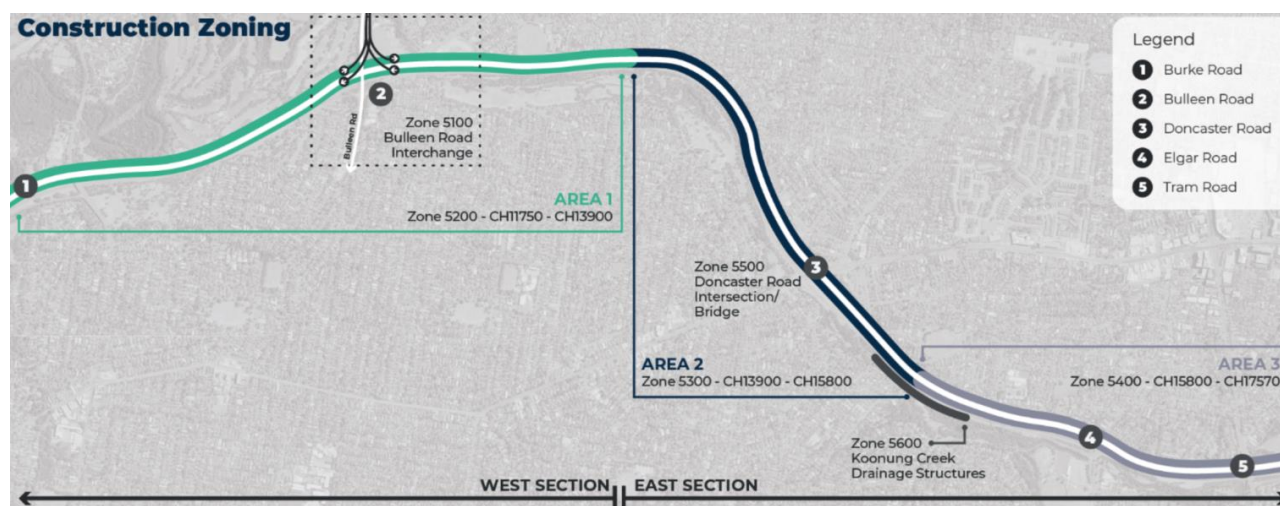


Figure 2: EBTA Construction Zones

The Leonis Avenue and U3 Ramp compounds have been designed to accommodate the Bulleen South Civil Team, who are working to the south of the Bulleen Interchange, away from the main Freeway Golf Course Compound. The workforce to be located out of Leonis Avenue is 60 no. and the number working out of U3 Ramp is 42 no.

Factors considered in the selection of the Leonis Avenue and U3 Ramp compounds included:

- The Leonis Avenue compound is set up to allow for direct access off Bulleen Road and the U3 Ramp is set up to allow for direct access to the U3 Ramp
- The compounds sit within the Cultural Heritage Management Plan (CHMP) 15576 Activity Area and the project boundary. No areas of cultural heritage significance are located nearby to the compounds
- There are no registered items of heritage significance within the footprint of both compounds
- The compounds need to be as close as possible to the works which is critical for safe and efficient construction of the works
- The siting of these compounds to the south of the Bulleen interchange will alleviate local traffic movements through the Bulleen interchange, with movements reduced to and from the Freeway Golf Course compound
- The compounds will be able to facilitate works until the practical completion of the project is achieved, negating the need to demobilise and re-establish the compound elsewhere during construction
- There is no current organised community recreation that use these areas
- The area is currently being used as construction laydown area as well as temporary cribbing. There will be minimal impact to nearby residents and businesses



Table 2 describes the implementation of the EBTA Avoid, Minimise and Mitigate strategy in choosing Leonis Avenue and U3 Ramp as compound locations.

Table 2: Details of Implementation

Incorporated Document requirement	Details of implementation
<b>Avoid</b>	<ul style="list-style-type: none"> <li>The Leonis Avenue and U3 Ramp compounds sit wholly within the project boundary, avoiding further impact to open space or recreational facilities</li> <li>The Leonis Avenue and U3 Ramp compounds avoid the need for construction vehicles to utilise local roads, allowing for direct access from arterial roads (Bulleen Road and the Eastern Freeway)</li> <li>The U3 Ramp compound does not sit within the 1% AEP flood extent</li> <li>The Leonis Avenue and U3 Ramp compounds do not require any further tree removals as trees have been previously removed for permanent works occurring within the project boundary</li> </ul>
<b>Minimise</b>	<ul style="list-style-type: none"> <li>The Leonis Avenue and U3 Ramp compounds are close to Belle Vue Primary however the compounds are expected to have minimal impact due to traffic, as arrivals and departures of construction personnel are generally outside of the hours of operation of the school. Traffic movements in the area will be managed via the Traffic Management Plan</li> <li>The Leonis Avenue and U3 Ramp compounds are to be occupied prior to permanent works being undertaken at later stages in the program. Utilising these areas for compounds optimises land use within the project boundary</li> <li>Noise, visual and light impacts from the operation of the compounds will be minimised through the existing hoarding wall in place for the Leonis work area for noise reductions to nearby residents. Retained noise walls on the U3 Ramp will provide some noise, visual and light attenuation to residents. The Freeway off-ramp is between the U3 Ramp compound and residents, therefore minimal impact to residents from the compound is expected</li> <li>The areas minimise traffic impacts with access being available directly off the Eastern Freeway, and egress directly on to Bulleen Road, avoiding the need for trucks or site vehicles to be travelling on residential streets. Traffic impacts will be managed through a Worksite Traffic Management Plan considering impacts to all forms of transport, including construction vehicles and public pedestrians, cyclists, and public road users</li> <li>The buildings associated with the Leonis Avenue compound do not sit within the 1% AEP flood extent</li> </ul>
<b>Mitigate</b>	<ul style="list-style-type: none"> <li>N/A</li> </ul>

## 2.1 Alternate locations consideration (Condition 4.12.2 (c))

EBTA completed a multi-criteria analysis of the following potential locations for this compound (refer to Figure 3):

- Option A: Leonis Avenue Reserve (within existing hoarding)
- Option B: Leonis Avenue Reserve (outside of existing hoarding, within Project Boundary)
- Option C: Mainline Median
- Option D: Columba Street Reserve
- Option E: U3 Ramp.

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.



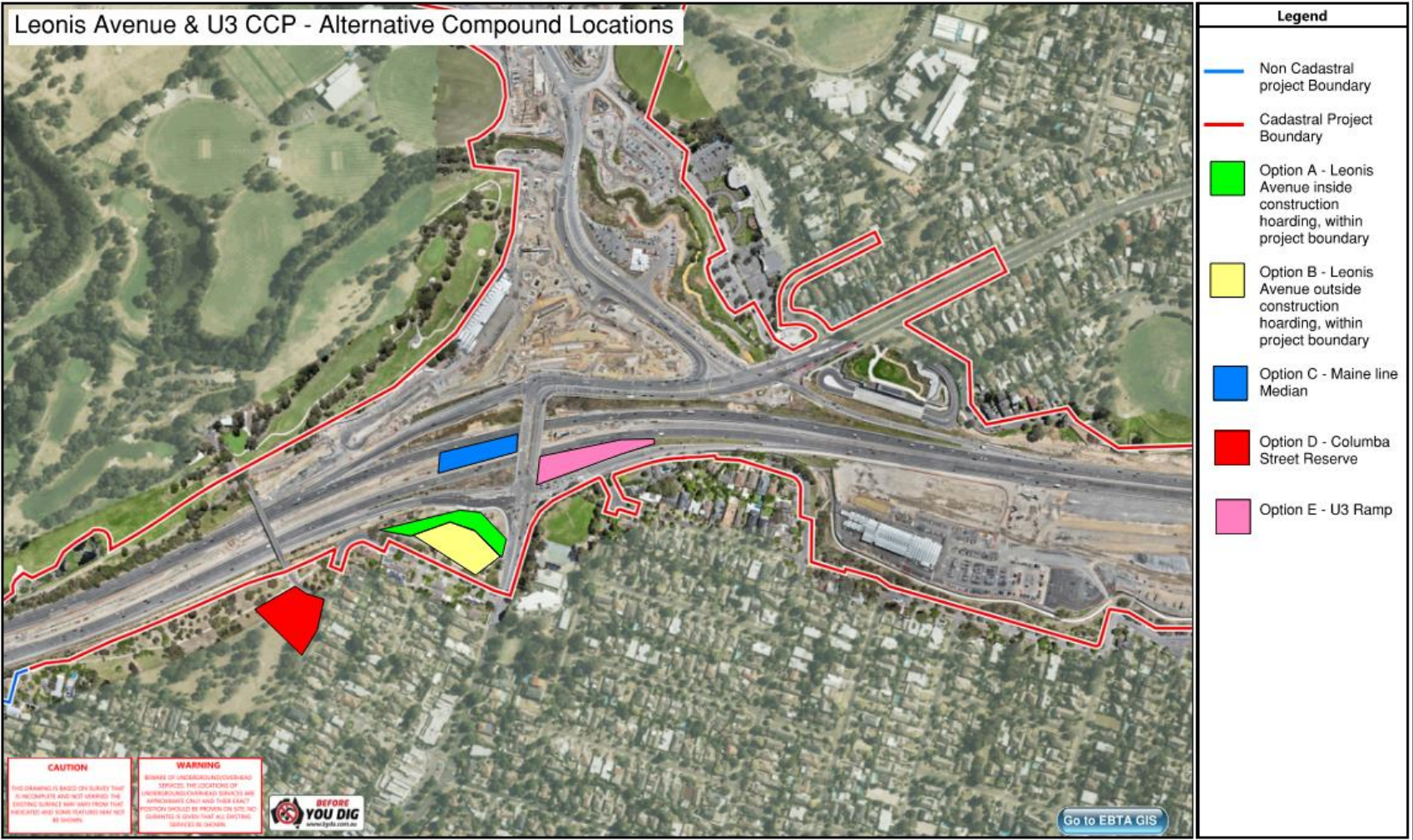


Figure 3: Alternative Compound Locations

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

Table 3: Location criteria

Description	Option A Leonis Avenue inside construction hoarding, within Project Boundary	Option B Leonis Avenue outside construction hoarding, within Project Boundary	Option C Mainline Median	Option D Columba Street Reserve	Option E U3 Ramp
<b>Is the site within the approved project boundary?</b>	Yes, site is within project boundary	Yes, site is within project boundary	Yes, site is within project boundary	No, site is outside project boundary	Yes, site is within project boundary
<b>Is the area available for use during the required construction period?</b>	Yes, available during the required construction period	Yes, available during the required construction period	No, works have already commenced in this area by the mainline team	Yes, available during the required construction period	Yes, available during the required construction period
<b>Is the area immediately adjacent to the construction zone?</b>	Yes, adjacent to works	Yes, adjacent to works	No, need to travel by car to Centre Median	No, need to travel by car to Columba Reserve	Yes, adjacent to works
<b>Does the area require vegetation removal?</b>	No, vegetation was previously removed to enable construction activities	Yes, further vegetation removal is required	No, vegetation was previously removed to enable construction activities	Yes, further vegetation removal is required	No, vegetation was previously removed to enable construction activities
<b>Does the area impact on community groups?</b>	No, the area is within the construction zone	Yes, reserve is used as a recreation area	No community access is available to the Freeway area	No organised community group activities were identified for the site. Reserve is used as a recreation area	No community access is available to the Freeway area
<b>Does the area impact on residents?</b>	Yes, minimal noise, visual and dust impacts to the residential areas along Leonis Avenue, Ursa Street and Columba Street	Yes, minimal noise, visual and dust impacts to the residential areas along Leonis Avenue, Ursa Street and Columba Street	No, compound option is located in Centre Median of Freeway	Yes, compound option is opposite Columba Avenue residents	Yes, minimal noise, visual and dust impacts to the residential areas Mountain View Avenue
<b>Does the area impact on businesses?</b>	No impact on businesses	No impact on businesses	No impact on businesses	No impact on businesses	No impact on businesses
<b>Does the area impact on education facilities or childcare centres?</b>	Yes, Belle Vue Primary is the closest school to this compound. There may be minimal traffic impacts in proximity of the school, however the main entrance to the school is via Highview road and not Bulleen Road. Main traffic movements to and from the compound (arriving and leaving work) are generally outside of school areas. Traffic impacts will be managed via the Traffic	Yes, Belle Vue Primary is the closest school to this compound. There may be some minimal traffic impacts to the school, however the main entrance to the school is via Highview Road and not Bulleen Road. Main traffic movements to and from the compound (arriving and leaving work) are generally outside of school areas. Traffic impacts will be managed via the Traffic	No impact on education or childcare centres	No impact on education or childcare centres	No, Belle Vue Primary is the closest school to this compound however the Freeway off-ramp separates the compound and the school

Description	Option A Leonis Avenue inside construction hoarding, within Project Boundary	Option B Leonis Avenue outside construction hoarding, within Project Boundary	Option C Mainline Median	Option D Columba Street Reserve	Option E U3 Ramp
	Management Plan	management Plan			
<b>Is the area within the 1% AEP flood extent?</b>	Yes, some carparking areas are. However the compound buildings are not within the 1% AEP Flood extent	Yes, parts of the compound footprint are within the 1% AEP Flood extent	Yes, within 1% AEP Flood extent	No, not within 1% AEP Flood extent	No, not within 1% AEP Flood extent
<b>Would the compound need to be moved during construction?</b>	No, compound will not need to be moved during construction	No, compound will not need to be moved during construction	Yes, compound would need to be moved during construction	No, compound will not need to be moved during construction	No, compound will not need to be moved during construction
<b>Would the compound impede construction or timing?</b>	No impediment to construction or timing	No impediment to construction or timing	Yes, construction of this compound would delay works in the mainline scope	No impediment to construction or timing	No impediment to construction or timing
<b>Is the area large enough for the required facility?</b>	Yes, sufficient area	Yes, sufficient area	Yes, sufficient area	Yes, sufficient area	Yes, sufficient area
<b>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?</b>	Yes, access and egress directly off Bulleen Road	No, access and egress through Leonis Avenue	Yes, access and egress directly via Eastern Freeway	No, access and egress through Columba Street	Yes, access and egress directly via Eastern Freeway
<b>What is the acquisition status of the proposed areas without the proposed compound?</b>	To be temporarily occupied for EBTA permanent works	Currently reserve land for residents and SUP users, inside the project boundary	Currently occupied for the mainline permanent works	Not intended to be occupied for EBTA works. Occupation for the compound would be temporary	To be temporarily occupied as part of the Freeway works

The key reasons Leonis Avenue Reserve (inside construction hoarding) and U3 Ramp have been selected for the preferred locations are as follows:

- The locations are wholly within the project boundary, avoiding the need for further planning scheme amendments and approvals
- The Leonis Avenue Reserve (inside construction hoarding) and U3 Ramp locations require no additional vegetation clearing, due to the area being within the current construction zone.
- The locations are to be occupied for construction regardless of whether the Leonis avenue (inside construction hoarding, within Project Boundary) and U3 Ramp compounds are established.



### 3. Leonis Avenue and U3 Ramp Compound

#### 3.1 Site context

The Leonis Avenue compound is situated adjacent to Bulleen Road and the Eastern Freeway inbound on-ramp. The land on which the proposed Leonis Avenue compound sits is within the municipality of the City of Boroondara. The compound location is within an area that is currently hoarded for construction works. 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 surrounding area is public open space to the southern adjacent boundary and residential further to the south beyond the adjacent public open space. Belle Vue Primary School is located to the east on the opposite side of Bulleen Road, however the main entrance to the school is not located on Bulleen Road.

The U3 Ramp compound is wholly situated within the Eastern Freeway on the batter of the U3 ramp. Belle Vue Primary and residents are located to the south of the proposed U3 Ramp compound.

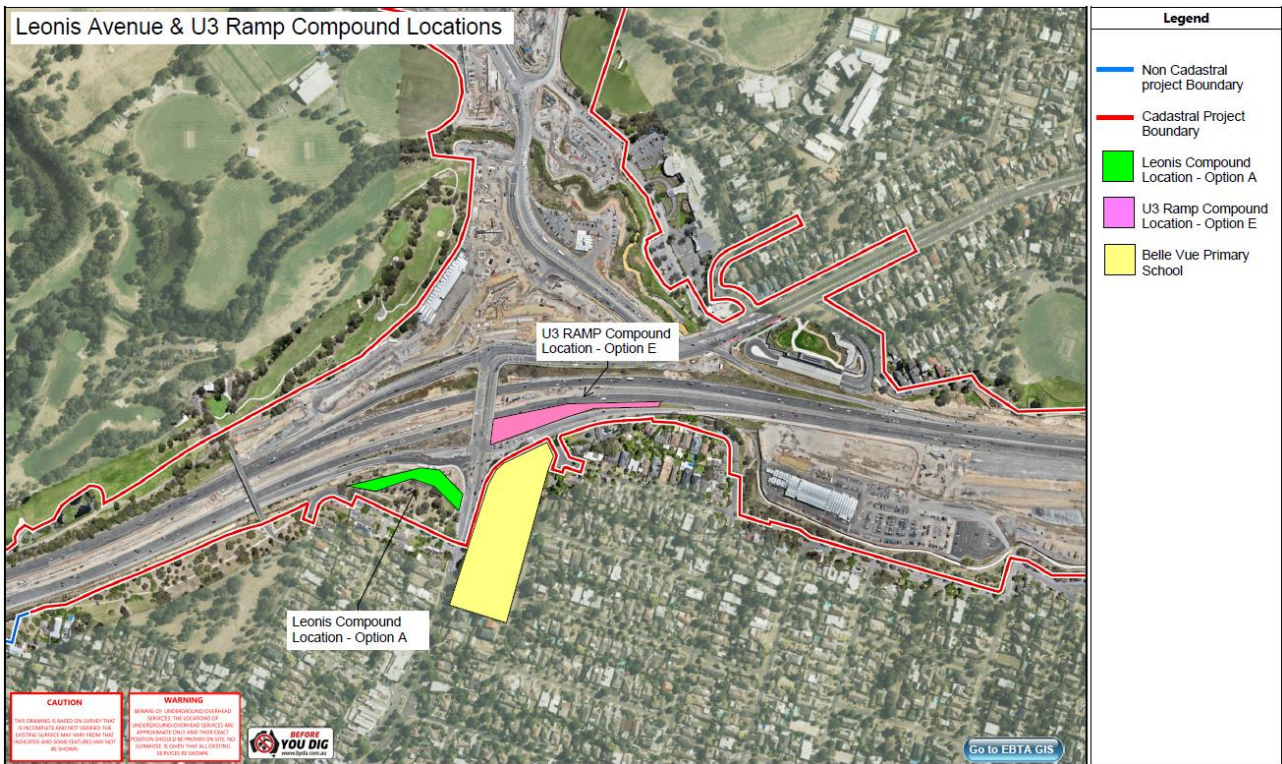


Figure 4: Surrounding Land Use

The operation of the Leonis Avenue and U3 Ramp compounds will be in accordance with all relevant NELP EPRs, as well as the Construction Environmental Management Plan (CEMP), the full suite of Project Plans, Bulleen Interchange Civils Worksite Environmental Management Plan (WEMP) and the Leonis Avenue and U3 Ramp CCP WEMP.

Uses for the site compounds include:

- Amenities including bathrooms, first aid, crib rooms for the blue-collar workforce – 40 no. at Leonis Avenue and 30 no. at U3 Ramp
- Office space for the white-collar workforce – 20 no. at Leonis Avenue and 12 no. at the U3 Ramp
- Site safety briefings and prestart (Leonis Avenue)
- Localised staff and visitor parking.

#### 3.2 Leonis Avenue and U3 Ramp Compound description

The Site Boundary hoarding around the Leonis Avenue work area has been in place since construction works commenced. No additional hoarding is required to be placed for the compound.

The Leonis Avenue compound consists of a single-storey crib and amenity facility with a covered pre-start area and walkways, approximately 70 carparks and a waste management area. Compound buildings will be approximately 3m tall.

This location was chosen as there is expected to be minimal increase in noise, visual and light impact to nearby residents due to it being an existing work area within the project and temporary cribbing facility. The implementation of the Leonis Avenue compound will reduce movements to and from the Bulleen south worksite, back to the Freeway Golf compound, via the Bulleen Interchange.

Access to the Leonis Avenue compound will be through the existing site entrance off Bulleen Road. The Leonis Avenue compound will be supporting the workforce in the direct vicinity of the Bulleen South area, therefore the workforce will access the compound by light vehicle, minibus or by foot via pedestrian access.

The U3 Ramp compound consists of single-storey caravans and first-aid shed, approximately 40 carparks and a waste management area. Compound buildings will be approximately 3m tall. This location was chosen as it will directly support the workforce in the immediate vicinity. There is expected to be minimal increase in noise, visual and light impact to nearby residents due to it being wholly located within the existing Eastern Freeway ramp, with the Freeway off-ramp being situated between the compound and residents to the south.

Access to the U3 Ramp compound will be directly off the Eastern Freeway inbound lanes. The U3 Ramp compound will be supporting the workforce in the direct vicinity of the Bulleen South area, therefore the workforce will access the compound by light vehicle or minibus (no pedestrian access).

Activities for the Leonis Avenue and U3 Ramp compound establishment and operation are outlined below.

**Establishment**

- Temporary Fence installation (U3)
  - Environmental control installation
  - Building Installation (Leonis Avenue)
- Caravan (cribbing and bathroom) and first-aid shed placement (U3)

**Operation**

- Plant movement
  - Receipt of deliveries
  - Personnel car parking
- Occupancy of compound buildings, caravans and first-aid shed

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

**3.3 Estimated Duration of Activity Within Compound (Condition 4.12.2(b))**

The Leonis Avenue and U3 Ramp compound establishment works are anticipated to commence in Q2 of 2025. Once the compounds are established, they will remain in place until the near completion of the Southern package works, approximately Q4 of 2026.

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

Table 4: Setup activities and indicative timings

Compound	Occupation	Mobilisation duration	Work activities with indicative timeframes
Leonis Avenue	Q2 2025	Scheduled to commence April 2025 for approximately 4 weeks.	Week 1: <ul style="list-style-type: none"><li>• Establishment of Environmental Controls</li></ul> Week 2: <ul style="list-style-type: none"><li>• Building landing</li></ul> Week 3 + 4: <ul style="list-style-type: none"><li>• Building fit out</li></ul>
U3 Ramp	Q2 2025	Scheduled to commence April 2025 for approximately 4 weeks.	Week 1: <ul style="list-style-type: none"><li>• Establishment of Environmental Controls</li></ul> Week 2: <ul style="list-style-type: none"><li>• Building landing</li></ul> Week 3 + 4: <ul style="list-style-type: none"><li>• Building fit out</li></ul>

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

Monday to Friday: 7am – 6pm inclusive

Saturday: 7am – 1pm inclusive

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

All works required outside of normal working hours in relation to the construction and operation of the compound will need to 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.



3.4 Compound Site Plan (Condition 4.12.2 (a))



Figure 5: Indicative Leonis Avenue compound location and construction site





Figure 6: Indicative U3 Ramp compound location and construction site

## 4. Management of potential impacts to sensitive users

### 4.1 Site Selection Assessment

Table 5 shows the site selection assessment for Leonis Avenue compound. This has been undertaken to reduce potential impacts associated with the compound as identified in Section 2. The criteria for implementation are as follows:

Avoid – impact is avoided in relation to this potential impact

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

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

Table 5: Leonis Avenue (preferred location) Site Selection Assessment

Impact	Avoid	Minimise	Mitigate	Comment
<b>Vegetation</b>	Y			No further tree removals required for the establishment of the compound
<b>Residential</b>			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 utilising the existing noise attenuation hoarding in place for the work site
<b>Open space</b>	Y			The compound does not further impact on available open space
<b>Schools</b>		Y		The compound minimises all impacts to schools
<b>Community organisations</b>	Y			The compound avoids all impacts to community organisations given its' current use as a construction area within the project boundary
<b>Sporting and recreation areas</b>	Y			The compound avoids all impacts to sporting/recreation areas
<b>Flood</b>		Y		The compound buildings are not located within the 1% AEP Flood extent. A reference to the nearest point of inundation is shown in Appendix B
<b>Proximity to Works</b>	Y			The compound is directly adjacent to works
<b>Business</b>	Y			No anticipated impacts to businesses
<b>Cultural Heritage</b>	Y			Compound is within the CHMP 15576 and the project boundary. No areas of cultural heritage significance are within the compound footprint

Table 6: U3 Ramp (preferred location) Site Selection Assessment

Impact	Avoid	Minimise	Mitigate	Comment
<b>Vegetation</b>	Y			No further tree removals required for the establishment of the compound.
<b>Residential</b>		Y		Residential areas to the south of the U3 Ramp compound are separated by a freeway off-ramp.
<b>Open space</b>	Y			The compound does not impact on available open space
<b>Schools</b>		Y		Minimal noise impact expected to Belle Vue Primary from the operation of the U3 Ramp compound
<b>Community organisations</b>	Y			The compound avoids all impacts to community organisations as it is located within the Eastern Freeway
<b>Sporting and recreation areas</b>	Y			The compound avoids all impacts to sporting/recreation grounds.
<b>Flood</b>	Y			The compound is located outside of the 1% AEP Flood extent. A reference to the nearest point of inundation is shown in Appendix B.
<b>Proximity to Works</b>	Y			The compound is directly adjacent to works
<b>Business</b>	Y			No anticipated impacts to businesses.
<b>Cultural Heritage</b>	Y			Compound is within the CHMP 15576 and the project boundary. No areas of cultural heritage significance are within the compound footprint.

## 4.2 Identification of Sensitive Receptors

The locations of the Leonis avenue compound may have the potential to impact the following sensitive receptors, as shown in Figure 7:

### Residents and School:

- Leonis Avenue
- Ursa Street
- Columba Street
- Bulleen Road
- Highview Road
- Mountain View Road
- Viewpoint Road
- Belle Vue Primary School

Noise impact from the operation of the Leonis Avenue compound has been determined by a noise modelling assessment which identified two residents that would be impacted from the operation of the compound during the night time period. Noise attenuation mats will be placed around the generator used to power the compound to reduce noise impact between the Leonis Avenue compound and the receptors. Timber hoarding is currently in place to delineate the work area from the remainder of the Leonis Avenue Reserve. Noise impact from the operation of the U3 Ramp compound has been determined by a noise modelling assessment which did not identify any residents that would be impacted during the night time period.

The assessment has also considered lighting, dust and visual impacts, which have also been identified in the approved WEMP for both compounds.

Additionally, all out of hours works which necessitate the use of the compound will be addressed by the communication team, through community notification. The approach to managing community impacts resulting from the compound is outlined in Section 7.



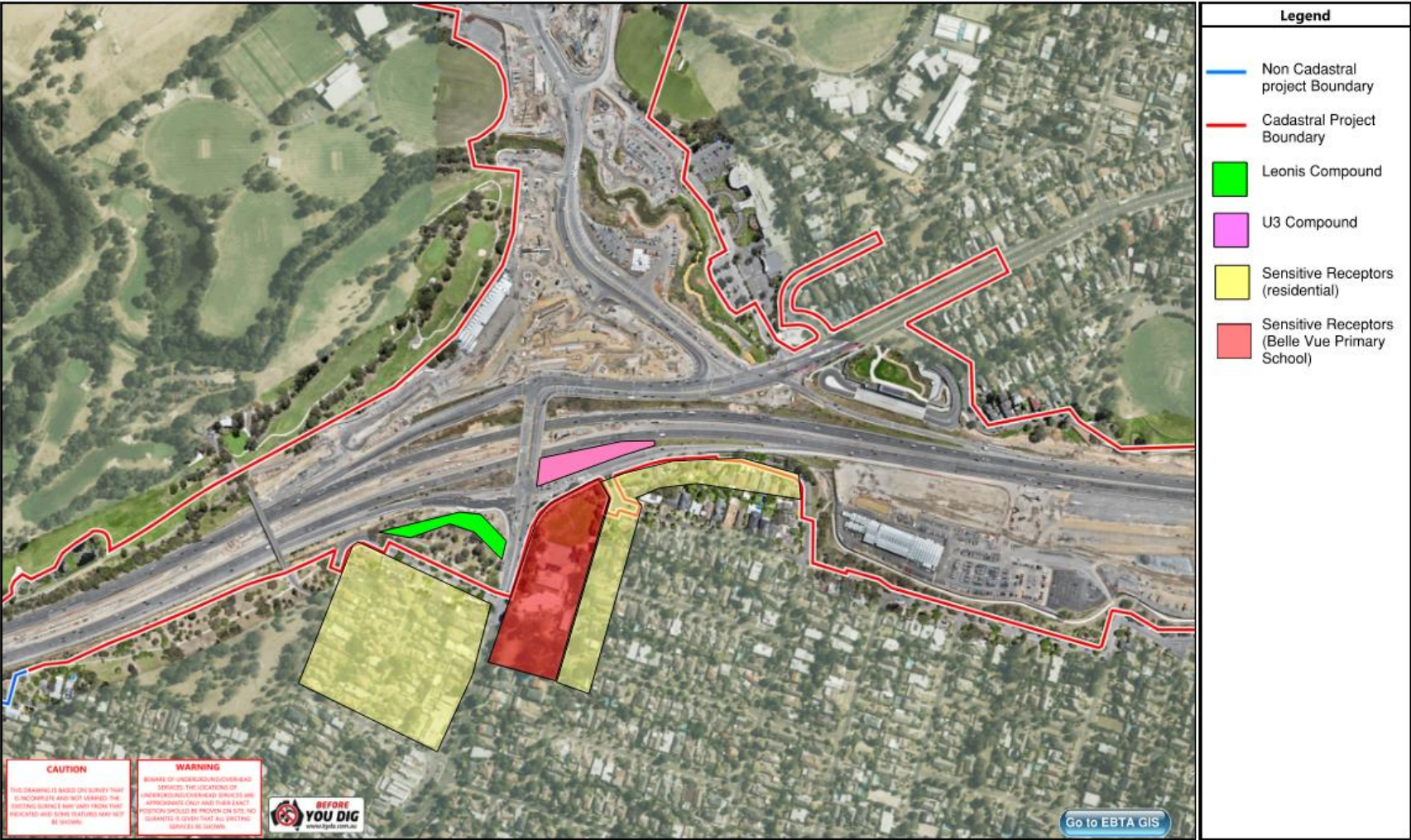


Figure 7: Leonis Avenue & U3 Ramp compound - sensitive receptors

### 4.3 Risk assessment and identification of potential impacts

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

Table 7: Risk assessment

Relevant EPR	Environmental aspect	Potential risks	Initial risk level
<b>AH1, HH2</b>	Aboriginal and Historic Heritage	<ul style="list-style-type: none"> <li>Unexpected discovery of cultural or historic heritage item, or potential disturbance or damage to any cultural or historic heritage item</li> </ul>	Low
<b>AQ1</b>	Air Quality	<ul style="list-style-type: none"> <li>Generation of dust impacting amenity values of nearby areas</li> <li>Generation of dust impacting human health</li> <li>Generation of dust impacting ecological values</li> </ul>	Low
<b>AR1, AR2, AR3</b>	Arboriculture	<ul style="list-style-type: none"> <li>Impact to vegetation during construction or operations marked for retention</li> </ul>	Low
<b>B4, B8</b>	Business	<ul style="list-style-type: none"> <li>Impact and disruption caused to businesses in the area resulting from temporary occupation of the area</li> </ul>	Low
<b>CL1, CL5</b>	Contamination and Soil	<ul style="list-style-type: none"> <li>Incorrect disposal of spoil generated from site compound establishment</li> <li>Mismanagement of hazardous substances on site resulting in substance spills, impacting environmental and human health</li> </ul>	Low
<b>FF1, FF2, FF3, FF4, FF5, FF8</b>	Flora and Fauna	<ul style="list-style-type: none"> <li>Injury or death caused to fauna species during operations of the compound through machinery and plant movements.</li> <li>Impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora, and habitat areas</li> </ul>	Low
<b>LP1</b>	Land Use Planning	<ul style="list-style-type: none"> <li>Land used for construction and compound being in excess of what is required</li> <li>Land used for construction and compound being occupied for longer than necessary to facilitate construction</li> </ul>	Low
<b>LV2, LV3</b>	Landscape and Visual	<ul style="list-style-type: none"> <li>Light spill from compound impacting on sensitive receptors, including ecological communities adjacent to site</li> </ul>	Medium
<b>NV3, NV4, NV5, NV8, NV9</b>	Noise and Vibration	<ul style="list-style-type: none"> <li>Noise generated from the compound negatively impacting nearby receptors</li> <li>Compound operation to likely occur outside of normal working hours</li> </ul>	Low
<b>SC1, SC2, SC3, SC4, SC5, SC6</b>	Social and Community	<ul style="list-style-type: none"> <li>Negative impact to community users of the open space area as a result of compound construction or operations through noise, access interruptions, dust</li> <li>Impacts to residents due to occupation of Leonis Avenue and U3 Ramp</li> </ul>	Low
<b>SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10</b>	Surface Water	<ul style="list-style-type: none"> <li>Adverse impacts to water quality on the Koonung Creek.</li> <li>Adverse impacts to aquatic flora, fauna, and habitat from construction water discharge</li> <li>Uncontrolled release of water not meeting <i>State Environment Protection Policy (Waters) 2018</i> (SEPP) parameters</li> </ul>	Low
<b>SCC1, SCC2, SCC4, SCC5</b>	Sustainability and Climate Change	<ul style="list-style-type: none"> <li>Environmental impacts resulting from mismanagement of waste and potable water on site in both construction and operation of the compound</li> <li>Environmental impacts and impacts to sustainability credit ratings from inadequate compound set up regarding energy requirements and usage and water usage</li> </ul>	Low
<b>T2</b>	Traffic and Transport	<ul style="list-style-type: none"> <li>Impacts to the community from traffic disruptions associated with the construction and operation of the compound, including equipment and material deliveries</li> </ul>	Low

Relevant EPR	Environmental aspect	Potential risks	Initial risk level
		<ul style="list-style-type: none"><li>Impacts to existing traffic conditions through traffic diversion, site access and egress, and SUP diversion</li></ul>	

4.4 Design and siting measures to reduce impacts

Measures have been incorporated into the design and layout of the Leonis Avenue and U3 Ramp compounds to reduce impacts. Further impact reductions will be achieved through the site-specific impact assessments incorporated into the WEMP.

- Noise, visual and light attenuation hoarding is already in place for the Leonis Avenue work area which will reduce noise and visual impact to sensitive receivers from the Leonis Avenue compound as far as reasonably practicable.
- Noise, visual and light attenuation for the U3 Ramp compound will be via a retained noise wall along Mountain View Avenue
- Compound hardstand will be placed over existing hardstand at Leonis Avenue
- Caravans will be placed on the and the constructed hardstand at the U3 Ramp, removing the requirement for additional earthworks specifically for the compounds. Hardstands will be in accordance with Temporary Works Design
- The buildings of the Leonis Avenue compound and the whole of the U3 Ramp compound footprint have been located outside the 1% AEP Flood extent.



## 5. Management of flood risk and environmental sensitivities (Condition 4.12.2(e))

### 5.1 Flood risk and management

This compound buildings at Leonis Avenue and the whole of the U3 Ramp compound are located outside of the 1% AEP flood extent therefore the placement of compounds are not considered to increase flood risk. The nearest flood affected areas are shown for reference in Appendix B.

Minimal change in ground condition is proposed for the Leonis Avenue compound as a hardstand was previously placed as part of the construction works. In accordance with EPR SW6, as there is no increase in overall flood risk or modification to the flow regime of waterways, consultation with Melbourne Water is not required for this compound.

Minimal change in ground condition is proposed for the U3 Ramp compound as the caravans and first-aid shed will be placed on levels that will be excavated in transition to the proposed freeway design. In accordance with EPR SW6, as there is no increase in overall flood risk or modification to the flow regime of waterways, consultation with Melbourne Water is not required for the U3 Ramp compound.

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

- Daily monitoring of weather forecasts to ensure planning and site preparation in the event of heavy rain events. Key measures include:
  - o Relocation of all mobile plant and equipment outside the 1 in 100-year flood extent.
  - o Secure the site to ensure no dislodgment of remaining structures during inundation.

### 5.2 Environmental sensitivities

A comprehensive list of environmental controls to mitigate environmental sensitivities are included in the Project Plans and the WEMP for the construction of the Leonis Avenue and U3 Ramp compounds.

The controls required for the establishment and operation of the compounds are summarised in Table 8. These have been informed by the risk identification outlined in Section 4, Table 7.

Table 8: Residual risk assessment

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
<b>Aboriginal and Historic Heritage (AH, HH)</b>				
AH1, HH2	Unexpected discovery of cultural or historic heritage item, or potential disturbance or damage to any cultural or historic heritage item.	Low	<ul style="list-style-type: none"> <li>All works to be undertaken in accordance with CHMP 15576</li> <li>Cultural Heritage Inductions to be undertaken by all personnel engaged in ground disturbing works.</li> <li>Unexpected finds procedure to be included in the CEMP and WEMP and all site personnel inducted into requirements.</li> <li>Site induction to include project wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart.</li> </ul>	Low
<b>Air Quality (AQ)</b>				
AQ1	<ul style="list-style-type: none"> <li>Generation of dust impacting amenity values of nearby areas</li> <li>Generation of dust impacting human health</li> <li>Generation of dust impacting ecological</li> </ul>	Low	<ul style="list-style-type: none"> <li>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.</li> <li>Dust tracking and mud on roads to be minimised through stabilised access and egress set up during the construction of</li> </ul>	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
	values		the compound area. <ul style="list-style-type: none"> <li>• Use of street sweepers where necessary</li> <li>• Site induction to include project wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart.</li> </ul>	
<b>Arboriculture (AR)</b>				
AR1, AR2, AR3	<ul style="list-style-type: none"> <li>• Impact to vegetation during construction or operations marked for retention</li> </ul>	Low	A full suite of controls to be informed by the Tree Removal Plan and Tree Protection Plan. Site specific arborist and ecological assessments undertaken to further develop controls specific to the construction of the compound. <ul style="list-style-type: none"> <li>• Any required pruning to be undertaken by a minimum AQF Level 3 Arborist</li> <li>• Tree Protection Zone (TPZ) fencing to be erected prior to construction works for designated no go zones.</li> <li>• Site induction to include project wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart</li> </ul>	Low
<b>Business (B)</b>				
B4, B8	<ul style="list-style-type: none"> <li>• Impact and disruption caused to businesses in the area resulting from temporary occupation of the area</li> </ul>	Low	<ul style="list-style-type: none"> <li>• EBTA participation in business liaison groups outlining the program and works for the compound for notification purposes.</li> </ul>	Low
<b>Contamination and Soil (CL)</b>				
CL1, CL5	<ul style="list-style-type: none"> <li>• Mismanagement of hazardous substances on site resulting in substance spills, impacting environmental and human health</li> </ul>	Low	<ul style="list-style-type: none"> <li>• Implementation of a Spoil Management Plan and Worksite Environmental Management Plan</li> </ul>	Low
<b>Flora and Fauna (FF)</b>				
FF1, FF2, FF3, FF4, FF5, FF8	<ul style="list-style-type: none"> <li>• Injury or death caused to fauna species during operations of the compound through machinery and plant movements.</li> <li>• Impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora, and habitat areas</li> </ul>	Low	A full suite of controls to be informed by measures outlined in the CEMP, Site Specific Ecological Assessment, and compound establishment WEMP. <ul style="list-style-type: none"> <li>• Speed limits on site to be displayed to avoid accidental fauna collisions.</li> <li>• If a risk to fauna is identified on site, works are to pause until the fauna moves itself out of site. Alternatively, an accredited wildlife handler under the <i>Wildlife Act 1975</i> must be called to site to relocate the animal offsite</li> </ul>	Low
<b>Landscape and Visual (LV)</b>				
LV2, LV3	<ul style="list-style-type: none"> <li>• Light spill from compound impacting on sensitive receptors, including ecological communities adjacent to</li> </ul>	Medium	<ul style="list-style-type: none"> <li>• Visual assessment during compound construction and operation to ensure no light spill is impacting nearby ecosystem or residents.</li> <li>• Existing hoarding in place at the Leonis</li> </ul>	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
	site.		work area to reduce light spill to residents.	
<b>Noise and Vibration (NV)</b>				
NV3, NV4, NV5, NV8, NV9	<ul style="list-style-type: none"> <li>Noise generated from the compound negatively impacting nearby receptors.</li> <li>Compound operation to likely occur outside of normal working hours</li> </ul>	Low	<p>A full suite of controls is included in the Construction Noise and Vibration Management Plan (CNVMP), site-specific Noise and Vibration Assessment and the WEMP.</p> <p>The Noise Impact Assessment for this compound considers plant and machinery in operation for each construction and operation phase, the duration and timing of works, and existing ambient noise conditions to determine works specific controls required. These include:</p> <ul style="list-style-type: none"> <li>Recommended noise attenuation practices, which includes utilisation of the existing hoarding at the southern boundary of the proposed Leonis compound</li> <li>Tiered mitigation measures to be implemented for impacted receptors.</li> </ul> <p>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:</p> <ul style="list-style-type: none"> <li>Noise levels must meet the guidelines set in NV3.</li> <li>Should the need for unavoidable works occur during the construction or operation of the compound, the process outlined in <a href="#">Section 3.3</a> is to be followed.</li> <li>Respite periods to be incorporated into the construction of the compound for high-impact noise generation as required.</li> <li>Residents likely impacted by the works will be notified.</li> <li>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.</li> </ul> <p>Noise monitoring will be undertaken based on the recommendations resulting from the noise modelling.</p> <ul style="list-style-type: none"> <li>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.</li> <li>Unattended noise monitoring will be undertaken throughout compound establishment and operation.</li> </ul> <p>A vibration risk assessment was undertaken for this compound, though due to no vibratory generating works being proposed, no additional controls are required.</p>	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
<b>Surface Water (SW)</b>				
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10	<ul style="list-style-type: none"> <li>Adverse impacts to water quality on the Koonung Creek.</li> <li>Adverse impacts to aquatic flora, fauna, and habitat from construction water discharge</li> <li>Uncontrolled release of water not meeting SEPP parameters</li> </ul>	Low	<p>A full suite of controls for surface water management is included in the Surface Water Management and Monitoring Plan and the WEMP. Key controls for the compound include:</p> <ul style="list-style-type: none"> <li>All site entry drainage within the compound footprint to be protected with appropriate sediment controls.</li> <li>Run-off on site to be managed to prevent any water draining directly into nearby waterbodies.</li> <li>Spill kits will be located at indicative locations shown in <a href="#">Figure 5</a>, and as per the WEMP.</li> <li>No refuelling of equipment is to occur within 50m of waterways.</li> <li>Monitoring for flood events will be done through the Bureau of Meteorology (BoM) weather stations, which can be accessed from the BoM website (<a href="http://www.bom.com.au">www.bom.com.au</a>). 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.</li> </ul>	Low
<b>Land Use Planning (LP)</b>				
LP1	<ul style="list-style-type: none"> <li>Land used for construction and compound is in excess of what is required.</li> <li>Land used for construction and compound is occupied for longer than necessary to facilitate construction.</li> </ul>	Low	<ul style="list-style-type: none"> <li>Demobilisation of the Leonis Avenue and U3 Ramp facilities once works in the vicinity have been completed.</li> <li>Area to be reinstated in accordance with the approved UDLP once construction is complete in the area.</li> </ul>	Low
<b>Social and Community (SC)</b>				
SC1, SC2, SC3, SC4, SC5, SC6	<ul style="list-style-type: none"> <li>Negative impact to the open space occupied by the compound and its users as a result of compound construction or operations through noise, access interruptions, dust.</li> </ul>	Low	<ul style="list-style-type: none"> <li>Dust and noise impacts to nearby receptors will be managed through the controls listed previously in this table, as well as the WEMP and the relevant SEP.</li> <li>Compound noise attenuation will be via existing hoarding that is in place for the Leonis work area to minimise impacts to adjacent residences.</li> <li>Regular consultation with council and sensitive receptors around timing and use of the area.</li> </ul>	Low
<b>Sustainability and Climate Change (SCC)</b>				
SCC1, SCC2, SCC4, SCC5	<ul style="list-style-type: none"> <li>Environmental impacts resulting from mismanagement of waste on site in both construction and</li> </ul>	Low	<p>Waste management controls are included in the CEMP and the site-specific WEMP.</p> <ul style="list-style-type: none"> <li>Waste segregation, including putrescible waste, to be in place within the compound to ensure waste is disposed</li> </ul>	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
	<p>operation of the compound.</p> <ul style="list-style-type: none"> <li>Environmental impacts and impacts to sustainability credit ratings from inadequate compound set up regarding energy requirements and usage</li> </ul>		<p>of into the correct stream.</p> <ul style="list-style-type: none"> <li>All waste generated on site to be disposed of regularly to a lawful place.</li> <li>Compound to be monitored for energy and fuel usage during operations.</li> <li>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.</li> </ul> <p>All site compounds connected to mains will be offset with 100% Greenpower. For those not connected to mains, low carbon power solutions are to be investigated and implemented where feasible. All long-term compounds will also feature rainwater capture for use in non-potable water applications. Further details on the broader energy and water reduction targets and strategy are detailed in the Sustainability Management Plan and associated IS Rating Implementation Sub-Plan.</p> <p>The compound will be compliant with the RCLG Site Facilities Requirements in accordance with EBTA IS Rating Implementation Subplan, criteria WfS-4 of the IS v2.1 Technical Manual.</p>	
<b>Traffic and Transport (T)</b>				
T2	<ul style="list-style-type: none"> <li>Impacts to the community from traffic disruptions associated with the construction and operation of the compound, including equipment and material deliveries.</li> </ul>	Low	<ul style="list-style-type: none"> <li>Community notifications to be distributed to affected residents in advance of significantly impactful works.</li> <li>Inductions and pre-start briefings to include behavioural requirements for access and egress to site, including keeping access areas clear for incoming traffic.</li> </ul> <p>Reduced number of traffic movements through the Bulleen Interchange to and from the Freeway Golf Compound due to the operation of the Leonis Compound.</p>	Low

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

Where temporary materials or structures are being removed during demobilisation, reuse opportunities will be explored. The area occupied by the compound will be reinstated in accordance with IFC Design drawings to in consultation with MRPV and the City of Boroondara in accordance with the approved Urban Design and Landscape Plan (UDLP).

Completion of compound use is expected in Q4 2026 with the compound to be demobilised at the completion of the Project or the completion of the related area activities. Demobilisation will be undertaken to achieve the requirements of the approved Urban Design and Landscape Plan (UDLP), noting the area will be utilised for construction initially once the compounds are demobilised. The construction of the compound will be undertaken in line with the principles of the Project Urban Design Strategy, section 7.2.

## 7. Communications, stakeholder and community engagement

EBTA consulted with nearby residents, council to seek feedback on the proposed use of the Leonis Ave and U3 Ramp compounds and evaluated concerns and suggestions provided.

The resident consultation involved a targeted doorknock of all residents adjacent to the Leonis Avenue and U3 Ramp compounds as well as a letterbox drop to residents and businesses within 100m of the location.

Stakeholder overview:

### Residents:

- Leonis Avenue
- Ursa Street
- Columba Street
- Bulleen Road
- Mountain View Road
- Highview Road
- Viewpoint Road

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

- The Leonis Avenue and U3 Ramp 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 utilise existing mitigations such as hoarding for the Leonis work area 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 Leonis Avenue and U3 Ramp compound establishment consultation, once ministerial approval is obtained:

- The Leonis Avenue and U3 Ramp compounds will enable EBTA construction works in their respective area.
- The Leonis Avenue and U3 Ramp compounds will 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.
- Siting of these smaller compounds will reduce broader traffic movements by being adjacent to worksites, rather than travelling through the Bulleen Interchange and contributing to traffic loads.

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 Leonis Avenue and U3 Ramp construction compound in regular meetings:

- City of Boroondara
- Belle Vue Primary School
- Department of Transport and Planning
- Community Liaison Groups



- Business Liaison Groups
- Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation.

In the lead up to site establishment, we will communicate the change by:

- Informing DTP and City of Boroondara
- 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
- Installing corflute signage throughout the carpark
- Engaging face-to-face with morning commuters by handing out DL-sized flyers and explaining the upcoming changes.
- Contact numbers - Big Build Contact Centre: 1800 105 105

## 7.1 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.

MRPV'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 9: Complaint management requirements and responsibilities

Expectations	How we will meet the expectations (Minimum Requirements)	Key contributor	Deliverables
<b>Procedures are established for effectively dealing with community enquiries and complaints. In adherence to EPR EMF4</b>	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
<b>Enquiries and complaints are recorded, acknowledged, and resolved in a timely manner as per EPR EMF4.</b>	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: <ul style="list-style-type: none"> <li>• Analysing the complaint or enquiry to determine its nature, how it should be dealt with and who should be involved.</li> <li>• Resolving or investigating the complaint or enquiry with the EBTA team as well as</li> </ul>	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
	<div>considering possible remedies for the complaint (which might include an explanation or an apology)</div> <ul style="list-style-type: none"><li>• Providing a response within the required timeframes.</li></ul>		

## **8. Review**

Reviews and alterations to this CCP may be required during operation of the Leonis Avenue and U3 Ramp 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 –  
Leonis Avenue and U3 Ramp

Major Road Projects Victoria

8 April 2025

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## Document review and approval

Revision	Revision Detail	Author	Date	Reviewed and Approved by
0	Final Report		19/12/24	
01	Final Report following EFBTA revisions to Construction Compound Plan – Leonis Avenue and U3 Ramp (Rev E)		13/02/25	
02	Final Report following EFBTA revisions to Construction Compound Plan – Leonis Avenue and U3 Ramp (Rev 0.01)		08/04/25	



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### **Inherent Limitations**

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

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

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

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

### **Third Party Reliance**

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

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





# 1. Introduction

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

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

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

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

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

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



**Table 1 - Document subject to IEA Review and Verification assessment**

<b>Document</b>	Construction Compound Plan – Leonis Avenue and U3 Ramp (Document Number: NEL-STH-NSA-5900-EPA-PLN-0007; Revision 02; Dated: 03/04/25) (the Document).
<b>Freeway package</b>	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.
<b>Package Alliance</b>	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.
<b>Date of IEA assessment</b>	13 September 2024 – 08 April 2025
<b>Other relevant information</b>	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 – Leonis Avenue and U3 Ramp revisions subject to this IEA Review and Verification Assessment**

Revision	Remarks scope of documents	Date submitted by NELP and EFBTA to IEA	Date IEA review comments provided to NELP and EFBTA	Date Verified by IEA
C	Initial revision submitted to the IEA for review.	13/09/2024	30/09/2024	N/A
D	Subsequent revision submitted to the IEA for review following IEA comment on Rev C.	21/10/2024	25/10/2024	N/A
E	Subsequent revision submitted to the IEA for review following IEA comment on Rev D.	08/01/2024	18/12/2024	N/A
E	No changes made to the document. FIEA considered the Worksite Environmental Management Plan – Bulleen Interchange Civils (Revision 02, dated 03/10/24) to facilitate close-out of FIEA comments.	N/A	19/12/2024	19/12/2024
0	Subsequent revision submitted to the IEA for information only.	07/01/2025	N/A	N/A
0.01	Subsequent revision submitted to the IEA for review following EFBTA updates in response to DTP RFI.	04/02/2025	07/02/2025	N/A
0.01	No changes made to the document. The FIEA considered the Worksite Environmental Management Plan – Bulleen Interchange Civils (Revision 02, dated 03/10/24) and updated Flood Modelling Summary - CCP - for FGC, NDL and Leonis Avenue (dated 11/02/25) to facilitate close-out of FIEA comments.	11/02/2025	13/02/2025	13/02/2025



Revision	Remarks scope of documents	Date submitted by NELP and EFBTA to IEA	Date IEA review comments provided to NELP and EFBTA	Date Verified by IEA
01	Subsequent revision submitted to the IEA for information only.	14/02/2025	N/A	N/A
01.01	Subsequent revision submitted to the IEA for review in response to DTP RFI.	18/03/2025	25/03/2025	N/A
01.02	Subsequent revision submitted to the IEA for review following IEA comment on Rev 01.01.	27/03/2025	02/04/2025	N/A
02	Subsequent revision submitted as Issued For Use for IEA for verification.	06/04/2025	N/A	08/04/2025

### 3. IEA Review Findings

Findings identified during the Review and Verification assessment of the Construction Compound Plan – Leonis Avenue and U3 Ramp were made directly, as comments, into a Comment Register (refer to Appendix B).

The IEA has assessed EFBTA’s Construction Compound Plan – Leonis Avenue and U3 Ramp (Document Number: NEL-STH-NSA-5900-EPA-PLN-0007; Revision 02; Dated: 03/04/25) against the requirements of the program contract, including the EMF and EPRs, conditions of Program approvals, and in general accordance with the approved Urban Design Strategy (insofar as it is applicable to the Document assessed). Any issues and non-compliances identified in previous revisions of the Document reviewed by the IEA have been closed out.



## Appendix A - Documents Reviewed

**Table A1 - Documents Reviewed**

Doc #	Revision	Document Name	Date submitted by MRPV and 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, as received by the IEA on 21/10/2024	Leonis Avenue reserve and U3 Pre-CCP Consultation Report (Eastern Freeway Burke to Tram Alliance)	21/10/24
02	No revision details provided, dated 29/01/25	Memorandum – Flood Modelling Summary – CCP – for FGC, NDL and Leonis Avenue (Eastern Freeway – Burke to Tram Alliance)	30/01/25
03	No revision details provided, dated 11/02/25	Memorandum – Flood Modelling Summary – CCP – for FGC, NDL and Leonis Avenue (Eastern Freeway – Burke to Tram Alliance)	11/02/25
04	No revision details provided, dated 24/02/25	Memorandum – Flood Modelling Summary – CCP – for FGC, NDL and Leonis Avenue (Eastern Freeway – Burke to Tram Alliance)	18/03/25
05	Date requested: 04/03/25, Due date: 11/03/25	Request for Further Information: SPF-2222 Leonis Ave and U3 Ramp CCP (Department of Transport and Planning)	18/03/25



*NELP Freeway Packages IEA  
Review and Verification Report  
Eastern Freeway - Burke to Tram Alliance  
Construction Compound Plan – Leonis Avenue and U3 Ramp  
8 April 2025*

## 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-IEA-5900-EPA-CRS-0007

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By/Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-STH-IEA-5900-EPA-CRS-0007	B	N/A	01	NEL-STH-ISA-5900-EPA-PLN-0007	N	Freeways IEA	CCP makes reference to 'NELP' throughout document. As per latest updates, references should be made to 'MRPV'.	General	30-05-24	O	N/A	LPE	O	Yes
N/A	NEL-STH-IEA-5900-EPA-CRS-0007	B	N/A	01.01	NEL-STH-ISA-5900-EPA-PLN-0007	N	Eastern Freeway Barrie to Triam Alliance	Updated. Reference to NEPs EPRs remains unchanged as the EMF document refers to 'NELP'.	General	07-10-24	O	N/A	LPE	O	
N/A	NEL-STH-IEA-5900-EPA-CRS-0007	B	N/A	01.01.01	NEL-STH-ISA-5900-EPA-PLN-0007	N	Freeways IEA	FIEA comment addressed	General	25-10-24	O	N/A	LPE	C	
N/A	NEL-STH-IEA-5900-EPA-CRS-0007	B	N/A	02	NEL-STH-ISA-5900-EPA-PLN-0007	N	Freeways IEA	For completeness and consistency, references to compliance with the Incorporated Document should be reflected within all headings and sub-headings. It is unclear why some headings make references to the Incorporated Document and others do not. For example, only the headings and sub-headings below reference relevant clauses of the Incorporated Document: 6. Site demobilisation and restoration (Condition 4.12.2 (f) 2.1 Alternate locations consideration (Condition 4.12.2 (e) 3.4 Compound Site Plan (Condition 4.12.2 (g))	General	30-09-24	O	N/A	LPE	O	Yes
N/A	NEL-STH-IEA-5900-EPA-CRS-0007	B	N/A	02.01	NEL-STH-ISA-5900-EPA-PLN-0007	N	Eastern Freeway Barrie to Triam Alliance	Sections updated - Conditions 4.12.2 (b) - (f) now referenced	General	07-10-24	O	N/A	LPE	O	



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Project: North East Link Program

Document No: NEL-STH-HEA-5900-EPA-CRS-0007

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-HEA-5900-EPA-CRS-0007	B	N/A	02.01.01	NEL-STH-ISA-5900-EPA-PLN-0007	N	Freeways IEA	IEA comment addressed	General	25-10-24	O	N/A	LPE	C	
N/A	NEL-STH-HEA-5900-EPA-CRS-0007	B	N/A	03	NEL-STH-ISA-5900-EPA-PLN-0007	N	Freeways IEA	Section 4.12 (f) of the Incorporated Document states: "(f) Measures to restore the former use of the land used to construction once these activities are complete, including the use of the land for the same or a different purpose, shall be undertaken in accordance with MRPV. City of Exeter and approved UDLP without detailing any specific details. Please include further information on the restoration efforts proposed, as required by Section 4.12 (f) of the Incorporated Document.	Incorporated Document	30-09-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-HEA-5900-EPA-CRS-0007	B	N/A	03.01	NEL-STH-ISA-5900-EPA-PLN-0007	N	Eastern Freeway Burke to Tram Alliance	In addition to referencing that restoration will be done in accordance with the UDLP, reference has been made to IFC design drawings. Between the two references, there is extremely detailed information regarding the state of the finished surface which must be complied with prior to acceptance of handover by MRPV.	Incorporated Document	07-10-24	D	N/A	LPE	O	
N/A	NEL-STH-HEA-5900-EPA-CRS-0007	B	N/A	03.01.01	NEL-STH-ISA-5900-EPA-PLN-0007	N	Freeways IEA	IEA comment addressed	General	25-10-24	D	N/A	LPE	C	

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Project: North East Link Program																
Document No: NEL-STH-HEA-5900-EPA-CRS-0007																
Document No: NEL-STH-HEA-5900-EPA-CRS-0007																
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-HEA-5900-EPA-CRS-0007	B	N/A	04	NEL-STH-ISA-5900-EPA-PLN-0007	N	Freeways EA		Section 6.2 Environmental Management Documents of the EMF states "The EMF, including the EPRs, has been developed adopting a risk-based approach with project specific measures to minimise risks and avoid, reduce and otherwise mitigate environmental impacts. This approach is consistent with the reformed legislative framework under the Environment Protection Act 2017 and will ensure that risks of harm to human health or the environment from pollution or waste attributable to the Project will be minimised so far as reasonably practicable." Section 4.12.2(d) includes the following requirement "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)." Within the CDP Section 4.1 "Site Selection Assessment" includes Table 5: Leonis Avenue Site Selection Assessment. Against Residential impact, "minimise" has been indicated, however commentary included indicates "mitigation" is to be implemented (i.e. noise attenuation hoarding). Please revise the site selection assessment accordingly to align with appropriate type of control (as per the hierarchy of controls).	General - risk assessment/ S&I Operational planning and control of AS/NZS ISO 14001:2016/SA.12.2(d) of the Incorporated Document	30-05-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-HEA-5900-EPA-CRS-0007	B	N/A	04.01	NEL-STH-ISA-5900-EPA-PLN-0007	N	Eastern Freeway: Burke to Tram Alliance		Mitigate has been added to the site selection assessment.	General - risk assessment/ S&I Operational planning and control of AS/NZS ISO 14001:2016/SA.12.2(d) of the Incorporated Document	07-10-24	D	N/A	LPE	O	
N/A	NEL-STH-HEA-5900-EPA-CRS-0007	B	N/A	04.01.01	NEL-STH-ISA-5900-EPA-PLN-0007	N	Freeways EA		FEA comment addressed	General - risk assessment/ S&I Operational planning and control of AS/NZS ISO 14001:2016/SA.12.2(d) of the Incorporated Document	25-10-24	D	N/A	LPE	C	

Appendix B: Review and Verification Assessment Comment Register

Project: North East Link Program

Document No: NEL-STH-HEA-5900-EPA-CRS-0007

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-HEA-5900-EPA-CRS-0007	B	N/A	05	NEL-STH-ISA-5900-EPA-PLN-0007	N	Freeways EA	Section 6.2 Environmental Management Documents of the EMF states "The EMF, including the EPRS, has been developed adding a risk-based approach with project specific measures to minimise risks and avoid, reduce and otherwise mitigate environmental impacts. This approach is consistent with the reformed legislative framework under the Environment Protection Act 2017 and will ensure that risks of harm to human health of the environment from pollution or waste attributable to the Project will be minimised so far as reasonably practicable. Section 4.12.200 includes the following statement: "Demonstration that the proposed project meets the requirements of the EPA (which includes the EPA) have been stated to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas)". Within the CCP Section 4.1 "Site Selection Assessment" includes Table 6: US Ramp. "Schools" indicates avoid, however commentary outlines "minimisation" activities. Please revise the site selection assessment accordingly to align with appropriate type of control (as per the hierarchy of controls).	General - risk assessment/ S&I Operational planning and control of AS/NZS ISO 14001:2016/ SA.12.2(c) of the Incorporated Document	30-05-24	D	N/A	LPE	O	Yes
N/A	NEL-STH-HEA-5900-EPA-CRS-0007	B	N/A	05.01	NEL-STH-ISA-5900-EPA-PLN-0007	N	Eastern Freeway, Burke to Tram Alliance	Section updated to clarify the U3 Ramp avoids impact to BVPS.	General - risk assessment/ S&I Operational planning and control of AS/NZS ISO 14001:2016/ SA.12.2(c) of the Incorporated Document	07-10-24	D	N/A	LPE	O	
N/A	NEL-STH-HEA-5900-EPA-CRS-0007	B	N/A	05.01.01	NEL-STH-ISA-5900-EPA-PLN-0007	N	Freeways EA	REA comment addressed	General - risk assessment/ S&I Operational planning and control of AS/NZS ISO 14001:2016/ SA.12.2(c) of the Incorporated Document	25-10-24	D	N/A	LPE	C	

## Appendix B. Review and Verification Assessment Comment Register

**Project:** North East Link Program

### North East Link Program

### North East Link Program

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clauses, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-STH-REA-5800- EPA-CRS-0007	B	N/A	06	NEL-STH-NSA-5800- EPA-PLN-0007	N	Freeways IEA	Section 6.2 Environmental Management Documents of the EMF states "The EMF, including the EPRs, has been developed adopting a risk-based approach with project specific measures to minimise risks and avoid, reduce and otherwise mitigate environmental impacts. This approach is consistent with the reformed legislative framework under the Environment Protection Act 2017 and will ensure that risks of harm to human health or the environment from pollution or waste attributable to the Project will be minimised so far as reasonably practicable". Section 4.12.2(d) includes the following requirement "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)". Within the CCP, Section 4.1 "Site Selection Assessment" includes Table 8: U3 Ramp. "Flood" indicates avoid, however commentary indicates compound is partially located in L3SO. Given Section 3 refers to flood emergency management controls (i.e. daily monitoring and reference to flood emergency management plan) which would not be associated with "avoidance". Please revise the site selection assessment accordingly to align with appropriate type of control (as per the hierarchy of controls).	General - risk assessment/ S8.1 Operational planning and control of AS/NZS ISO 14001:2016/ S4.12.2(d) of the Incorporated Document	30-09-24	D	N/A	O		Yes
N/A	NEL-STH-REA-5800- EPA-CRS-0007	B	N/A	06.01	NEL-STH-NSA-5800- EPA-PLN-0007	N	Eastern Freeway Burns to Tram Alliance	Criteria updated to minimise,	General - risk assessment/ S8.1 Operational planning and control of AS/NZS ISO 14001:2016/ S4.12.2(d) of the Incorporated Document	07-10-24	D	N/A	LPE	O	
N/A	NEL-STH-REA-5800- EPA-CRS-0007	B	N/A	06.01.01	NEL-STH-NSA-5800- EPA-PLN-0007	N	Freeways IEA	IEA comment addressed	General - risk assessment/ S8.1 Operational planning and control of AS/NZS ISO 14001:2016/ S4.12.2(d) of the Incorporated Document	25-10-24	D	N/A	LPE	C	

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<b>Project:</b>	North East Link Program
<b>Document No</b>	NEL-STH-FIEA-5900-EPA-CRS-0007

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-REA-5600- EPA-CRS-0007	B	N/A	07	NEL-STH-NSA-5600- EPA-PLN-0007	N	Freeways IEA	Section 4, 12.5 of the incorporated document states: "All construction compounds must be located and operated in accordance with the approved CCP and relevant EPRs included in the approved EMF". The FEA notes that incident management procedures have not been outlined within the CCP, and as a number of applicable EPRs include incident management requirements the inclusion of incident management should be incorporated into the CCPs. At present, the FEA acknowledges that <b>only</b> the AH and HI EPRs include detail on the management of "Unsuspected discovery of cultural or historic heritage item, or potential disturbance or damage to any cultural or historic heritage item".	S4,12.5 of the Incorporated Document	30-09-24	M	N/A	LPE	O	Yes
N/A	NEL-STH-REA-5600- EPA-CRS-0007	B	N/A	07.01	NEL-STH-NSA-5600- EPA-PLN-0007	N	Eastern Freeway, Burke to Tram Alliance	Section 3.1 of the CCP refers "The operation of the Leons Avenue and U3 Ramp compounds will be in accordance with all relevant NELP EPRs, as well as the Construction Environmental Management Plan (CEMP), the full suite of Project Plans, and Bullen Cville Worksite Environmental Management Plan (WEMP) and the Leons Avenue and U3 Ramp CCP WEMP". This ensures the approval document, the CCP, does not serve a dual purpose of detailing environmental requirements that are covered by the WEMP. Note the Leons Ave and U3 ramp WEMP will be submitted for review and verification following approval of the the CCP.	S4,12.5 of the Incorporated Document	07-10-24	M	N/A	LPE	O	



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Project:	North East Link Program
Document No	NEL-STH-FIEA-5900-EPA-CRS-0007

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-REA-5000+ EPA-CRS-0007	B	N/A	07.01.01	NEL-STH-ISA-5000+ EPA-PLU-0007	N	Freeways IEA	IEA comment addressed	SA1.2.5 of the Incorporated Document	25-10-24	M	N/A	LPE	C	
N/A	NEL-STH-REA-5000+ EPA-CRS-0007	C	N/A	08	NEL-STH-ISA-5000+ EPA-PLU-0007	N	Freeways IEA	EPR SW6 includes the following requirement "...Prior to commencement of relevant works, 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)". Clause 4.12.2 (e) includes the following requirement "...Demonstrate that the categories of works proposed within the compounds are appropriate having regard to whether the land is flood prone, including any flood modelling where appropriate, or has any particular environmental sensitivity, and that the works will be suitably managed to address any flood risk". The IEA requires an updated plan within the CCP showing the proposed compounds (refer to Figure 5 and 6) overlaid on the flood LSP map (refer Appendix B) to demonstrate compliance with SW6.	Clause 4.12 of the North East Link Project Incorporated Document December 2019 (amended September 2023), and EPR SW6	30-09-24	M	N/A	LPE	O	Yes
N/A	NEL-STH-REA-5000+ EPA-CRS-0007	C	N/A	08.01	NEL-STH-ISA-5000+ EPA-PLU-0007	N	Eastern Freeway/ Burre to Tram Alliance	Updated Figure 5 & 6	Clause 4.12 of the North East Link Project Incorporated Document December 2019 (amended September 2023), and EPR SW6	07-10-24	M	N/A	LPE	O	

## Appendix B. Review and Verification Assessment Comment Register

<b>Project:</b>	North East Link Program
<b>Document No</b>	NEL-STH-FIEA-5900-EPA-CRS-0007

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-STH4-IEA-5800- EPA-CRS-0007	C	N/A	08.01.01	NEL-STH4-NSA-5900- EPA-PLU-0007	N	Freeways IEA	Updated Figures 5 & 6 do not show the LSO overlay, however this has been incorporated into Figures 10 and 11 as requested by the IEA. The new Figure 11 clearly shows the proposed "Indicative Cribbing/Office Facilities" are located within the LSO. This contradicts the statement in Section 5.1 - "This compound buildings at Leonis Avenue and U3 Ramp are not located within 1% AEP for flooding therefore flood risk is considered to be not applicable to the compound. The nearest flood affected area is shown for reference in Appendix B." The IEA also notes that report concludes in relation to U3 Ramp within Section 4.4 "The area for the U3 Ramp caravans is partially within the LSO, however the caravans and first-aid sheds are temporary and will be moved if a flood is imminent. The Flood Modelling includes the Mannings Roughness values which account for temporary works and minor topography changes." The flood risk assessment inclusive of the proposed "Indicative Cribbing/Office Facilities" to be provided to the IEA as required under SW6.	Clause 4.12 of the North East Link Project Incorporated Document December 2019 (amended September 2023); and EPR SW6	25-10-24	M	N/A	LPE	O	
N/A	NEL-STH4-IEA-5800- EPA-CRS-0007	C	N/A	08.01.01.01	NEL-STH4-NSA-5900- EPA-PLU-0007	N	Eastern Freeway, Burke to Tram Alliance	The location of the caravans/ first aid shed in the U3 area has been moved out of the LSO area.	Clause 4.12 of the North East Link Project Incorporated Document December 2019 (amended September 2023); and EPR SW6	13-12-24	M	N/A	LPE	O	
N/A	NEL-STH4-IEA-5800- EPA-CRS-0007	C	N/A	08.01.01.01.01	NEL-STH4-NSA-5900- EPA-PLU-0007	N	Freeways IEA	IEA comment addressed.	Clause 4.12 of the North East Link Project Incorporated Document December 2019 (amended September 2023); and EPR SW6	17-12-24	M	N/A	LPE	C	

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Project: North East Link Program

Document No: NEL-STH-HEA-5900-EPA-CRS-0007

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-HEA-5900-EPA-CRS-0007	D	N/A	09	NEL-STH-ISA-5900-EPA-PLN-0007	N		Freeways EA	EPR SW6 includes the following requirement "...Prior to commencement of relevant works, 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)...". Clause 4.12.2 (e) includes the following requirement "...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, to assess any potential for any flood risk". Section 5.1 Flood risk and management of the WGLP states "This compound buildings at Leons Avenue and U3 Ramp are not located within 1 % AEP for flooding therefore flood risk is considered to be not applicable to the compound. The nearest flood affected area is shown for reference in Appendix B." However, the FEA notes that Appendix B indicates that a significant overland flow path exists at the Leons Avenue compound location, directly crossing the compound in which fencing, bunding and/or other associated compound activities have to the potential to impact flood behaviour/risk and has not satisfactorily been addressed in the CCP.	Clause 4, 12 of the North East Link Project Incorporated Document December 2019 (emended September 2023); and EPR SW6	30-05-24	M	N/A	LPE	O	Yes
N/A	NEL-STH-HEA-5900-EPA-CRS-0007	D	N/A	09.01	NEL-STH-ISA-5900-EPA-PLN-0007	N		Eastern Freeway, Burke to Tram Alliance	Permanent buildings at the Leons Ave compound are not located within the 1% AEP flood area. The areas depicted in Figure 9 that within a flow path are "indicative car parking. Heading to the south of the work area (depicted by an orange line) is already in place for the worksite. In the event of a flood, cars would not be in place, spill kits and rubbish bins will be removed. As described in Table 3, the area is partially covered by the 1% AEP flooding area, noting these are caravans and they will be moved throughout the area stated. In the event of imminent flooding, the caravans first aid shed will be removed, therefore will not contribute to any flooding in the area.	Clause 4, 12 of the North East Link Project Incorporated Document December 2019 (emended September 2023); and EPR SW6	07-10-24	M	N/A	LPE	O	

Appendix B: Review and Verification Assessment Comment Register

Project: North East Link Program									
Document No: NEL-STH-HEA-5900-EPA-CRS-0007									
Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By	Comments	Reference Contract Clause, Standard, Specification or Legislation
N/A	NEL-STH-HEA-5900-EPA-CRS-0007	D	N/A	06.01.01	NEL-STH-ISA-5900-EPA-PLN-0007	N	Freeways IEA	The IEA notes that the proposed boarding as depicted by the orange line in Figure 10 directly intersects over 30% of the overland flow path which has potential to impact flood behaviour/risk and has not satisfactorily been addressed in the CCP. The IEA requires detail within the CCP on the proposed type of boarding how this has been designed to allow passage of overland flow and subsequently will not increase overall flood risk, or otherwise provide flood modelling to demonstrate no increase in flood risk.	Clause 4, 12 of the North East Link Project Incorporated Document December 2019 (emended September 2023), and EPR SW6
N/A	NEL-STH-HEA-5900-EPA-CRS-0007	D	N/A	06.01.01.01	NEL-STH-ISA-5900-EPA-PLN-0007	N	Eastern Freeway, Burke to Tram Alliance	The boarding in question is already in place as it is part of the site boundary and is not part of the CCP design or CCP itself. Table 2, Table 3, Table 4, Table 5, Table 8, Sections 3.1, 4.2.1, 4.4 and 7 have been updated to clarify the boarding has already been in place due to project works and no additional boarding at the proposed Leons compound is being proposed.	Clause 4, 12 of the North East Link Project Incorporated Document December 2019 (emended September 2023), and EPR SW6
N/A	NEL-STH-HEA-5900-EPA-CRS-0007	D	N/A	06.01.01.01.01	NEL-STH-ISA-5900-EPA-PLN-0007	N	Freeways IEA	Acknowledging the EFBTA response above, the IEA requires detail within the CCP or appropriate WEMP on the proposed type of boarding associated with the Leons Ave compound and how this has been designed to allow passage of overland flow and subsequently will not increase overall flood risk, or otherwise provide flood modelling to demonstrate no increase in flood risk (as per SW6). Please provide evidence of this to resolve this item.	Clause 4, 12 of the North East Link Project Incorporated Document December 2019 (emended September 2023), and EPR SW6

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Project: North East Link Program									
Document No: NEL-STH-HEA-5900-EPA-CRS-0007									
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N/A	NEL-STH-HEA-5900-EPA-CRS-0007	D	N/A	06.01.01.01.01.01.01	NEL-STH-ISA-5900-EPA-PLN-0007, and WORKSITE ENVIRONMENTAL MANAGEMENT PLAN U/I RAMP DIVERSION, BR103, 105 & 106 CENTRAL PIER PILING & FRP (Revision 01, dated 24/06/24)	N	Freeways EA	In consideration of the Flood Emergency Management section of the WORKSITE ENVIRONMENTAL MANAGEMENT PLAN U/I RAMP DIVERSION, BR105 DEMO & BR103, 105 & 106 CENTRAL PIER PILING & FRP (Revision 01, dated 24/06/24) that incorporates controls in place to mitigate flood risks associated with the existing hoarding in Leons Avenue (e.g., engineering controls in place to include gaps underneath to facilitate flow in flood events), the PEA considers this comment addressed.	Clause 4.12 of the North East Link Project Incorporated Document December 2019 (amended September 2023), and EPR SW6
N/A	NEL-STH-HEA-5900-EPA-CRS-0007	D	N/A	06.01.01.01.01.01.01	NEL-STH-ISA-5900-EPA-PLN-0007, and WORKSITE ENVIRONMENTAL MANAGEMENT PLAN U/I RAMP DIVERSION, BR103, 105 & 106 CENTRAL PIER PILING & FRP (Revision 01, dated 24/06/24)	N	Freeways EA	The PEA understands that WORKSITE ENVIRONMENTAL MANAGEMENT PLAN U/I RAMP DIVERSION, BR105 DEMO & BR103, 105 & 106 CENTRAL PIER PILING & FRP (Revision 01, dated 24/06/24) has been replaced with the WORKSITE ENVIRONMENTAL MANAGEMENT PLAN BULLEEN INTERCHANGE CMILS (Rev 02, dated 03/10/24), which incorporates the hoarding and its associated flood risk mitigation controls.	Clause 4.12 of the North East Link Project Incorporated Document December 2019 (amended September 2023), and EPR SW6



## Appendix B. Review and Verification Assessment Comment Register

<b>Project:</b>	North East Link Program
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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-REA-5800-EPA-CRS-007	F	N/A	10	N/A	Y	Freeways IEA	EPR SW6 includes the following requirement: "Prior to commencement of relevant works, 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)." Clause 4.12.2 (e) includes the following requirement "...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." Figures provided within Section 5.1 - Model Outputs contained within Memorandum: Flood Modelling Summary - CCP - for FSC, NDL and Leons Avenue (Dated 28/01/25) do not extend sufficiently south to demonstrate to the IEA that there is no change in flood hazard and associated flood risk as a result of the hoarding. Please provide appropriate figures.	Clause 4.12 of the North East Link Project Incorporated Document December 2019 (amended September 2023), and EPR SW6	07-02-25	D	N/A	LPE	O	Yes
N/A	NEL-STH-REA-5800-EPA-CRS-007	F	N/A	10.01	N/A	Y	Eastern Freeway: Burke to Tram Alliance boundary.	Note the area of the hoarding is represented on the figure shown as the hoarding is not on the project boundary. Additional map has been included to show the project boundary.	Clause 4.12 of the North East Link Project Incorporated Document December 2019 (amended September 2023), and EPR SW6	11-02-25	D	N/A	LPE	O	

## Appendix B. Review and Verification Assessment Comment Register

<b>Project:</b>	North East Link Program
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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+REA-5600-EPA-CRS-0007	F	N/A	10.0.1.01	N/A	Y	Freeways IEA	In consideration of the Flood Emergency Management section of the WORKSITE ENVIRONMENTAL MANAGEMENT PLAN U4 RAMP DIVERSION, BR105 DEMO & BR103, 105 & 106 CENTRAL PIER PILING & FRP (Revision 01, dated 24/09/24) that incorporates controls in place to mitigate flood risks associated with the existing hoarding in Leons Avenue (e.g., engineering controls in place to include gaps underneath to facilitate flow in flood events) and the updated Flood Modelling Summary - CCP - 46 FOC, NDL and Leons Avenue, dated 11/02/25, the IEA considers this comment addressed.	Clause 4.12 of the North East Link Project Incorporated Document December 2019 (amended September 2023), and EPR SW6	13-02-25	D	N/A	LPE	C	
N/A	NEL-STH+REA-5600-EPA-CRS-0007	H	N/A	11	NEL-STH+REA-5600-EPA-PLN-0007	N	Freeways IEA	With regards to Table 5, Leons Avenue Site Selection Assessment, flood risk is marked as 'minimise', with the corresponding comment indicating the compound buildings are not located within the 1% AEP Flood Extent, Table 6: U3 Ramp Site Selection, flood risk is marked as 'avoid', with the corresponding comment indicating the compound is located outside the 1% AEP Flood Extent. In addition, Table 2, Details of Implementation states buildings associated with Leons Avenue Compound and whole of U3 Ramp compounds do not sit within the 1% AEP Flood extent, in accordance with an 'avoid' categorisation. With similar commentary, it is unclear why the mitigation classification (i.e., minimise vs avoid) differs between sites. Please advise or update the relevant table.	SW1	25-03-25	D	N/A	LPE	O	Yes

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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-HEA-5900-EPA-CRS-0007	H	N/A	11.01	NEL-STH-ISA-5900-EPA-PLN-0007	N	Eastern Freeway, Barrie to Trillium Alliance	Table 2 has been updated to reflect the categorisation for boron compound to "minimise", due to the carpark sitting within the 1% AEP Flood Extent. Update now aligns with Table 3 flood risk assessment.	SW1	27-03-25	D	N/A	LPE	O	
N/A	NEL-STH-HEA-5900-EPA-CRS-0007	H	N/A	11.01.01	NEL-STH-ISA-5900-EPA-PLN-0007	N	Freeways IEA	FIEA comment addressed.	SW1	02-04-25	D	N/A	LPE	C	



Appendix B: 1% AEP Flood Mapping



Figure 8: 1% AEP Flood Mapping



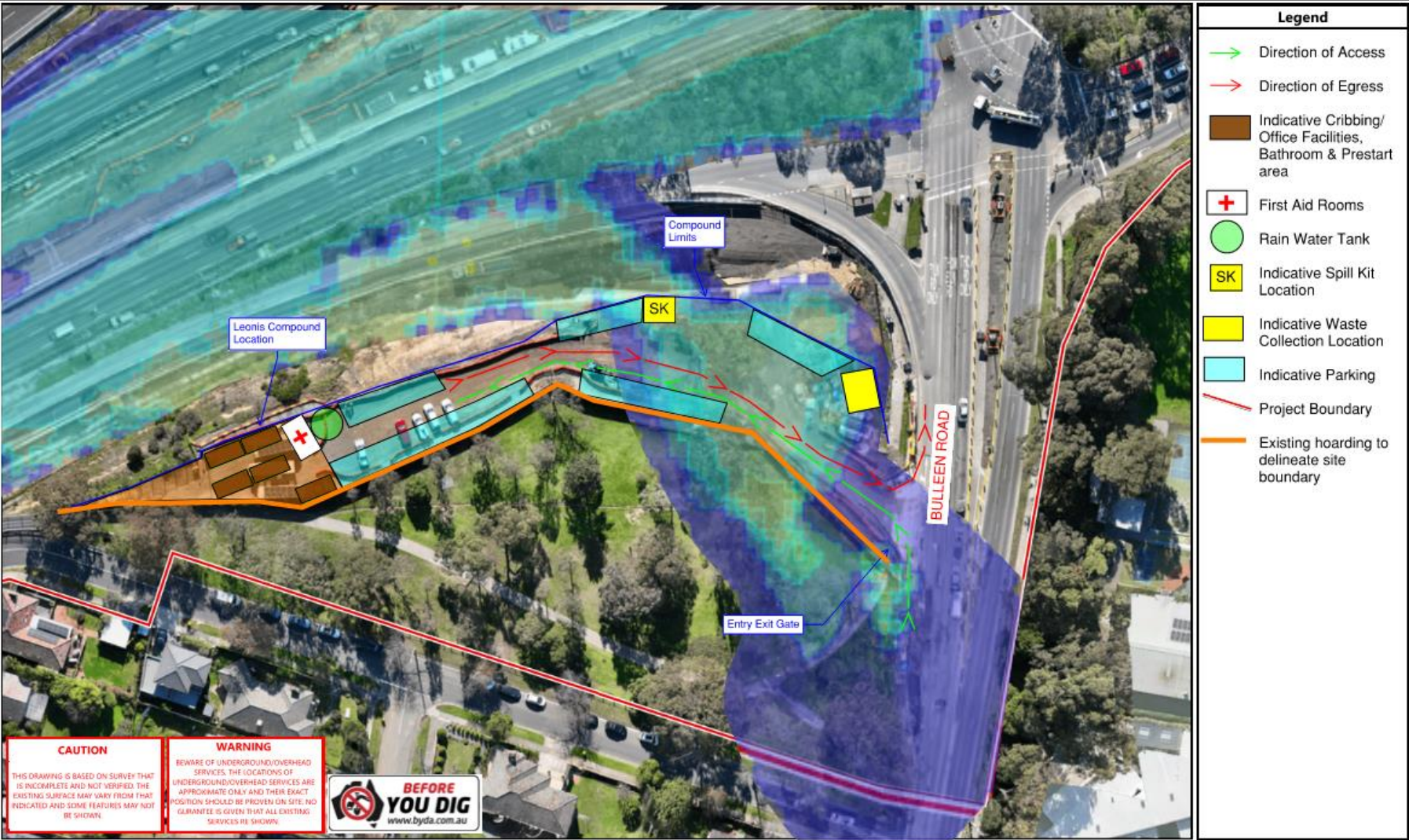


Figure 9: Leonis compound with 1% AEP flood mapping



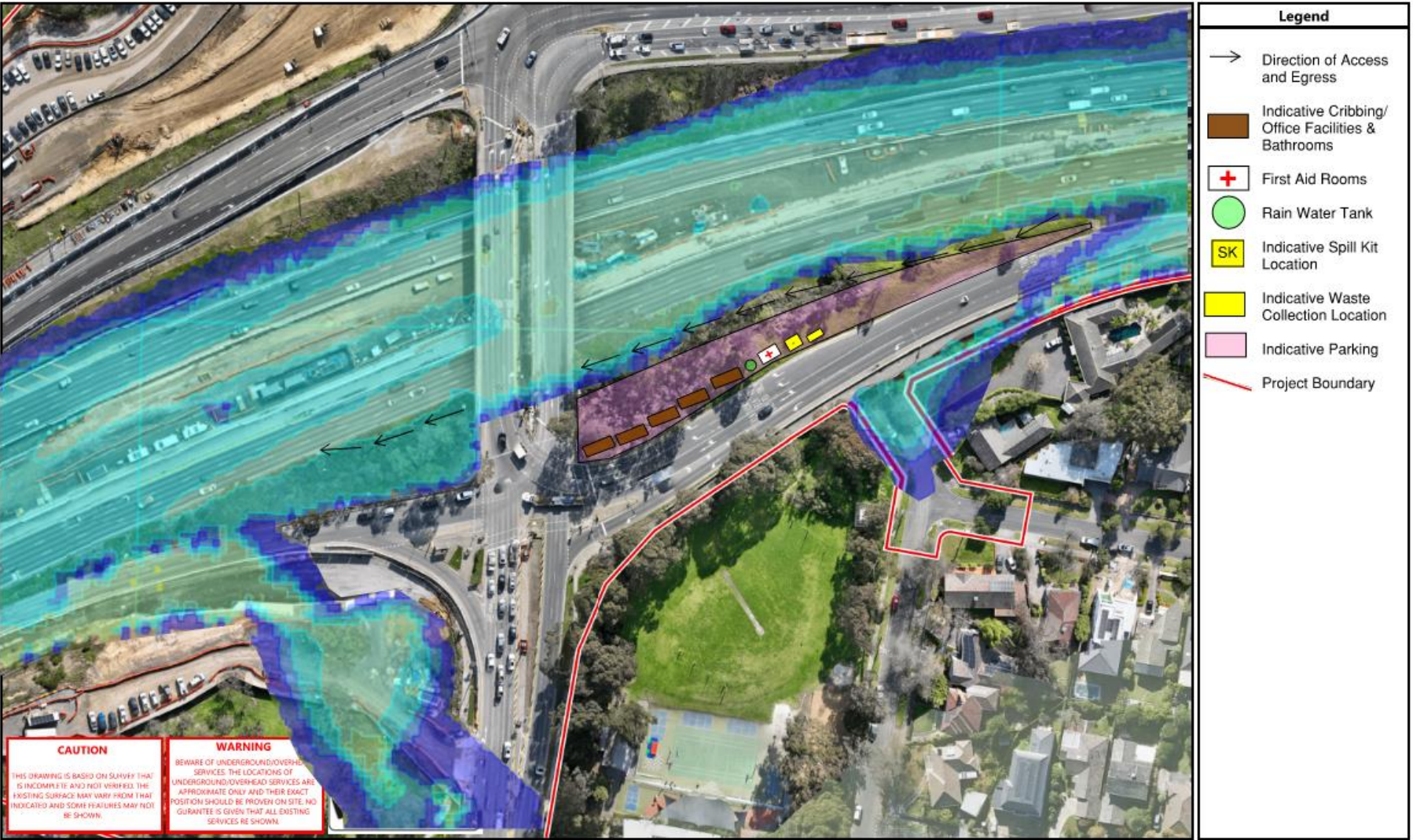


Figure 10: U3 Ramp compound with 1% AEP flood mapping