

EASTERN FREEWAY – BURKE TO TRAM ALLIANCE


Construction Compound Plan – Koonung Creek Reserve

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

ENDORSED REPORT

SHEET 1 OF 53

SIGNED 

**FOR
MINISTER FOR PLANNING**

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Acronyms and abbreviations

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

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1. Introduction

1.1 Plan purpose

The purpose of this Construction Compound Plan (CCP) is to comply with the requirements in the Incorporated Document (December 2019) 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 Koonung Creek Reserve construction compound.

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

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

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

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

This CCP is prepared for the Koonung Creek Reserve compound location as outlined in Section 3. The location for the compound is proposed for the Koonung Creek Reserve on Kosciuszko Road, Balwyn North. Further information is supplied in Section 3 of this plan.

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

Table 1: Incorporated Document - Relevant Conditions for this Plan

Section	Content requirements	Where addressed
4.12.1	Prior to the use and development of any construction compound, a CCP must be prepared to the satisfaction of the Minister for Planning.	This Plan
4.12.2	The CCP must include:	
	a. A plan showing the location and layout of each compound and the categories of works and operations proposed within each compound.	Sections 3.1, 3.2 and 3.4
	b. The estimated duration of activity within each compound.	Section 3.3
	c. Demonstration that any compound proposed on land which is not to be permanently acquired are reasonably required in the location in which they are proposed, including demonstration that alternatives which reduce the impact of the compounds on such land are not feasible or practical.	Section 2.1
	d. Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas).	Section 2.1 Table 4 Section 4
	e. Demonstration that the categories of works proposed within the compounds are appropriate having regard to whether the land is flood prone, including any flood modelling where appropriate, or has any particular environmental sensitivity, and that the works will be suitably managed to address any flood risk.	Table 2 Section 5
	f. Measures to restore the former use of the land used for construction once these activities are complete.	Section 6
4.12.3	A CCP may be prepared and approved in stages but a CCP for any stage must be approved before the commencement of use and development for that stage.	N/A at this stage for this Plan
4.12.4	A CCP may be amended from time to time, to the satisfaction of the Minister for Planning.	Section 8

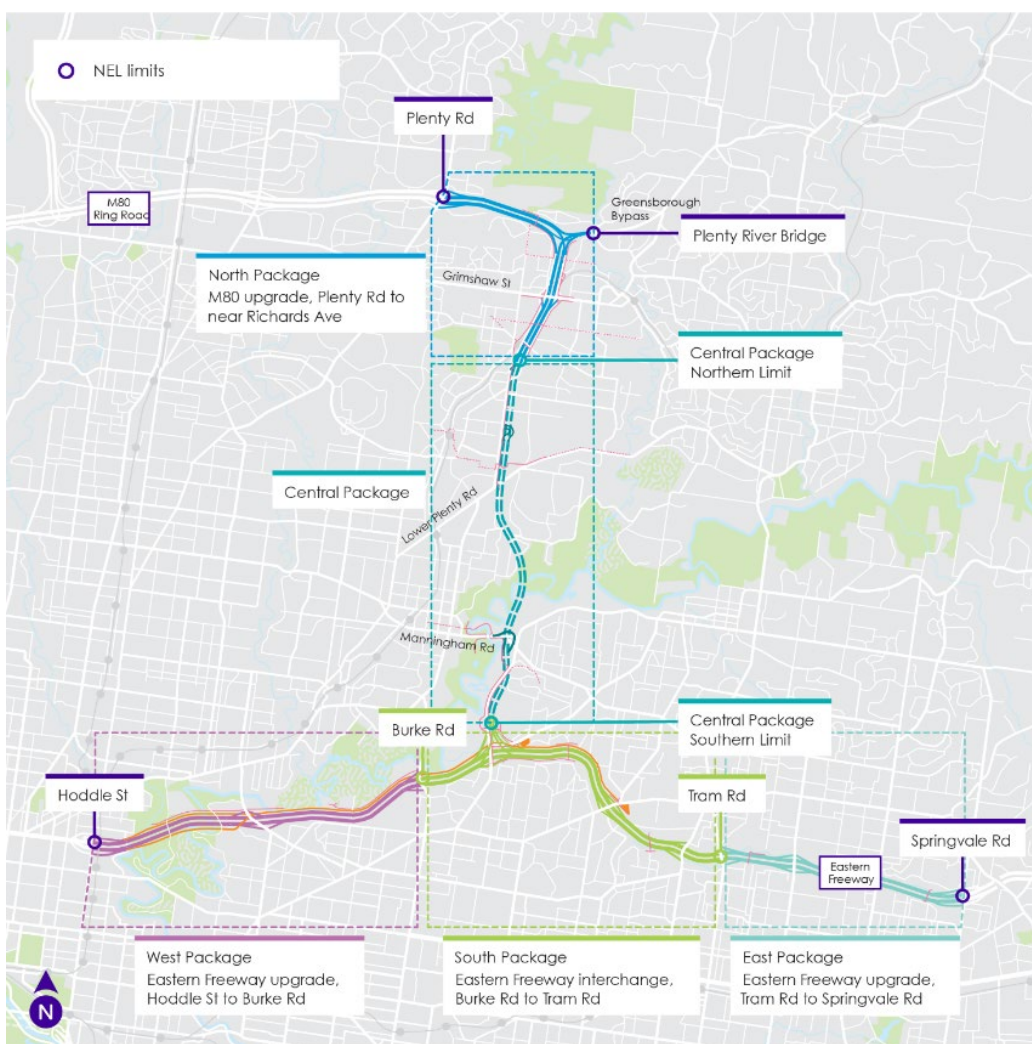
Section	Content requirements	Where addressed
4.12.5	All construction compounds must be located and operated in accordance with the approved CCP and EPRs included in the approved EMF.	Sections 4.2 and 5.2

1.2 Purpose of the compound

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

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

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



Maps/diagrams are for informative purposes only and may not accurately reflect the final NELP design

Figure 1: NEL Program

This construction compound will be utilised to facilitate works associated with the South Package – Bourke Road to Tram Road.

The construction activities supported by the Koonung Creek Reserve compound are the Western Scope of works, including:

- Construction of the Bulleen Road Interchange
- Utility treatments (including protection and relocation works)

- Strengthening of the existing BEBO arch structure
- Estelle Street Bridge construction
- Eastern Freeway Upgrade works (principally, the freeway widening) as shown in Figure 5.
 - Drainage for the new freeway structures
- Construction of noise walls and noise mounds along the new freeway alignment

2. Justification of location and use of Koonung Creek Reserve compound (Condition 4.12.2 (d))

2.1 Justification of Compound and Location

To support permanent works, EBTA have identified three main compound facilities which will support staff and workforce required to resource the Project. To determine the quantum and locality of each compound, construction zoning was assessed and compared to a generated staff and workforce histogram to determine peak personnel counts at each zone. Based on this analysis, EBTA found three areas of high activity in Zone 5100 (West Section), Zone 5200 (West Section) and Zone 5300 (East Section). These zones correlate with the technical complexity of scopes present at these locations, mainly due to overhead structures and road widening works. Due to the complexities of these areas, they inherently require the majority of the workforce to deliver the project. The Koonung Creek Reserve Compound services Zones 5100, 5200 and 5500.

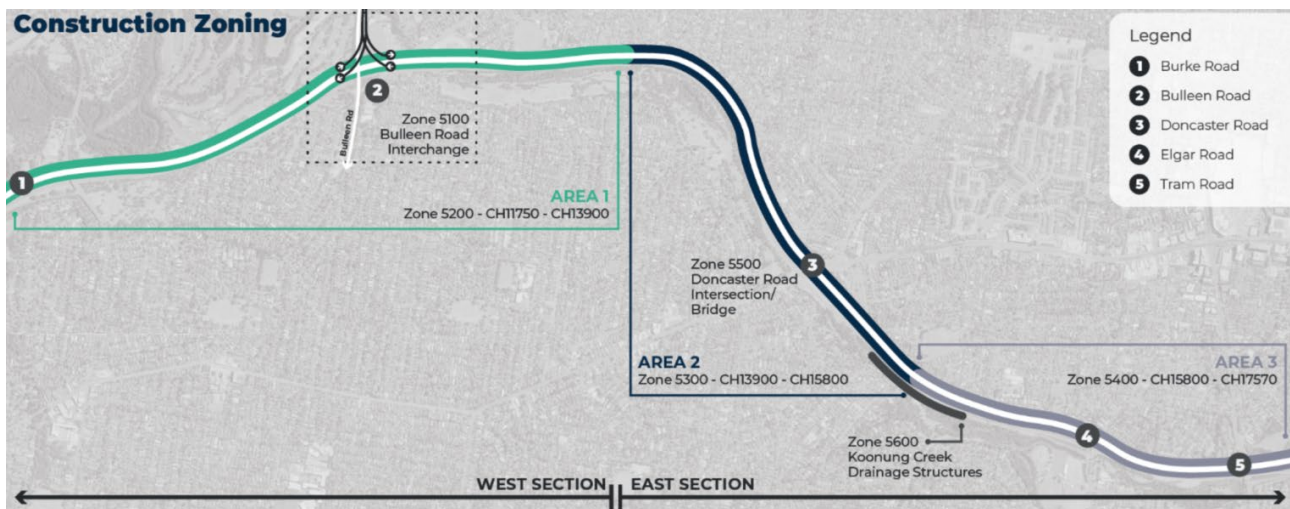


Figure 2: EBTA Construction Zones

The site compound facility at Koonung Creek Reserve has been designed to accommodate the main portion of the EBTA West Section Team and part of the EBTA East Section Team, with a total of 135 white-collar staff and a blue-collar workforce of 599. This number was determined through an assessment of the construction program required to deliver the project and the associated staff histogram that outlines the number of workers. The peak personnel count was used for compound design and capacity requirements. The compound occupancy is expected to reach peak capacity during the works required at the Bulleen Interchange and for the upgrades of the mainline freeway works, as outlined below:

Expected Peak Occupancy: Q2 2025, Q4 2025, Q2 2026

Expected Lower Occupancy: Q3 2025, Q3 2026

These peak numbers will occur during day shift works, with out of hours occupancy predominantly being lower than normal working hours.

Factors considered in the selection of the Koonung Creek Reserve compound included:

- The compound requires space for 734 workers on site during peak construction, requiring a large footprint. This location is the only one available close enough to the works and within the project boundary to facilitate a workforce of this size.
- Access is required for large vehicles delivering large equipment to site. The compound is set up to allow for direct access off the Eastern Freeway.
- There are no registered items of heritage significance within the compound footprint.
- The compound needs to be as close as possible to the works which is critical for safe and efficient construction of the works.
- The compound will be able to facilitate works for the duration of the Project, negating the need to demobilise and re-establish the compound elsewhere during construction.

- The compound sits within the Cultural Heritage Management Plan (CHMP) 15576 Activity Area and the project boundary, and no areas of cultural heritage significance are located nearby to the compound.
- A large section of the compound footprint sits within a grassed area free of native vegetation and trees.

Table 2 describes the implementation of our Avoid, Minimise and Mitigate strategy in choosing Koonung Creek Reserve as the compound location.

Table 2: Details of implementation

Incorporated Document requirement	Details of implementation
Avoid	<ul style="list-style-type: none"> • The location is wholly within the project boundary, avoiding further impact to recreational facilities such as Koonung Reserve Oval to the north.
Minimise	<ul style="list-style-type: none"> • The northern edge of the Koonung Creek Reserve will be taken up by the Permanent Works. By using the adjacent space, an additional area is not required to be disrupted, reducing community impacts and additional vegetation clearing. • Impacts to educational facilities are minimised by positioning haul road, carparking and laydown as far as practicable away from the nearest school. • Noise impacts from the operation of the compound will be minimised through the construction of a hoarding wall designed for maximal noise reductions on nearby residents. • The community disruption from the construction of this compound will be minimised through a shared use path diversion, with appropriate community notifications prior to implementation to direct the public to a safe route around the compound during operations. • Design of the haul road alignment for access/egress to avoid as far as reasonably practicable otherwise retained high valued trees. • 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 drivers. • Vegetation impacts have been minimised through the situation of the compound utilising the open space area of the reserve largely void of trees. • Using this location minimises traffic disruptions in local streets by allowing access and egress directly onto the Eastern Freeway.
Mitigate	<ul style="list-style-type: none"> • The compound building is designed to be sitting on 400mm concrete blocks to raise it out of the 100-year Average Recurrence Interval (ARI) Flood Zone.

2.2 Alternate locations consideration (Condition 4.12.2 (c))

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

- Option A: Koonung Creek Reserve (proposed location)
- Option B: Hays Paddock

Figure 3 gives context to the areas proposed and selected.

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



Figure 3: Alternative Compound Location

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

Table 3: Location Criteria

Description	Option A Koonung Creek Reserve	Option B Hays Paddock	Option C Musca Reserve
Is the site within the approved project boundary?	Yes	No, the available open space area at Hays Paddock is wholly outside the project boundary.	Yes
Is the area available for use during the required construction period?	Yes	Yes	Yes
Is the area immediately adjacent to the construction zone?	Yes	No, travel along the Eastern Freeway to the Bulleen Interchange Construction Zone is approximately 7.8km, requiring a U-Turn at the Chandler Highway.	No, travel along the Eastern Freeway to the Bulleen Interchange Construction Zone is approximately 8.3km, requiring a U-Turn at the Chandler Highway.
Does the area require vegetation removal?	Yes, significant vegetation removal would be required for hardstand and access / egress points. All locations can utilise a large portion of open space to reduce overall vegetation removal.		
Does the area impact on community groups?	No organised community activities were identified in the Koonung Creek Reserve site.	Yes, the area is used for cricket and football.	No organised community activities were identified in the Musca Reserve site.
Does the area impact on residents?	Yes, residents border the compound to the south and west.	Yes, residents directly border the compound to the east.	Yes, residents directly border the reserve to the south and east.
Does the area impact on businesses?	No	Yes, Kew City Archery and Laika Pet Training use the area.	No
Does the area impact on schools or childcare centres?	No, Belle Vue Primary is separated from the compound by approximately 300m of residential area.	No, the closest school to the compound is Kew High School, approximately 750m away.	No
Is the area within the 100-year ARI flood extent?	A section of the compound is within the 1 in 100-year flood extent.	Yes, the entire Hays Paddock site is within the 1 in 100-year flood extent.	Yes, the section of open space adjacent to the Burke Road overpass is within the 1 in 100-year flood extent.
Would the compound need to be moved during construction?	No	No	No
Would the compound impede construction or timing?	Round trip to and from the Bulleen Interchange is 5.9km, 4km less than Hays Paddock.	Round trip to and from the Bulleen Interchange is 9.9km, 4km longer than using Koonung Creek Reserve	Yes, noise wall construction along the freeway at this location would impact the compound access and egress. Round trip to and from the Bulleen Interchange is 9.9km, 4km longer than using Koonung Creek Reserve
Is there available access and egress points to the site that reduce significant traffic disruptions, especially when	Yes, access is available directly off the freeway with egress onto the Bulleen Road inbound on-ramp.	Yes, access is available from the in-bound Eastern Freeway on ramp and egress onto the same ramp.	Yes, access and egress is available from the freeway

Description	Option A Koonung Creek Reserve	Option B Hays Paddock	Option C Musca Reserve
large trucks and deliveries are entering/exiting site?			
What is the acquisition status of the areas without the proposed compound?	Temporarily occupied for construction of the new freeway, utility works and drainage.	Not to be acquired. Occupation for the compound would be temporary.	Partial temporary occupation at the northern end of the site for noise wall construction. Occupation for the compound would be temporary.

The key reasons Koonung Creek Reserve has been selected for the preferred locations are as follows:

- The location is adjacent to the Bulleen Interchange construction site, reducing traffic counts on roads between compounds and construction sites.
- Hays Paddock is completely within the 100-year ARI Flood extent, whereas Koonung Creek Reserve is only partially.
- Hays Paddock is outside of the NEL Project Boundary.
- Musca Reserve and Hays Paddock are a large distance from the Bulleen Interchange (the main work front), increasing traffic volumes on the freeway and arterial roads during construction.

3. Koonung Creek Reserve compound

3.1 Site context

The land in which the Koonung Creek Reserve compound sits is in the municipality of the City of Boroondara and includes a large area of open space. 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 area surrounding the proposed compound location is primarily residential, with various areas of public recreation such as Koonung Reserve Sports Ground, Freeway Golf Course, and the old Boroondara Tennis Centre in close proximity to the site. A precinct of schools is located further north of the compound, encompassing Marcellin College, Carey Grammar, and Trinity Grammar. Bulleen Park is a public use recreation and open space area also in this area. The Belle Vue traders shopping precinct is nearby on Bulleen Road, south of the freeway.

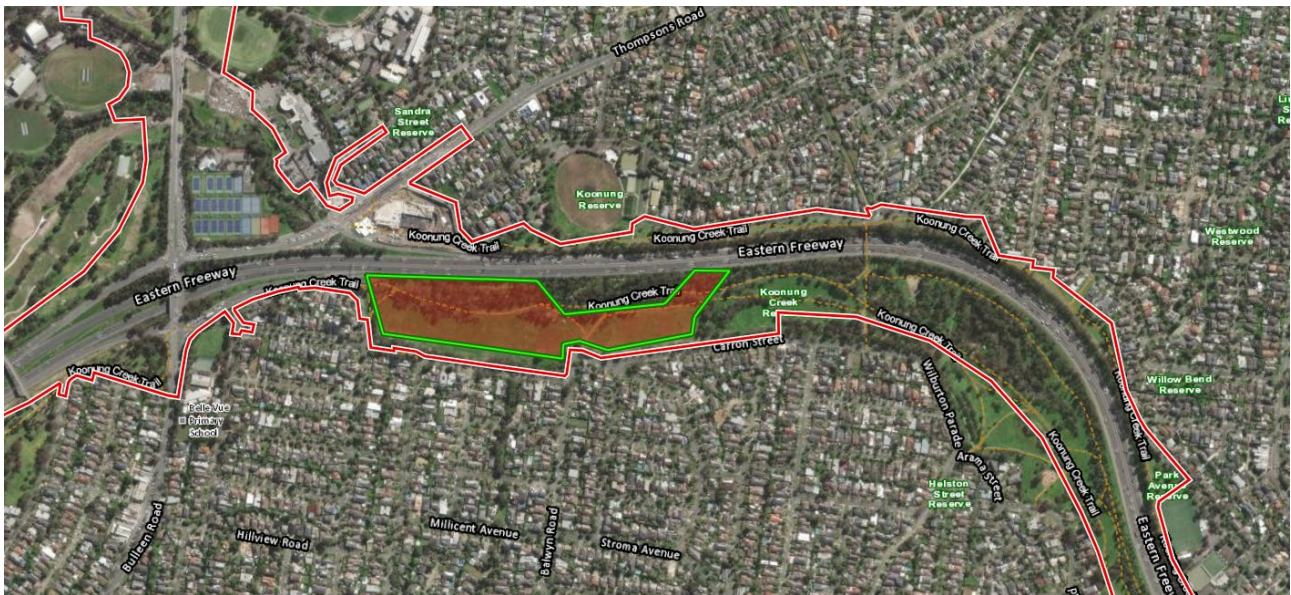


Figure 4: Surrounding Land Use

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

Uses for the site compound include:

- Office amenities for white collar workforce
- Amenities including bathrooms, first aid, crib rooms for the blue-collar workforce
- Site safety briefings and prestart
- Localised staff and visitor parking
- Materials storage, including all relevant environmental controls required for specific materials
- Preassembly for structures, such as noise walls.
- Spoil storage, treatment and sorting.

3.2 Compound description

The Koonung Creek Reserve compound consists of two storey crib and amenity facilities raised on 400mm high concrete blocks to take it above the 100-year ARI flood area. The approximate height of the compound buildings will be 3m for each floor, and in combination with the raised concrete blocks the compound will reach a height of approximately 6.4m (double stacked facility).

Access and egress will be constructed directly off and onto the Eastern Freeway, with Balwyn Road being used for access/egress in the initial stages of establishment for both light and heavy vehicles. During operation, Balwyn

Road will be used only by private light vehicles, and the Eastern Freeway access and egress will be utilised by both heavy vehicles and construction utes.

The compound will include a large parking area of approximately 534 parks, with an overflow area of approximately 200 car parks to the east of the compound, which will support workforce parking requirements and minimise the need for parking of construction vehicles on local streets. An Incident Response Staging Area will be provided at the Koonung Creek reserve Construction Compound to allow the State Road Authority Incident Response staff with access to a staging area, kitchen and toilet facilities as required. Access for incident response staff is required 24/7 to facilitate emergency response activities on the Eastern Freeway.

A community information centre will be established at this compound with access connected from the public SUP running along the southern boundary. The community information centre will be open to the public to visit and receive information about the project.

Activities for both compound establishment and operation are outlined below.

Establishment

- Preliminary demolition works
- Hoarding construction
- SUP diversion
- Temporary Fence installation
- Environmental control installation
- Vegetation removal
- Bulk earthworks
- Hardstand and access road construction
- Car park asphalt works
- Tie into long term access at Eastern Free Way.
- Establishment of flood mitigation controls

Operation

- Plant movement
- Receival of deliveries
- Operation of the Visitor Information Centre
- Personnel car parking
- Occupancy of buildings and site offices
- Spoil Management
- Hazardous Material Storage
- Waste Management

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

3.3 Duration

The Koonung Creek Reserve compound establishment works are anticipated to begin in Q1 2024. Once the compound is established, it will remain in place until the supported construction activities are completed, scheduled for Q4 2028, after which the compound will be demobilised.

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
Koonung Creek Reserve compound	Q1 2024 – Q4 2028	Commencing Early Q1 2024 for approximately 18 weeks	<p>Week 1:</p> <ul style="list-style-type: none"> • Establishment of Environmental Controls • Clearing and grubbing • Hoarding erection and SUP Diversion <p>Week 2-7:</p> <ul style="list-style-type: none"> • Establishment of freeway access and egress roads and haul roads, compound hardstand, carpark hardstands <p>Week 8-18</p> <ul style="list-style-type: none"> • Erection of compound buildings raised out of flood zone • Installation of decks, stairs, landings, ramps, solar installation, connection to services

Initial access will be from Balwyn Road until the Eastern Freeway access can be established. Freeway access and egress set-up for the compound will be undertaken as Unavoidable Works during night shift due to traffic requirements.

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

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

Monday to Friday: 7am – 6pm inclusive

Saturday: 7am – 1pm inclusive

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

All 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))

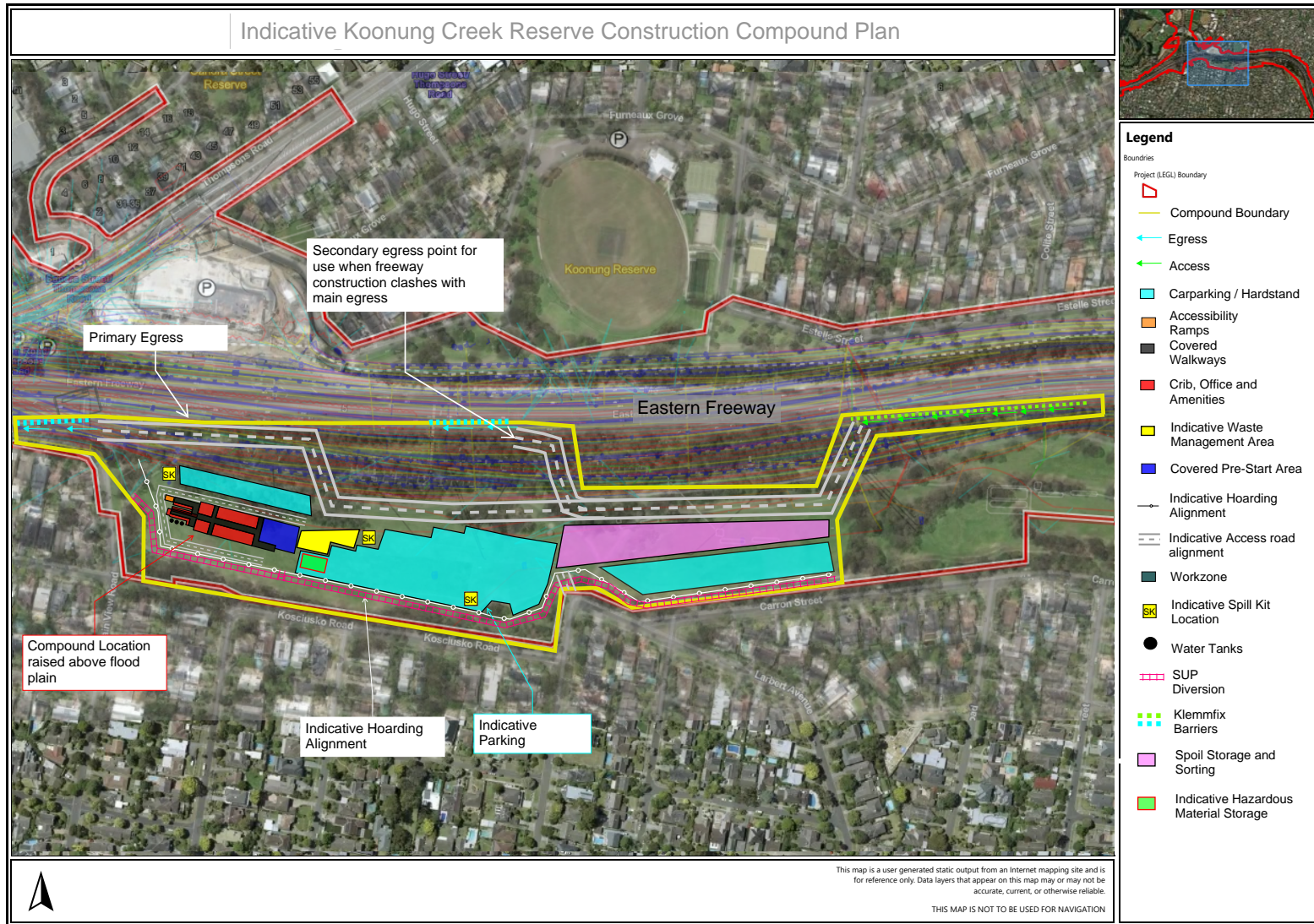


Figure 5: Indicative compound layout and permanent works footprint.

4. Management of potential impacts to sensitive users

4.1 Site Selection Assessment

Table 5 shows the site selection assessment for Koonung Creek Reserve. This has been undertaken to reduce potential impacts associated with the compound as identified in Section 2. The criteria for implementation is as follows-

Avoid – impact is avoided in relation to this potential impact

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

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

Table 5: Koonung Creek Reserve compound (preferred location) Site Selection Assessment

Impact	Avoid	Minimise	Mitigate	Comment
Vegetation		Y		The area occupied by the compound is within a large open space largely void of trees. The compound carpark has been designed to retain a group of trees to the south east corner, as shown in figure 5. Compound has been situated to retain tree line along Kosciuszko Road. Haul roads and laydown areas will be constructed to retain vegetation, including the meandering of haul roads and inclusion of 'vegetation islands' within laydown areas where practicable.
Residential			Y	Due to the nature of the Project area, a large space was not able to be sourced that was away from residential areas. Mitigation measures have been incorporated into the design of the compound including noise attenuation hoarding informed by noise impact modelling. Retention of trees to the south of the compound, in combination with the hoarding, will act as a visual barrier for residents along Kosciuszko Road and Mountain View Road.
Open space			Y	A large area of open space is required for this compound. A shared use path diversion will be constructed to delineate work from the public. Community notifications will be in place to alert the public to the change.
Schools		Y		The nearest school is Belle Vue Primary School and is a sufficient distance away for noise impacts to be considered minimal or unlikely. Areas of the Koonung Creek Reserve will be closed off to the public, impacting the school as it will lose access to the reserve.
Community organisations		Y		The area avoids organised community group activities. It is noted the area is a public reserve, so organised community groups may informally utilise the reserve. Areas of open space are being retained in the reserve to minimise this impact.
Sporting and recreation areas		Y		The area may be used informally for recreation, although does not take up space used for organised recreation.
Flood		Y		The compound is partially located within the 100-year ARI for flooding. The compound will be planned for hazardous materials to be stored outside of the

Impact	Avoid	Minimise	Mitigate	Comment
				flood zone where possible. Compound buildings will be raised on 400mm concrete blocks.
Proximity to Works	Y			The compound will directly border the works.
Business	Y			Unlikely to have a significant impact to businesses.
Cultural Heritage	Y			Compound is within the CHMP 15576 Activity Area and the project boundary. No areas of cultural heritage significance are within the compound footprint.

4.2 Identification of sensitive receptors

Extensive noise modelling for construction and operation of the compound will be undertaken in order to further assess and mitigate impacts of noise to nearby receptors. This will be managed through a WEMP for the compound. The approach to managing community impacts resulting from the compound is outlined in section 7.

The location of the Koonung Creek Reserve compound has the potential to impact the following sensitive receptors, as shown in Figure 6:

Residents:

- Mountain View Road
- Kosciusko Road
- Carron Street
- Viewpoint Road
- Hill Road
- Central Avenue
- Prose Street
- Balwyn Road
- Seattle Street
- Larbert Avenue
- Jolie Vue Road
- Kampman Street

Businesses:

- Helping Nature Heal
- Twinkle Little Babies Photography

Community Facilities/Schools:

- Belle Vue Primary School
- Koonung Reserve Sports Ground.



Figure 6: Koonung Creek Reserve compound - sensitive receptors

4.3 Risk assessment and identification of potential impacts

A preliminary risk assessment for this compound is presented in Table 4. This has informed the key risk management controls outlined in Section 5, [Table 7](#).

Table 4: Risk assessment

Relevant EPR	Environmental aspect	Potential risks	Initial risk level
AH1, HH2	Aboriginal and Historic Heritage	<ul style="list-style-type: none"> Unexpected discovery of cultural or historic heritage item, or potential disturbance or damage to any cultural or historic heritage item 	Low
AQ1	Air Quality	<ul style="list-style-type: none"> Generation of dust impacting amenity values of nearby areas Generation of dust impacting human health Generation of dust impacting ecological values 	Medium
AR1, AR2, AR3	Arboriculture	<ul style="list-style-type: none"> Over clearing of vegetation in excess of area required for compound construction and operation, or in excess of approved removal area. Impact to vegetation during construction or operations marked for retention 	High
B4	Business	<ul style="list-style-type: none"> Impact and disruption caused to businesses in the area resulting from temporary occupation of the area 	Low
CL1, CL5	Contamination and Soil	<ul style="list-style-type: none"> Hazardous material spill resulting in contamination of nearby soil / environments. Spoil stored / sorted on site not in compliance with regulatory requirements. Stockpiled spoil on site creating a hazard both within and around the compound area impacting nearby residential / non-residential receivers. 	Medium
FF1, FF2, FF3, FF4, FF5, FF8	Flora and Fauna	<ul style="list-style-type: none"> Over clearing of vegetation in excess of area required for compound construction and operation, or in excess of approved removal area. Injury or death caused to fauna species during operation of the compound through machinery and plant movements. Lighting impacts to nocturnal species occupying areas adjacent to the compound during night works. Impacts from surface water run-off to adjacent water bodies impacting aquatic fauna, flora and habitat areas. Removal of flora species subject to <i>Flora and Fauna Guarantee Act</i> (FFG Act) Permits without approval 	Medium
LP1	Land Use Planning	<ul style="list-style-type: none"> Land used for construction and compound is in excess of what is required. Land used for construction and compound is occupied for longer than necessary to facilitate construction 	Medium
LV2, LV3	Landscape and Visual	<ul style="list-style-type: none"> Light spill from compound impacting on sensitive receptors, including ecological communities adjacent to site 	Medium
NV3, NV4, NV5, NV8, NV9	Noise and Vibration	<ul style="list-style-type: none"> Noise generated from the compound negatively impacting nearby receptors. Vibration generated from haul road construction and compaction damaging infrastructure in close proximity to works, specifically utilities. Compound operation to likely occur outside of normal working hours 	High
SC1, SC2, SC3, SC4, SC5, SC6, SC7	Social and Community	<ul style="list-style-type: none"> Negative impact to community users of Koonung Creek Reserve as a result of compound construction or operations through noise, access interruptions, dust. Impact to Belle Vue Primary School through occupancy of open space used regularly by the school. Impacts to local businesses and bus routes through traffic disruption. Impact to existing shared user path through Koonung Creek Reserve. 	High

Relevant EPR	Environmental aspect	Potential risks	Initial risk level
		<ul style="list-style-type: none"> Visual impact for residents overlooking Koonung Creek Reserve 	
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10	Surface Water	<ul style="list-style-type: none"> Adverse impacts to water quality on the Koonung Creek Adverse impacts to aquatic flora, fauna and habitat from construction water discharge Flooding of compound releases hazardous substances, spoil and construction waste into nearby watercourse Uncontrolled release of water not meeting <i>State Environment Protection Policy (Waters) 2018</i> (SEPP) parameters Impact to surrounding areas due to change in flood levels, flows and velocities 	Medium
SCC1, SCC2, SCC4, SCC5	Sustainability and Climate Change	<ul style="list-style-type: none"> Environmental impacts resulting from mismanagement of waste on site in both construction and operation of the compound. Environmental impacts and impacts to sustainability credit ratings from inadequate compound set-up in regard to water and energy requirements and usage 	Low
T2, T5	Traffic and Transport	<ul style="list-style-type: none"> Impacts to the community from traffic disruptions associated with the construction and operation of the compound, including equipment and material deliveries. Impacts to existing traffic conditions through site access and egress and the construction of the signalised intersection on Bulleen Road. 	High

4.4 Design and siting measures to reduce impacts

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

The measures include:

- Access and egress to be constructed directly connecting to the Eastern Freeway, reducing traffic impacts to the residential area to the south of the compound by allowing heavy vehicles access without the need to travel on local roads.
- The compound building is designed to be raised 400mm above current surface level to raise it out of the 100-year ARI flood zone.
- Noise attenuation hoarding to be incorporated into the design of the compound reducing noise impact to nearby sensitive receivers as far as reasonably practicable.
- The compound buildings have been situated directly against the site hoarding, decreasing visual line of sight to the adjacent residents. Furthermore, the compound footprint has been designed to retain the vegetation buffer along Kosciusko Road which will further assist in reducing light spill and visual line of sight from the compound.
- The waste management area has been located away from residents.
- The compound will be connected to mains power, avoiding the need for long term generator operation after the compound has been established.

Further controls minimising impacts from the compound to adjacent receptors are outlined in [Table 7](#).

5. Management of flood risk and environmental sensitivities

5.1 Flood risk and management

As this compound is partially located within the 100-year ARI flood plain, the Flood Emergency Management Plan will include controls to mitigate the risk of flood to the compound and operations. To mitigate the risk of flood impacts to EBTA works and the surrounding environment, the compound has been designed to sit on concrete blocks at least 400mm high, raising the main buildings out of the 100-year ARI. The Land Subject to Inundation Overlay (LSIO) boundary (100-year ARI) is included in Appendix B.

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

- Implementation of the site WTMP including controls to ensure egress points from site are maintained and kept clear in the event of evacuation being required.
- Daily monitoring of weather forecasts to ensure planning and site preparation in the event of heavy rain events. Key measures include:
 - o Removal of all hazardous chemicals from the area and relocation outside the 1 in 100-year flood extent
 - 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.
- Storage of hazardous materials, waste management areas and spoil storage and handling must be located outside of the 100-year ARI flood level wherever practicable.
- In accordance with EPR SW6, flood risk should be appropriately assessed using modelling of the design of permanent and temporary works to demonstrate the resultant flood levels and risk profile in accordance with Melbourne Water Standards for Infrastructure Projects in Flood-Prone Areas (2019).

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

5.2 Environmental sensitivities

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

The controls required for the establishment and operation of the Koonung Creek Reserve compound are summarised in Table 5. These have been informed by the risk identification outlined in Section 4, [Table 6](#).

Table 5: Residual risk assessment

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

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
	<ul style="list-style-type: none"> Generation of dust impacting ecological values 		<ul style="list-style-type: none"> Dust to be managed on site with controls including soil binding polymers for open cut excavations and haul roads, water carts Dust tracking and mud on roads to be minimised through stabilised access and egress set up during the construction of the compound area Use of street sweepers where necessary Site induction to include project-wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart 	
Arboriculture (AR)				
AR1, AR2, AR3	<ul style="list-style-type: none"> Over clearing of vegetation in excess of area required for compound construction and operation, or in excess of approved removal area Impact to vegetation during construction or operations marked for retention 	High	<p>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.</p> <ul style="list-style-type: none"> Any required pruning to be undertaken by a minimum AQF Level 3 Arborist Tree Protection Zone (TPZ) fencing to be erected prior to clearing and construction works for designated no go zones TPZ fencing to be established for protected trees within the compound area Site induction to include project-wide environmental controls, with works specific environmental controls to be outlined to the site crews regularly at prestart Ecological assessment to advise the need for any necessary vegetation removal applications or permits for the removal of FFG listed species or areas of native vegetation Where a patch of native vegetation removal is required, survey markings are to be set out on site to confirm approved removal extent <p>Trees to the southern border of the compound have been designed to be retained by moving the compound footprint further north. This will also assist in retaining visual amenity for the community in the area.</p> <p>The compound is a double stacked facility reducing the overall footprint required for clearing.</p>	Low
Business (B)				
B4	<ul style="list-style-type: none"> Impact and disruption caused to businesses in the area resulting from temporary occupation of the area 	Low	<ul style="list-style-type: none"> Participation in business liaison groups outlining the program and works for the compound for notification purposes Access and egress constructed connecting to the Eastern Freeway avoiding additional traffic impacting businesses in the residential area to the south 	Low
Contamination and Soil (CL)				

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
CL1, CL5	<ul style="list-style-type: none"> Hazardous material spill resulting in contamination of nearby soil / environments. Spoil stored / sorted on site not in compliance with regulatory requirements. Stockpiled spoil on site creating a hazard both within and around the compound area impacting nearby residential / non-residential receivers. 	Medium	<ul style="list-style-type: none"> Implement a Spoil Management Plan in accordance with EPR CL1 to manage risks involved in spoil handling and stockpiling for the project. Manage spoil stockpiling areas to prevent offsite impacts from dust, sedimentation, and odour. Controls to be used on site include dust suppression, sediment and erosion controls and adequate shaping of stockpiles to manage any potential risk. A full suite of controls for the Koonung Creek Compound will be included in the compound WEMP. Audit compliance with the Spoil Management Plan and all regulatory requirements during the operation of the compound and spoil storage / handling facilities. 	Low

Flora and Fauna (FF)

FF1, FF2, FF3, FF4, FF5, FF8	<ul style="list-style-type: none"> Over clearing of vegetation in excess of area required for compound construction and operation, or in excess of approved removal area Injury or death caused to fauna species during operations of the compound through machinery and plant movements Noise and vibration impacts to the Australian Grayling during construction or operation Lighting impacts to nocturnal species occupying areas adjacent to the compound during night works Impacts from surface water run-off to adjacent water bodies impacting aquatic fauna, flora and habitat areas Removal of flora species subject to FFG Permits without approval 	Medium	<p>A full suite of controls to be informed by measures outlined in the CEMP, Site-specific Ecological Assessment, and compound establishment WEMP.</p> <ul style="list-style-type: none"> Where a patch of native vegetation removal is required, survey marks are to be set out on site to confirm approved removal extent Speed limits on site to be displayed to avoid accidental fauna collisions If a risk to fauna is identified on site, works are to pause until the fauna moves itself out of site. Alternatively, an accredited wildlife handler under the <i>Wildlife Act 1975</i> must be called to site to relocate the animal offsite. Ecological assessment to advise the need for any necessary vegetation removal applications or permits for the removal of FFG listed species or areas of native vegetation Site-Specific Ecological Impact Assessment will assess any relevant impacts and management measures required during construction and operation of the compound for the protection of the Australian Grayling, including consideration to the critical migration and breeding period between September and November. The compound is a double stacked facility reducing the overall footprint required for clearing. 	Low
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Landscape and Visual (LV)

LV2, LV3	<ul style="list-style-type: none"> Light spill from compound impacting on sensitive receptors, including ecological communities adjacent to site 	Medium	<ul style="list-style-type: none"> Visual assessment during compound construction and operation to ensure no light spill is impacting nearby ecosystem or residents 	Low
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Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
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- Construction of noise attenuation hoarding will also contribute by making a physical barrier, blocking light paths to residents

Noise and Vibration (NV)

NV3, NV4, NV5, NV8, NV9	<ul style="list-style-type: none"> • Noise generated from the compound negatively impacting nearby receptors • Vibration generated from haul road construction and compaction damaging infrastructure in close proximity to works, specifically utilities • Compound operation to likely occur outside of normal working hours 	High	<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"> • Recommended noise attenuation practices, including informing the design of the noise attenuation hoarding to be constructed along the southern boundary of the compound • Tiered mitigation measures to be implemented for impacted receptors. <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"> • Noise levels must meet the guidelines set in NV3 • Should the need for Unavoidable Works occur during the construction or operation of the compound, the process outlined in section 3.3 is to be followed • Respite periods to be incorporated into the construction of the compound for high-impact noise generation as required • Residents likely impacted by the works will be notified • The mandatory site induction for workers will include a noise and behaviour section to ensure appropriate conduct by workers will minimise potential impacts to nearby receptors. <p>Noise monitoring will be undertaken based on the recommendations resulting from the noise modelling.</p> <ul style="list-style-type: none"> • In response to community complaints/enquiries, noise monitoring may be undertaken to ensure noise modelling impacts are accurate and all tiered mitigation methods active on site are appropriate in managing impacts. • Unattended noise monitoring will be undertaken through compound establishment and operation. <p>A vibration risk assessment for these works outlines the need for site specific controls in order to comply with NV8 and NV9:</p>	Medium
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Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
			<ul style="list-style-type: none"> Risk of vibration impacts for this site is a reason the area was chosen, away from high-risk permanent infrastructure. Controls outlined to protect existing underground services will be included in the WEMP, including minimum clearance distance from the use of heavy vibratory rollers and existing services. 	

Surface Water and Flood (SW)

SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10	<ul style="list-style-type: none"> Adverse impacts to water quality on the Koonung Creek and Yarra River Adverse impacts to aquatic flora, fauna and habitat from construction water discharge Flooding of compound releases hazardous substances, spoil and construction waste into nearby watercourse Uncontrolled release of water not meeting SEPP parameters Impact to surrounding areas due to change in flood levels, flows and velocities 	Medium	<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"> All site entry drainage within the compound footprint to be protected with appropriate sediment controls Run-off on site to be managed to prevent any water draining directly into nearby waterbodies All dangerous goods and chemicals are to be stored in bunded containers clearly labelled on site. Chemical storage to be located outside of 100-year ARI flood extent. Spill kits will be located at indicative locations shown in 5, and as per the WEMP No refuelling of equipment is to occur within 10m of waterways Compound buildings to be raised on 400mm concrete blocks Monitoring for flood events will be done through the Bureau of Meteorology (BoM) weather stations, which can be accessed from the BoM website (www.bom.com.au). Alternatively, phone apps such as Vic Emergency can be set up to deliver real-time notifications to site personnel to warn of upcoming flood risk. If a flooding event is predicted, controls outlined in the Flood Emergency Management Plan are to be followed. Where a flood event is forecast, the site is to be made safe where time allows. <ul style="list-style-type: none"> Securing all material to be retained on site Relocation of all chemicals and hazardous material away from site or moved outside of the 100-year ARI flood extent. All plant and equipment relocated outside of 100-year ARI flood extent. Inlets to the stormwater system used by the project sites (or those immediately downgradient from project sites) will be regularly inspected for blockages and build 	Low
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Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
			<p>up and cleaned as required to maintain performance.</p> <ul style="list-style-type: none"> The extent of exposed soil and ground disturbance should be minimised to the greatest extent practicable, in order to assist with sub-soil uptake and reduce water velocity from heavy rainfall events Balwyn Road access/egress is outside the 100-year ARI boundary for flooding. Egress point to Balwyn Road to remain clear at all times for potential use in flood evacuation event. Weather must be monitored during concrete/asphalt prime/tac coat works to ensure there is sufficient time for curing compound to set prior to predicted inclement weather such as flooding. <p>Hoarding construction has the potential to obstruct overland flows in the area. Sections of hoarding will be constructed with localised gaps above existing ground level to convey flow under the hoarding or provide for overlaps in hoarding that convey flows around the hoarding.</p>	

Land Use Planning (LP)

LP1	<ul style="list-style-type: none"> Land used for construction and compound is in excess of what is required Land used for construction and compound is occupied for longer than necessary to facilitate construction 	Medium	<ul style="list-style-type: none"> Staged demobilisation of Koonung Creek Reserve will occur where practicable at the end stages of the Project to avoid unnecessary occupation 	Low
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Social and Community (SC)

SC1, SC2, SC3, SC4, SC5, SC6, SC7	<ul style="list-style-type: none"> Negative impact to Koonung Creek Reserve and its users as a result of compound construction or operations through noise, access interruptions, dust Impact to Belle Vue Primary School through occupancy of open space used regularly by the school. Impacts to local businesses and bus routes through traffic disruptions Impact to existing shared user path through Koonung Creek Reserve. Visual impact for residents overlooking Koonung Creek Reserve 	High	<ul style="list-style-type: none"> Dust and noise impacts to nearby receptors will be managed through the controls listed previously in this table, as well as the WEMP Shared use path diversion to be constructed to the south of the compound hoarding with community consultation undertaken prior to advising community of changed conditions Regular consultation with council and sensitive receptors around timing and use of the area. Traffic impacts to be managed through the sites WTMP. Site hoarding and retention of trees along the southern border of the compound will assist in creating a visual barrier to residents from the compound. Consultation with residents to occur on the final visual design of the hoarding. Options include but are not limited to artwork or vegetation. 	Medium
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Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
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- See Section 7 for further details on the community and stakeholder engagement strategy.

Sustainability and Climate Change (SCC)

SCC1, SCC2, SCC4, SCC5	<ul style="list-style-type: none"> • Environmental impacts resulting from mismanagement of waste on site in both construction and operation of the compound • Environmental impacts and impacts to sustainability credit ratings from inadequate compound set-up in regard to water and energy requirements and usage 	Low	<p>Waste management controls are included in the CEMP and the site-specific WEMP.</p> <ul style="list-style-type: none"> • Waste segregation, including putrescible waste, to be in place within the compound to ensure waste is disposed of into the correct stream • All waste to be disposed of regularly on site for housekeeping • Compound to be monitored for energy and fuel usage during operations • The Project has committed to the target of maximising waste diverted from landfill and achieve landfill diversion rates of at least 90% by volume of inert and non-hazardous construction waste and 60% by volume of office waste. <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>	Low
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Traffic and Transport (T)

T2, T5	<ul style="list-style-type: none"> • Impacts to the community from traffic disruptions associated with the construction and operation of the compound, including equipment and material deliveries 	High	<ul style="list-style-type: none"> • Community notifications to be distributed to affected residents in advance of significantly impactful works • A Worksite Traffic Management Plan and supporting information will be developed for the compound operation addressing the traffic engineering characteristics, with due consideration to all modes of movements including access and egress, carparking, construction vehicle movement and public pedestrians, bus routes and cyclists. • Clear access for PTV bus route 285 to be maintained at all times. • Shared use path diversion to be constructed to the south of the compound hoarding with community consultation undertaken prior to advising community of changed conditions 	Medium
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Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
			<ul style="list-style-type: none"> • Access to the compound from Balwyn Road by light vehicles only during operation • Inductions and prestart briefings to include behavioural requirements for access and egress to site, including keeping access areas clear for incoming traffic • Monitoring of traffic impacts on selected roads. 	

6. Site demobilisation and restoration

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 consultation with NELP and the City of Boroondara, and contribute to the Koonung Creek Reserve Masterplan, complementing future development of the area.

Completion is expected in 2028 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). 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

7.1 Stakeholder and community engagement approach

EBTA consulted with Council, Belle Vue Primary School and nearby residents and businesses prior to Ministerial approval of this plan to seek feedback on the proposed use of the compound and evaluate concerns and suggestions provided.

The consultation involved a targeted doorknock of all residents adjacent to the reserve, and a letterbox drop to residents and businesses within 200m of the reserve.

Stakeholder overview:

Community Facilities/Schools:

- Belle Vue Primary School.
- Boroondara Primary School

Businesses:

- Helping Nature Heal
- Gourmet Czeck
- Twinkle Little Babies Photography
- Kingspeak Education
- Cue Pilates Studio
- Relaxed 2 Be Massage

Residents (those adjacent to the proposed compound site on the following streets):

- Viewpoint Road
- Mountain View Road
- Hill Road
- Kosciusko Road
- Central Avenue
- Balwyn Road
- Larbert Avenue
- Carron Street
- Kawarren Street
- Wilburton Street
- Ventnor Street
- Helston Street
- Tannock Street
- Arama Street
- Gardenia Road

The following information was shared with the local community as part of the compound consultation, noting some information was also shared regarding the wider use of the reserve (e.g., laydown was discussed, though this will occur outside the compound boundary in the reserve area adjacent):

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

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

- The compound will enable EBTA construction works in the area.
- It will also support our workers by providing amenities and facilities, as well as an office, access roads, hardstands for compound buildings and car parking, laydown and storage areas, and recycling facilities.
- The compound location and work activities within have been located to avoid impacts to residents and environmental impacts where possible. However, there may still be impacts such as dust, noise, vegetation removal, lights at night, construction vehicles, and trucks in the area when work commences.
- EBTA will implement mitigations to reduce impacts such as hoardings, minimising noise at the source, light shields, traffic management, preventing dust and water runoff, concrete/asphalt/sealed areas to minimise the impacts as far as practicable.
- Hours of work, including details of the site requiring 24/7 access and operation will be 24 hours a day and up to seven days a week in peak construction periods.

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

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

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

7.2 Contact numbers

Big Build Contact Centre: 1800 105 105

7.3 Complaint management

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

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

Table 6: Complaint management requirements and responsibilities

Expectations	How we will meet the expectations (Minimum Requirements)	Key contributor	Deliverables
Procedures are established for effectively dealing with community enquiries and complaints. In adherence to EPR EMF4	<p>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.</p> <p>A copy of the MTIA Complaint Management Policy can be found on the Big Build Website</p>	<p>Communications and Community Engagement Team</p> <p>Functional Lead(s)</p>	<p>Communications and Community Engagement Plan and associated deliverables</p>
Enquiries and complaints are recorded, acknowledged, and resolved in a timely manner as per EPR EMF4.	<p>The Big Build Contact Centre will act as the point of entry for complaints and enquiry management for most matters. It will determine if the complaint or enquiry is in relation to the NEL South Package works, allocate a case reference number, record the complaint or enquiry details and assess whether the complaint or enquiry is high or low priority.</p> <p>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.</p> <p>Where a case cannot be resolved immediately, the Big Build Contact Centre will refer the case to EBTA for action and response.</p> <p>Where a complaint or enquiry cannot be resolved on the spot, EBTA Head of Communications and Community Engagement, or delegate, will be responsible for:</p> <ul style="list-style-type: none"> • Analysing the complaint or enquiry to determine its nature, how it should be dealt with and who should be involved 	<p>Communications and Community Engagement Team</p> <p>Functional Lead(s)</p>	<p>Monthly report of all enquiries and complaints</p> <p>Maintain records of all correspondence and resolutions</p>

Expectations	How we will meet the expectations (Minimum Requirements)	Key contributor	Deliverables
	<ul style="list-style-type: none"> Resolving or investigating the complaint or enquiry with the EBTA team as well as considering possible remedies for the complaint (which might include an explanation or an apology) Providing a response within the required timeframes. 		

8. Review

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

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

Appendix A: IEA verification



North East Link Freeway Packages
Independent Environmental Auditor

Review and Verification Report:

Eastern Freeway – Burke to Tram
Alliance

Construction Compound Plan –
Koonung Creek Reserve

North East Link Program

20 February 2024



Document review and approval

Revision	Revision Detail	Author	Date	Reviewed and Approved by
0	Final Report	[REDACTED]	02/02/24	[REDACTED]
1	Final Report following EFBTA revisions to Construction Compound Plan – Koonung Creek Reserve (Rev F)	[REDACTED]	20/02/24	[REDACTED]

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Inherent Limitations

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

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

No warranty of completeness, accuracy or reliability is given in relation to the statements and representations made by, and the information and documentation provided by the North East Link Program (NELP) 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 NELP's information, and is not to be used for any other purpose or distributed to any other party without KPMG's prior written consent.

This report has been prepared at the request of the NELP, a division of the Major Transport Infrastructure Authority, an administrative office in relation to the Department of Transport and Planning) in accordance with the terms of KPMG's engagement contract dated 27 June 2023. Other than our responsibility to NELP, neither KPMG nor any member or employee of KPMG undertakes responsibility arising in any way from reliance placed by a third party (including, but not limited to, the 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 under the NEL Program (NELP) Environmental Management Framework (EMF), approved by the Minister of Planning, which details accountabilities for the implementation of the Environmental Performance Requirements (EPRs) in the development and delivery (including operation) of the NELP. The EPRs are a suite of performance-based environmental standards and outcomes that apply to the design, construction and operation of the NELP.

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

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

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

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

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

Table 1 - Document subject to IEA Review and Verification assessment

Document	Construction Compound Plan – Koonung Creek Reserve (Document Number: NEL-STH-NSA-5900-EPA-PLN-0002; Revision 0.01; Dated: 14/02/24) (the Document).
Freeway package	The South Package consists of an upgrade to the section of the Eastern Freeway between Burke and Tram Roads, and addition of an elevated freeway interchange located near the southern portal of the Central Package.
Package Alliance	Eastern Freeway – Burke to Tram Alliance (EFBTA) - an Alliance comprising Laing O'Rourke Australia Construction Pty Ltd, Symal



	Infrastructure Pty Ltd, WSP Australia Pty Ltd and Arcadis Australia Pacific Pty Ltd, which has been engaged by NELP to execute the South Freeway Package scope of works described above.
Date of IEA assessment	23 August 2023 – 20 February 2024
Other relevant information	A full list of supporting EFBTA project documentation reviewed as part of this review and verification scope, is provided in Appendix A.

2. Scope and Approach

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

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

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

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

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

Table 2 - Construction Compound Plan – Koonung Creek Reserve 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.	23/08/2023	07/09/2023	N/A
C	Subsequent revision submitted to the IEA for review. No change was made to the document.	11/09/2023	15/09/2023	N/A
D	Subsequent revision submitted to the IEA for review following IEA comment on Rev C.	08/01/2024	16/01/2024	N/A
E	Subsequent revision submitted to the IEA for review following IEA comment on Rev D.	25/01/2024	30/01/2024	N/A
F	Subsequent revision submitted to the IEA for review following IEA comment on Rev E.	01/02/2024	02/02/2024	02/02/2024
0.01	Subsequent revision submitted to the IEA for review following document updates in response to Department of Transport Request for Information	15/02/2024	20/02/2024	20/02/2024

3. IEA Review Findings

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

The IEA has assessed EFBTA's Construction Compound Plan – Koonung Creek Reserve (Document Number: NEL-STH-NSA-5900-EPA-PLN-0002; Revision 0.01; Dated: 14/02/24) 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 NELP and EFBTA to IEA
Refer to Section 2, Table 2 for details of Document revisions subject to IEA Review and Verification Assessment.			
01	Revision A, dated 10/08/2023	Memorandum: Koonung Creek Reserve Site Compound (NEL-STH-NSA-5900-CTW-MEM-0005) (Eastern Freeway – Burke to Tram Alliance)	23/08/2023
02	Revision B, dated 18/12/2023	Memorandum: Koonung Creek Reserve and Doncaster Road Reserve site compounds flood impact assessment (NEL-STH-NSA-5900-CTW-MEM-0005) (Eastern Freeway – Burke to Tram Alliance)	08/01/2024



Appendix B - Review and Verification Assessment Comment Register

Appendix B - Review and Verification Assessment Comment Register

Project: North East Link Program

Document No: NEL-STH-FIEA-5900-EPA-CRS-0002

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	A	N/A	03	NEL-STH-NSA-5900-EPA-PLN-0002	N/A	Freeways IEA	Incorporated Document section 4.12.1 f) requires the CCP to include "Measures to restore the former use of the land used for construction...".Whilst Section 6 of the CCP acknowledges the need for reinstatement it does not include measures or supporting detail for how reinstatement would occur. Please clarify the measures that will be undertaken to restore the land to its former use.In addition, the impact of any reinstatement measures on environmental sensitivities (section 5.2) should be considered (e.g. the Contamination and Soil EPR category is not currently noted, although this may become material if reinstatement measures involve movement of earth etc).	Incorporated Document section 4.12.2 f)	07-09-23	N	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	A	N/A	03.01	NEL-STH-NSA-5900-EPA-PLN-0002	N/A	Eastern Freeway: Burke to Tram Alliance	Specific measures have not been included to enable flexibility for the land to be reinstated in consultation with the relevant land manager and returned works schedule. This approach is consistent with CCPs for other packages of works (i.e. early works, central) and as such for the purpose of this document no further detail is deemed required. All reinstatement and land planning would be undertaken in line with relevant legislation, EPRs and returned work schedules.	Incorporated Document section 4.12.2 f)	08-09-23	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	B	N/A	03.01.01	NEL-STH-NSA-5900-EPA-PLN-0002	N/A	Freeways IEA	IEA acknowledged.	Incorporated Document section 4.12.2 f)	15-09-23	N	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	A	N/A	01	NEL-STH-NSA-5900-EPA-PLN-0002	N/A	Freeways IEA	In accordance with Incorporated Document section 4.12.1 c), the CCP is required to "demonstrate 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 orpractical".The IEA notes that the acquisition status of the Koonung Creek Reserve has not been made clear, and although a broader Multi Criteria Analysis is presented in section 2.2 table 3 for the two alternative locations (options B & C), it does not compare the impact on land acquisitions between the three options.	Incorporated Document section 4.12.2 c)	07-09-23	M	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	A	N/A	01.01	NEL-STH-NSA-5900-EPA-PLN-0002	N/A	Eastern Freeway: Burke to Tram Alliance	The MCA of alternative locations is the comparison of the various impacts of land acquisition at each area, taking into account vegetation, open spcae, schools etc. Acquisition status has been made clear through explaining mobilisation, demobilisation, being a temporary occupation of the area. Specific details on land access agreements are not required in the CCP. This approach is consistent with all other CCPs on the NEL Program.	Incorporated Document section 4.12.2 c)	08-09-23	M	N/A	LPE	O	

Appendix B - Review and Verification Assessment Comment Register

Project: North East Link Program

Document No: NEL-STH-FIEA-5900-EPA-CRS-0002

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	B	N/A	01.01.01	NEL-STH-NSA-5900-EPA-PLN-0002	N/A	Freeways IEA	Incorporated Document (ID) condition 4.12.2 c) explicitly applies to "...land which is not to be permanently acquired...". The Multi Criteria Analysis presented in section 2.2 table 3 does not document the land acquisition status of each option, or provide any information on the additional impact to land acquisition resulting from the compound (and make a comparison between the impacts of each options). The IEA notes that South Package CCP - Bulleen Interchange documents the acquisition status of the location proposed in section 3.1 Site Context "... The Bulleen Interchange compound is situated on a parcel of land permanently acquired for use by the North East Link Project...". In Bulleen Interchange case, the land is permanently acquired and thus the requirements of ID 4.12.2 (c) don't apply. The IEA notes that South Package CCP - Freeway Golf Course also documents the acquisition status of the location proposed in section 2.1 table 2 "avoid row" "This location avoids impacts to open space and sporting and recreation areas through the use of a portion of the Freeway Golf Course that has been temporarily acquired by the project. The selection of this space does not increase the amount of available open space impacted from the Project." and section 2.2 table 4 "... Avoided impact to Freeway Golf Course as it takes up the space temporarily acquired by NELP. No further impact to nearby sporting and recreation areas..."). Please clarify the acquisition status of the land such that compliance of the 'CCP - Koonung Creek Reserve' with ID condition 4.12.2c) can be considered (i.e. describe whether the construction compound locations considered in the MCA are located on land that has been permanently acquired or will be temporarily acquired).	Incorporated Document section 4.12.2 c)	15-09-23	M	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	B	N/A	01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0002	N/A	Eastern Freeway: Burke to Tram Alliance	Status of acquisition and consideration of the impact has now been included in table 3 to show what impacts would occur without the proposed compound (whether there would be impacts regardless of the compound, or whether the compound would create an entirely new area of occupation for the project).	Incorporated Document section 4.12.2 c)	22-12-23	M	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	C	N/A	01.01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0002	N	Freeways IEA	IEA comment addressed.	Incorporated Document section 4.12.2 c)	16-01-24	M	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	A	N/A	04	NEL-STH-NSA-5900-EPA-PLN-0002	N/A	Freeways IEA	Incorporated Document section 4.12.5 requires the compound "to be located and operated in accordance with ... relevant EPRs:"Section 4.2 and 5.2 of the CCP identify relevant EPRs, potential risks and key controls proposed. The IEA notes that not all EPR categories and requirements are addressed (including EPRs in the EMF, Contaminated Land and Ground Movement categories, and various EPRs across all categories), and justification is not provided why some are not deemed relevant.	Incorporated Document section 4.12.5	07-09-23	N	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	A	N/A	04.01	NEL-STH-NSA-5900-EPA-PLN-0002	N/A	Eastern Freeway: Burke to Tram Alliance	The CCP identifies the relevant EPRs through a risk assessment approach outlined in section 4.2, as required by this condition. There is no requirement to explain the irrelevance of various EPRs, this would result in additional information being presented to the public distracting from the purpose of the CCP. This approach is consistent with DTP Feedback on the required content of the plan and previously approved CCPs on the NEL Program.	Incorporated Document section 4.12.5	08-09-23	N	N/A	LPE	O	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	B	N/A	04.01.01	NEL-STH-NSA-5900-EPA-PLN-0002	N/A	Freeways IEA	Incorporated Document section 4.12.5 explicitly requires "All construction compounds must be located and operated in accordance with the approved CCP and relevant EPRs included in the approved EMF". Section 4.2 of the CCP does not provide coverage of all EPRs (or collectively EPR categories) and no justification is given as to why the compounds location and operation is not relevant to that EPR (or EPR category). The IEA notes that 'low' rated risks are included in section 4.2, so the IEA is unclear as to what basis missing EPRs are excluded (e.g. for Koonung Creek the contamination and soil EPR categories are not acknowledged, even though Spoil Storage and Sorting is a designated activity for the compound). The IEA requires further information in order to consider 'CCP - Koonung Creek Reserve' compliance with ID 4.12.5 as it has not been demonstrated that the compound will be located and operated in accordance with the approved EMF (in it's entirety).	Incorporated Document section 4.12.5	15-09-23	N	N/A	LPE	O		
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	B	N/A	04.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0002	N/A	Eastern Freeway: Burke to Tram Alliance	EPRs CL1 and CL5 now included in KCR CCP, originally omitted as an oversight. As stated in Section 4.12.5, compound must be operation in accordance with all relevant EPRs. NELSA consider all relevant EPRs now included in CCP.	Incorporated Document section 4.12.5	22-12-23	N	N/A	LPE	O		
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	C	N/A	04.01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0002	N	Freeways IEA	IEA comment addressed.	Incorporated Document section 4.12.5	16-01-24	N	N/A	LPE	C		
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	C	N/A	05	Flood Impact Memo (Koonung Creek Reserve and Doncaster Road Reserve site compounds flood impact assessment, Revision B, date 18 December 2023).	N	Freeways IEA	EPR SW6 includes the following consultation requirements: "...acceptance of the relevant flood plain manager, drainage authority or asset owner (typically Melbourne Water) and in consultation with other relevant authorities (eg Council, Department of Transport, Parks Victoria, SES, emergency services).. the acceptance of the relevant drainage authority or asset owner prior to commencement of construction..." Please provide evidence of consultation and written approval from the relevant drainage authority with regards to the Flood Impact Memo (Koonung Creek Reserve and Doncaster Road Reserve site compounds flood impact assessment, Revision B, date 18 December 2023).	EPR SW6	16-01-24	D	N/A	LPE	O	Yes	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	C	N/A	05.01	Flood Impact Memo (Koonung Creek Reserve and Doncaster Road Reserve site	N	Eastern Freeway: Burke to Tram Alliance	EBTA note after discussions with FIEA and NELP this comment is closed.	EPR SW6	25-01-24	D	N/A	LPE	O		
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	D	N/A	05.01.01	Flood Impact Memo (Koonung Creek Reserve and Doncaster Road Reserve site compounds flood	N	Freeways IEA	The IEA notes that this comment is addressed on the basis that appropriate stakeholder consultation has been undertaken with the relevant drainage authority which in turn, informs this CCP. The IEA understands that consultation evidence can be reviewed during the regular FIEA auditing process and evidence provided as required	EPR SW6	30-01-24	D	N/A	LPE	C		

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	A	N/A	02	NEL-STH-NSA-5900-EPA-PLN-0002	N/A	Freeways IEA	Incorporated Document section 4.12.1 e) requires the CCP to demonstrate that "...works will be suitably managed to address any flood risk".Section 5.1 of the plan confirms that the compound is within the 100-year ARI flood plain, and identifies a design mitigation measure of raising the compound a minimum of 400mm. It is not clear from the LSIO overlay provided that this mitigation measure is adequate for the compound (no sections are provided and the compound appears adjacent to flood levels exceeding 400mm). In addition, significant works are proposed within the floodplain including regrading of the site for carparks/roads etc. The Flood Impact Assessment shows that the site has a significant impact on flood levels (i.e. 0.03-0.05 m flood level increase to the north within the freeway – Figure 5). Therefore, as specified in EPR SW6, consultation and acceptance of the relevant flood plain manager, drainage authority or asset owner is required. This consultation should be undertaken and acceptance received prior to commencement of construction works. Please clarify this within the CCP.	Incorporated Document section 4.12.2 e)	07-09-23	N	N/A	LPE	O	Yes
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	A	N/A	02.01	NEL-STH-NSA-5900-EPA-PLN-0002	N/A	Eastern Freeway: Burke to Tram Alliance	A cross-section is not available, however NEL-STH-NSA-5900-CTW-MEM-0005 Flood Impact Assessment - Koonung Creek Reserve site compound (provided to the IEA) modelled impact in a 1-in-100year event. Section 5.1 states " The office buildings and associate utilities to the west are predicted to be flood-free in the 1% AEP design storm event"The Flood Impact Assessment concluded "Based on this assessment, the work does not increase overall flood risk in the catchment or modify the flow regime of any waterways." therefore SW6 is satisfied without acceptance from MW.	Incorporated Document section 4.12.2 e)	08-09-23	N	N/A	LPE	O	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	B	N/A	02.01.01	NEL-STH-NSA-5900-EPA-PLN-0002	N/A	Freeways IEA	Incorporated Document section 4.12.2 e) requires the CCP to demonstrate that "...the categories of works proposed within the compounds are appropriate having regard to whether the land is flood prone...and that the works will be suitably managed to address any flood risk".The IEA notes that the proposed compound will be located within the 100 year ARI floodplain. The CCP indicative Compound Site Plan in Section 3.4, shows that activities including hazardous material storage, spoil storage and sorting, waste management and crib, office and amenities will be undertaken within the Construction Compound. Given the Compound Site Plan is indicative only, which implies that locations may differ, the CCP does not demonstrate that the activities noted are appropriate for a compound located in a floodplain (ie the CCP has not demonstrated or specified that all of these activities will be sited to avoid areas inundated as shown in the LSIO overlay diagram provided in Appendix B). In addition, for the 'crib, office and amenities' building, the IEA notes the nominated design mitigation measure to "raise on 400mm concrete blocks". However, the definition provided in the diagrams within Appendix B is not sufficient to confirm that the intended raised height will be sufficient to avoid water ingress into the compound building. Section 5.1 of the CCP and EPR SW6 state that "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)." As per Melbourne Water Standards for Infrastructure Projects in Flood-Prone Areas (2019), and in particular within Section 3, a number of key standards are to be met for a site to be classified as having no increase in flood risk. The current Flood Impact Assessment memo does not address each of these key standards or, as per the Melbourne Water Standards, "demonstrate why they cannot meet these standards and how they have appropriately mitigated or minimised any associated impact". In addition, a number of the required parameters outlined within Section 5.2 of the Melbourne Water Standards have also not been provided. Therefore the requirements of SW6 do not appear to have been met and the current assessment of flood	Incorporated Document section 4.12.2 e)	15-09-23	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	B	N/A	02.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0002	N/A	Eastern Freeway: Burke to Tram Alliance	The compound has been designed and managed to minimise risk as far as reasonably practicable, and in accordance with all controls outlined in the Flood Emergency Management Plan and Surface Water Management Plan. Additional control around hazardous material, spoil storage and waste management included in Section 5.1 for clarity. The compound WEMP will also include controls around these aspects of compound operation.The Flood Impact Memo provided to IEA showed more detail in relation to the compound buildings being raised above the 100-year ARI. This level of detail was provided separately as detailed design and modelling are not provided in the CCP. Amended layout to show the buildings outside of the >0.5m inundation area for completeness. Updated Flood Impact Memo provided for FIEA review.	Incorporated Document section 4.12.2 e)	22-12-23	N	N/A	LPE	O	

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N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	C	N/A	02.01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0002	N	Freeways IEA	The IEA acknowledges BTA's response and considers the matter of the building heights addressed. Based on the information in the Flood Impact Memo: "Clarify whether the flood mitigation measures proposed in the Flood Impact Memo will be included in the environmental controls outlined in Section 3.2, Establishment of the CCP." The Flood Impact Memo indicates that modelling did not consider the hoarding to be installed. Please confirm how hoarding will be addressed to ensure it does not fail in a potential flood event and present a public safety risk.	Incorporated Document section 4.12.2 e)	16-01-24	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	C	N/A	02.01.01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0002	N	Eastern Freeway: Burke to Tram Alliance	Section 3.2 updated to include reference. The temporary works flood modelling has identified a number of locations where hoarding has the potential to obstruct overland flows and cause impacts on adjacent properties. This assessment is ongoing as hoarding layouts are confirmed. Where the risk is confirmed the mitigation will be to install localised sections of pervious hoarding (e.g. localised sections of hoarding with gaps above existing ground level to convey flow under the hoarding or provide for overlaps in hoarding that convey flows around the hoarding). This will be also detailed in the relevant WEMP.	Incorporated Document section 4.12.2 e)	25-01-24	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	D	N/A	02.01.01.01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0002	N	Freeways IEA	The IEA acknowledges that flood mitigation controls have been included in the CCP. The Incorporated Document (section 4.12.2 (e)) requires "works will be suitably managed to address any flood risk". EPR SW6 relates to the requirement to "minimise risk from changes to flood levels, flows and velocities". The IEA notes that whilst the detail relating to hoarding will be contained in the WEMP, the risk is required to be addressed in the CCP. Please incorporate the information provided above into the CCP.	Incorporated Document section 4.12.2 e)	30-01-24	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	D	N/A	02.01.01.01.01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0002	N	Eastern Freeway: Burke to Tram Alliance	Now included in Table 6 and 7.	Incorporated Document section 4.12.2 e)	31-01-24	N	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	E	N/A	02.01.01.01.01.01.01.01.01	NEL-STH-NSA-5900-EPA-PLN-0002	N	Freeways IEA	IEA comment addressed.	Incorporated Document section 4.12.2 e)	02-02-24	N	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0002	F	N/A	06	NEL-STH-NSA-5900-EPA-PLN-0002	N	Freeways IEA	The FIEA had no comments on Construction Compound Plan (CCP) – Koonung Creek Reserve (Revision 0.01).	General comment	21-02-24	N	N/A	LPE	C	Yes



Appendix B: LSIO overlay (Condition 4.12.2 (e))

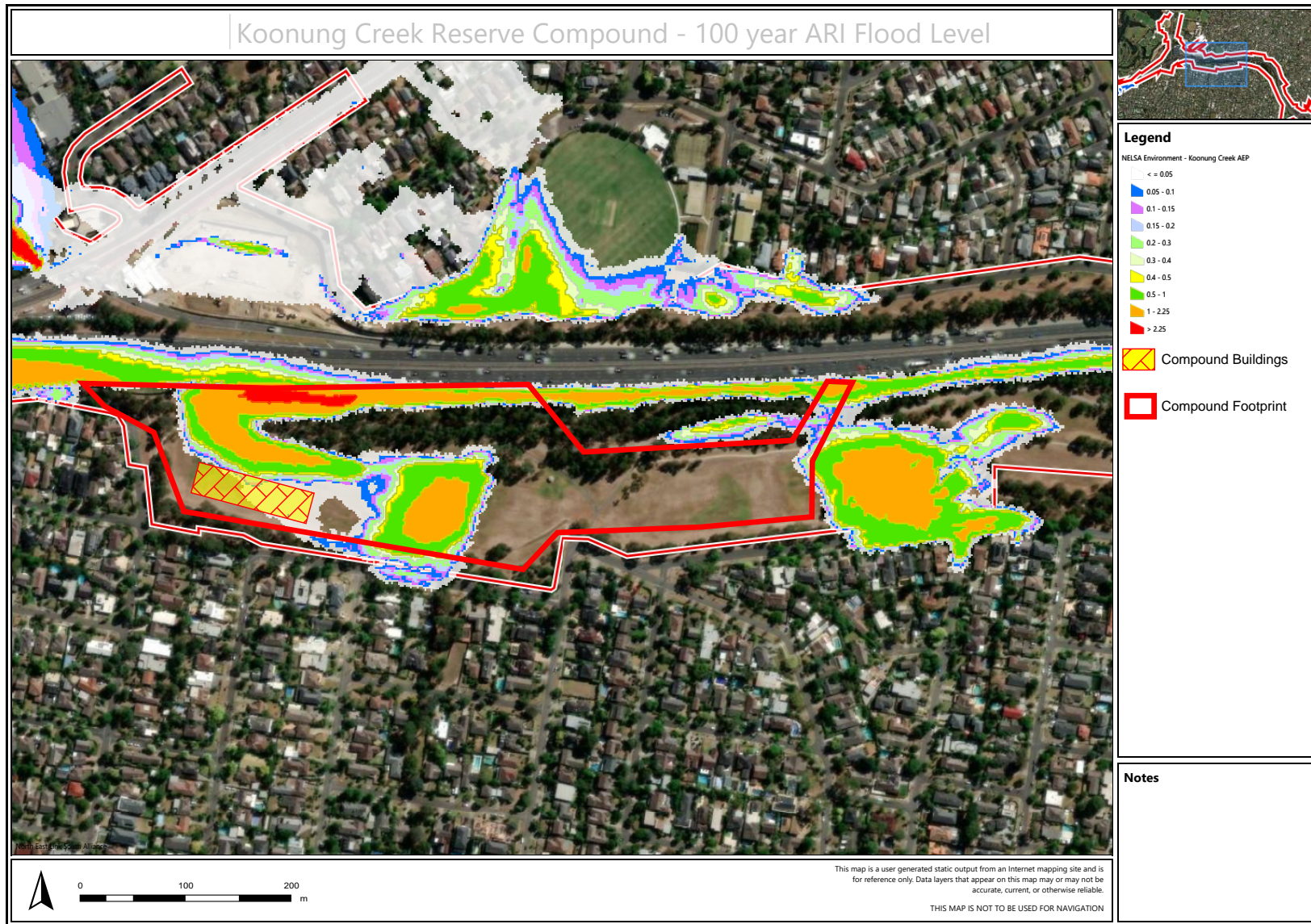


Figure 7: LSIO overlay (100-year ARI Flood Level)
Construction Compound Plan – Koonung Creek Reserve
 Document Number: NEL-STH-NSA-5900-EPA-PLN-0002
 Revision: 01