



Eastern Freeway
Burke to Tram Alliance

EASTERN FREEWAY – BURKE TO TRAM ALLIANCE

Construction Compound Plan - Elgar Park

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PLANNING AND ENVIRONMENT ACT 1987

WHITEHORSE PLANNING SCHEME

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

ENDORSED REPORT

SHEET 1 OF 52

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 Burke 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
WTMP	Worksite Traffic Management Plan

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1. Introduction

1.1 Purpose of the Plan

The purpose of this Construction Compound Plan (CCP) is to comply with the requirements in the Incorporated Document (December 2019) for the North East Link (NEL) South Package (the Project), specifically clauses 4.12.1, 4.12.2 and 4.12.5 and regulate the use of the Elgar Park 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 Elgar Park Construction Compound location in the north west oval of Elgar Park Sporting Precinct, as outlined in Section 3. An additional satellite facility is also included as part of this Construction Compound Plan, located within the Valda Wetlands works area.

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: <ol style="list-style-type: none"> A plan showing the location and layout of each compound and the categories of works and operations proposed within each compound. The estimated duration of activity within each compound. 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. 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). 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. Measures to restore the former use of the land used for construction once these activities are complete. 	Sections 3.1, 3.2 and 3.4 Section 3.3 Sections 2 and 2.1 Section 2.1 Section 4 Table 4 Table 2 Section 5.1 and 5.2 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 relevant EPRs included in the approved EMF.	Sections 4.2 and 5.2

1.2 Purpose of the compound

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

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

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

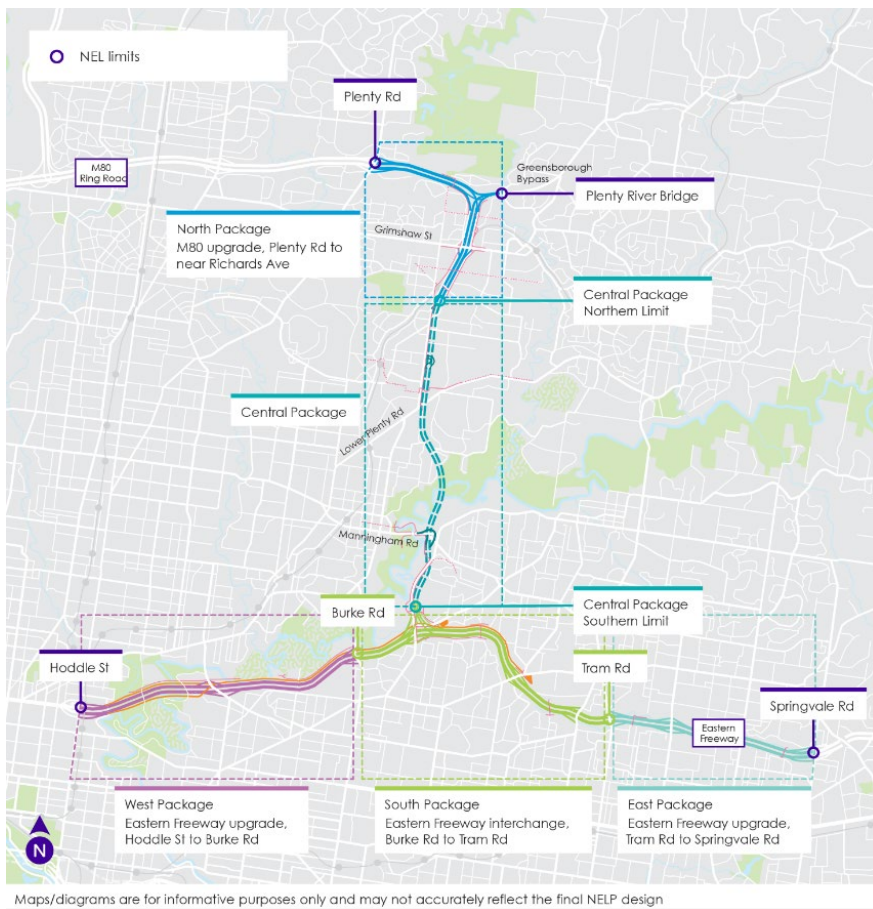


Figure 1: NEL Program

This construction compound will be utilised to facilitate works associated with the South Package. The construction activities supported by the Elgar Park compound include the following (and are shown for reference in Figure 3):

- Construction of structures for BR605
- Construction of structures for SRW410
- Construction of the Heyington SUP Bridge
- Construction of structures for BR607
- Mainline drainage and pavement
- Utilities relocations and upgrades to facilitate works.
- Construction of flood storage and the new Valda Wetlands

2. Justification of location and use of Elgar Park 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. These are the Koonung Creek Reserve Construction Compound, the Freeway Golf Course Construction Compound, and the Doncaster Road Construction Compound, all subject to separate Construction Compound Plans. In addition to the long-term site compounds EBTA will establish small compound facilities along the Project boundary, the Elgar Park Construction Compound being one of these. These facilities are to provide direct access to amenities and crib facilities for the workforce at high volume work zones, which removes the need for constant travel to the larger long-term compounds. This allows for less traffic on local roads and a shorter construction program. Figure 2 outlines the projects construction zones.

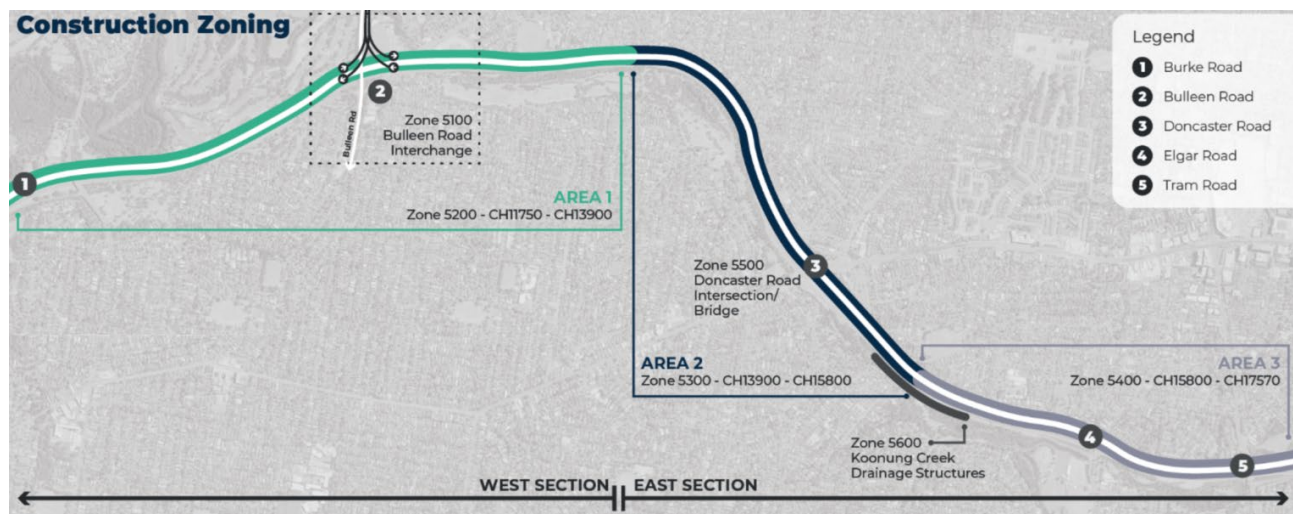


Figure 2: EBTA Construction Zones

The construction compound facility at Elgar Park has been designed to accommodate a portion of the EBTA Mainline Team, with a total of 96 workers to utilise the compound during peak capacity. The Valda Wetlands Satellite facility to be established within the Valda Wetlands works area will facilitate cribbing for 16 workers during breaks, and include prestart, bathrooms, lunch rooms and first aid facilities.

The 96-person capacity required was determined through an assessment of the construction program required to deliver the project and the associated staff histogram that outlines the number of workers. The peak personnel count was taken in order to size the compound and its facilities.

Factors considered in the selection of the Elgar Park and associated facility included:

- The compound requires space to facilitate 96 workers on site close to the Valda Wetlands construction area to park their cars and undertake prestart.
- Access is required for large vehicles delivering large equipment to site. The compound has existing access through the sports precinct available.
- There are no registered items of heritage significance within the compound footprint.
- The compound sits within the Cultural Heritage Management Plan (CHMP) 15576 Activity Area and the project boundary, and no areas of cultural heritage significance are located nearby to the compound.
- The proposed carpark area is a grassed sports oval free from trees and shrubbery. Utilising open space reduces the overall need for vegetation clearing.
- The compound needs to be as close as possible to the works which is critical for safe and efficient construction of the works.
- An area is needed adjacent to the western work zones (BR605 and Valda Wetlands) for crews to utilise for toilets and lunch rooms, allow for shelter from inclement weather, to maximise construction efficiency and

reduce vehicle movements to and from the main Elgar Compound. The location will also improve safety outcomes for the construction team, allowing for closer first aid facilities to the construction site.

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

Table 2: Details of implementation

Incorporated Document requirement	Details of implementation
Avoid	<ul style="list-style-type: none"> This location avoids the requirement to use local roads during compound operation and establishment. Flood impact is avoided through no interaction with the 1-in-100-year flood extents.
Minimise	<ul style="list-style-type: none"> A large portion of the footprint for the Elgar Park compound is an open grassed area, minimising requirements to clear vegetation. The area is impacted by permanent works. Locating the compound directly adjacent to the works minimises impacts from multiple occupied areas and workers travelling to and from the worksite. 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, including SUP diversion.
Mitigate	<ul style="list-style-type: none"> N/A

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: Elgar Park (proposed location)
- Option B: Katrina Street Reserve
- Option C: Winfield Reserve

Figure 3 gives context to the areas proposed and selected.

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

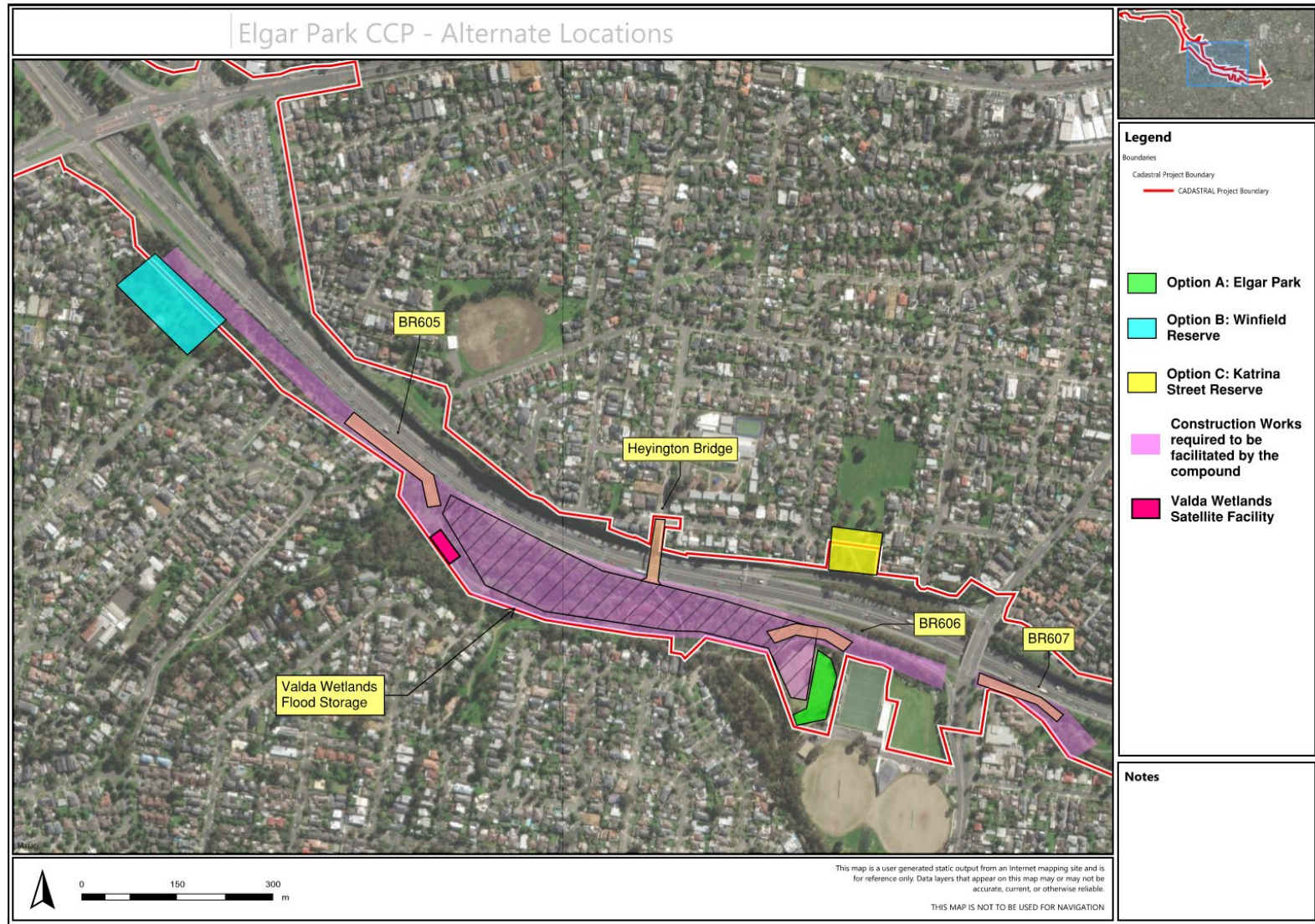


Figure 3: Alternative Compound Location

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

Table 3: Comparison of locations

Description	Option A: Elgar Park	Option B: Winfield Reserve	Option C: Katrina Street Reserve
Is the site within the approved project boundary?	Yes	Yes. Access would be required off local roads outside of the project boundary due to close proximity with the in-bound offramp at Doncaster Road. To avoid clashes with works compound would be required outside of project boundary.	Partially, the compound would require a planning scheme amendment.
Is the area available for use during the required construction period?	Yes	Works required for the construction of the new Doncaster Road interchange would impact this location, requiring a compound relocation during construction.	Yes
Is the area immediately adjacent to the construction zone?	Yes The satellite facility at the Valda Wetlands is within the construction zone.	Yes	No (requires crossing of the Freeway)
Does the area require vegetation removal?	Yes, a small portion of trees to the south of the oval would be impacted. No additional vegetation removal is required for the satellite facility in the Valda Wetlands works area.	Yes, significant vegetation removal would be required	Yes, a small portion of trees along the existing noise wall would be impacted.
Does the area impact on community groups?	Yes, organised sporting clubs listed in Section 4 utilise the area for games. The North West oval (where the compound is situated) is used for practice.	No organised community groups have been identified to use the area.	No organised community groups have been identified to use the area.
Does the area impact on residents?	Yes, residential impacts have been identified to the West of the compound.	Yes, the area is surrounded by residential space on three sides.	Yes, significant residential impact would result from this location.
Does the area impact on businesses?	Yes, through noise and traffic impacts.	Yes, through noise and traffic impacts.	Yes, through noise and traffic impacts.
Does the area impact on schools or childcare centres?	Yes, potential for low noise impacts on Koonung Secondary College and Box Hill North Primary School.	Low potential for noise impact on Wonderland Childcare & Kinder.	Yes, significant impacts to Birralee Primary School through noise.
Is the area within LSIO flood extent?	No	Partially	No
Would the compound need to be moved during construction?	No	Yes, to facilitate works at the Doncaster Interchange.	No
Would the compound impede construction or timing?	No, being located adjacent to the works would improve construction efficiency.	Yes, worker transport to the main works area and relocation of the compound would impede construction efficiency.	Yes, worker transport to the main works would impede construction efficiency.
Is there available access and egress points to the site that reduce significant traffic disruptions,	Access and egress to the compound can be facilitated by sharing the access used by the	Access would be required off local roads due to the clashes	Yes, once constructed access and egress is available from the Freeway off-ramp. Potential

Description	Option A: Elgar Park	Option B: Winfield Reserve	Option C: Katrina Street Reserve
especially when large trucks and deliveries are entering/exiting site?	Elgar Park Sports Precinct, avoiding the use of local roads. Utilising the satellite facility within the Valda Wetlands worksite will reduce total vehicle movements back and forth to the Elgar Compound.	with constructing the new Doncaster Road off-ramp.	issues with egress onto the freeway off ramp due to lack of space for an acceleration lane.
Impact from occupation	North West Oval to be temporarily occupied regardless of compound due to Valda Construction Works. Additional area occupied temporarily for compound required. The satellite facility is located within the EBTA Worksite, and so the utilisation of this space does not add any additional impact from occupation.	Area would result in additional temporary occupation for the compound in excess of what is proposed for the works.	Area would result in additional temporary occupation for the compound in excess of what is proposed for the works.

The key reasons Elgar Park has been selected for the preferred locations are as follows:

- The location is adjacent to the Valda Wetlands and Heyington Bridge construction site, reducing traffic counts on roads between compounds and construction sites.
- Having the compound adjacent to works also allows for maximal efficiency in delivery of the works.
- The area has a much lower impact to residential areas than those present at Winfield Reserve and Katrina Street Reserve.
- The compound minimises vegetation removal by utilising an existing open space for carparking and buildings.

3. Elgar Park Compound

3.1 Site context

The land in which the Elgar Park compound sits is in the municipality of the City of Whitehorse and includes recreational land used for cricket and football. 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 recreational open space to the south and east with two ovals and a hockey pitch present, with the area also used for off-lead dog activities. The Valda Wetlands are to the west of the compound, and residential space is to the south-west. The compound is bordered to the north by the Eastern Freeway. Expanding further, there is the Koonung Secondary College to the south, Box Hill Primary School to the south-east, Birrale Primary School to the north across the freeway in addition to residential space. Dense residential space surrounds these areas.

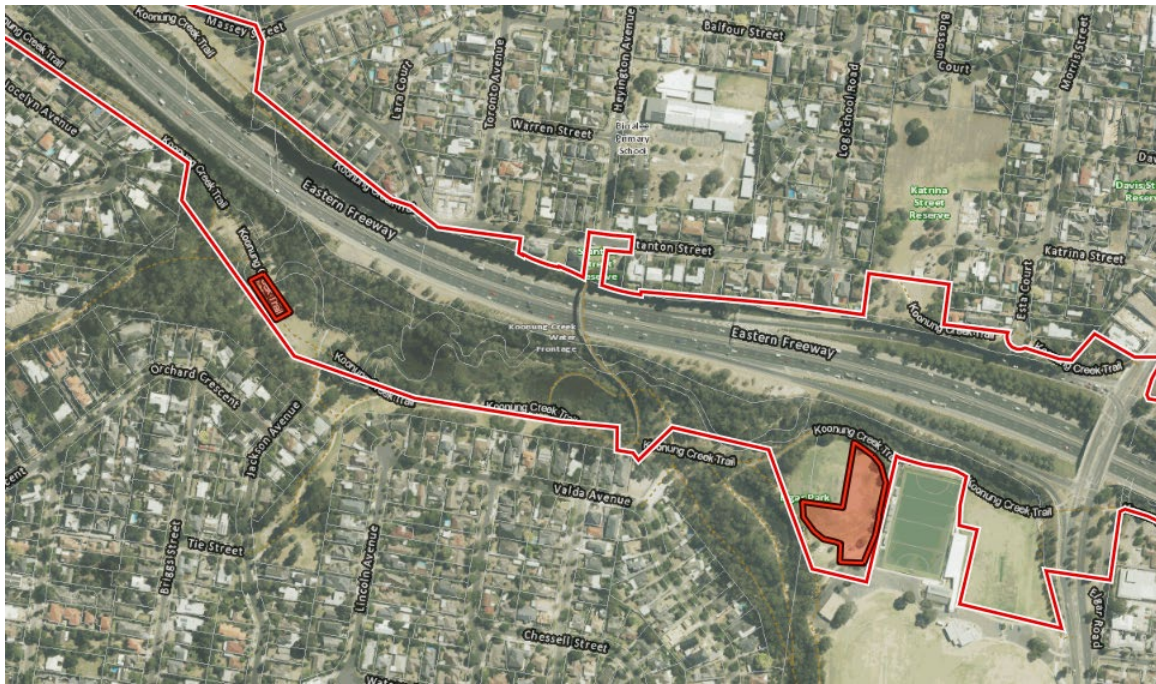


Figure 4: Surrounding Land Use

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

Uses for the construction compound include:

- Amenities including bathrooms, first aid, crib rooms for the entire workforce designated to the compound. This includes space for 96 workers.
- Site safety briefings and prestart. Space for the entire workforce is required to adequately convey site safety briefings to the workforce at the start of each shift.
- Localised staff and visitor parking.
- Materials storage, including all relevant environmental controls required for specific materials.

Uses of the satellite facility within the Valda Wetlands works area include:

- Amenities including a prestart area, bathrooms, first aid, crib rooms for the workforce required at the western worksite areas, specifically BR605 and Valda Wetlands.
- Localised staff parking

3.2 Compound description

The Elgar Park compound consists of single storey crib and amenity facilities. Approximate height of the compound buildings is 3.06m. The compound parking area will include approximately 100 spaces.

The satellite facility at the Valda Wetlands worksite consists of 1 crib room, 2 toilet blocks and a first aid room. Approximate height of the facility will be 3m. Parking requirements will be facilitated at the Elgar Park Compound.

Access to the Elgar Park Compound will be required through the current Elgar Park Sporting Precinct, as shown in Figure 5. Workers will utilise the existing Shared Use Path to walk from Elgar Park Compound to the Valda Wetlands satellite facility.

Activities for both compound establishment and operation are outlined below.

Establishment

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

Operation

- Plant movement
- Personnel car parking
- Waste management
- Occupancy of buildings
- Receiving of deliveries

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 (Condition 4.12.2 (b))

The Elgar Park compound establishment works are anticipated to begin in Q2 2024. Once the compound is established, it will remain in place until the supported construction activities are completed, scheduled for Q1 2027 after which it will be demobilised.

The Valda Worksite satellite facility is anticipated to be established in Q4 2024. The facility will be demobilised at the end of construction, scheduled for Q3 2026.

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

Table 4: Set-up activities and indicative timings

Compound	Occupation	Mobilisation duration	Work activities for compound establishment with indicative timeframes
Elgar Park compound	Q2 2024 – Q1 2027	Commencing Q2 2024 for approximately 12 weeks	Week 1: <ul style="list-style-type: none"> Establishment of Environmental Controls Clearing and grubbing Week 2-7: <ul style="list-style-type: none"> Establishment of access roads and haul roads, compound hardstand, carpark hardstands Site delineation erection with site delineations set out. Week 8-12 <ul style="list-style-type: none"> Erection of compound buildings Installation of decks, stairs, landings, ramps, connection to services
Valda Wetlands Satellite Facility	Q4 2024 – Q3 2026	Commencing Q4 2024 for approximately 4 weeks.	Week 1: Establish hardstand and land facilities. Week 2-4: Compound fit out and awning installation.

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 Amendments

Amendment No.	Date	Location	Description
1	20/09/2024	Valda Wetlands Construction Site	Updated CCP to include satellite facility located at the Valda Wetlands Construction Site.
2	13/02/2026	Elgar Park Compound	Updated CCP to extend date of duration of Elgar Park Compound from Q3 2026 to Q1 2027.

3.5 Compound Site Plan (Condition 4.12.2 (a))



Figure 5a: Indicative Elgar Park Compound Plan

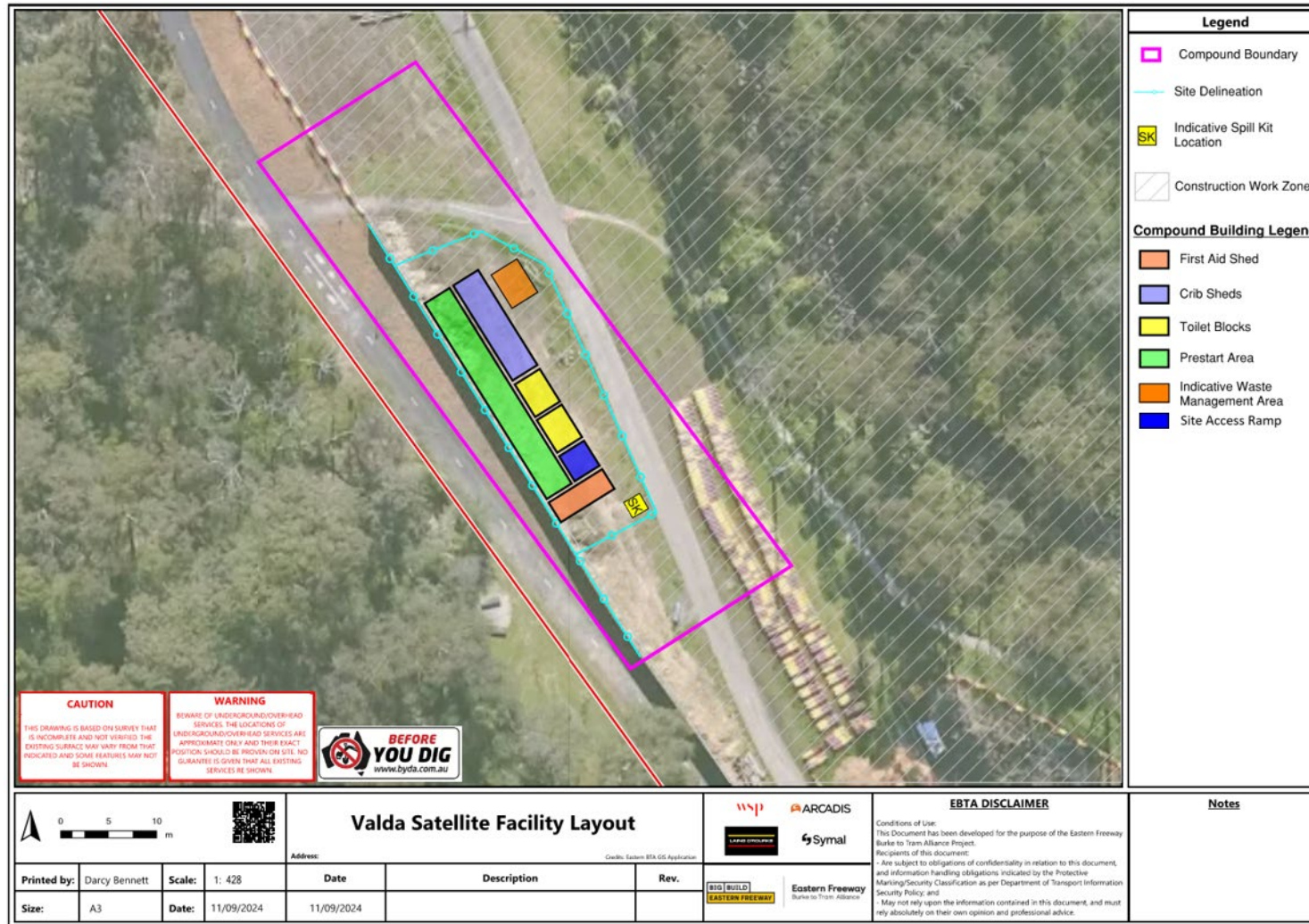


Figure 5b: Indicative Valda Wetlands Satellite Facility Plan

4. Management of potential impacts to sensitive users

4.1 Site Selection Assessment

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

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

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

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

Table 5: Elgar Park (preferred location) Site Selection Assessment

Impact	Avoid	Minimise	Mitigate	Comment
Vegetation		Y		Utilising the oval reduces the need for clearing trees to establish the compound. Clearing adjacent to the creek is required for the permanent works and flood mitigation not relating to this CCP.
Residential		Y		Separation from the western residential area by the creek reduces the noise impact produced by the compound.
Open space		Y		The Elgar Park Oval is being impacted to allow flood storage capacity to progress permanent works downstream along the Koonung Creek. This allows works to progress with no net increase in flood risk. Utilising the oval for the dual purpose of flood mitigation and a compound reduces the total open space occupied by the project.
Schools		Y		Noise modelling has shown the compound operation has a low potential to result in noise impact on any nearby schools.
Community organisations		Y		Community sporting groups utilise the Elgar Park oval for training and practice games. Impacts to the adjacent sporting facilities will be managed through community consultation with council and the sporting club stakeholders. Traffic impacts from utilising the Elgar Park sporting precinct carpark area for access will be managed through the Worksite Traffic Management Plan (WTMP).
Sporting and recreation areas			Y	Sporting and recreational space will be impacted by the Elgar compound and permanent works flood mitigation footprint. This impact will be mitigated through comprehensive community engagement with the sporting clubs, as well as managing impacts to the surrounding recreational facilities.
Flood	Y			Both facilities are locations outside the LSIO Flood extent. Flooding controls are further outlined in Section 5.1.
Proximity to Works	Y			Both facilities are directly adjacent to the construction area.
Business		Y		Community stakeholder engagement will be undertaken to inform nearby businesses of potential impacts from traffic and noise generated by the compound.
Cultural Heritage	Y			There are no identified culturally sensitive items within the compound footprint. The compound footprint is within the approved CHMP 15576 boundary.

4.2 Identification of sensitive receptors

The location of the Elgar Park compound has been selected to be away from sensitive receptors as far as reasonably practicable. Several residential, business and community receptors have been identified in relative proximity to the proposed compound (Figure 6).

Due to the physical distance between the proposed Elgar Park compound and these receptors, separated by either Elgar Road or the Koonung Creek Wetlands, noise impacts are considered to be low. Extensive noise modelling for construction and operation of the compound will be undertaken in order to further assess and mitigate impacts of noise to nearby receptors. This will be managed through a WEMP for the compound. The approach to managing community impacts resulting from the compound is outlined in section 7.

Nearest residents:

- Valda Avenue
- Morris Avenue
- Chessel Street
- Vivianne Avenue
- Milne Road
- Watson Avenue
- Williamson Road
- Belmore Road
- Elgar Road
- Paul Avenue
- Peter Street
- Esta Court
- Katrina Street
- Stanton Street
- Log School Road
- Heyington Avenue
- Orchard Crescent
- Jackson Avenue
- Jocelyn Avenue

Businesses:

- St John Ambulance - Whitehorse Division
- Box Hill Miniature Steam Railway Society
- The Reformed Body Pilates Studio
- Muscle Dynamics Myotherapy Clinic
- Tamm Art Studio

Sports clubs:

- Mont Albert Cricket Club
- Box Hill North Supers Football Club
- Box Hill North Super Kings Cricket Club
- KBH Brumbies Hockey Club
- Elgar Park Hockey Club
- Elgar Park Cricket Club

Community Facilities/Schools:

- Box Hill North Primary School
- Koonung Secondary College
- Melbourne Pathology Mont Albert North
- Presbyterian Theological College
- GO Evangelical Church
- Birralee Primary School

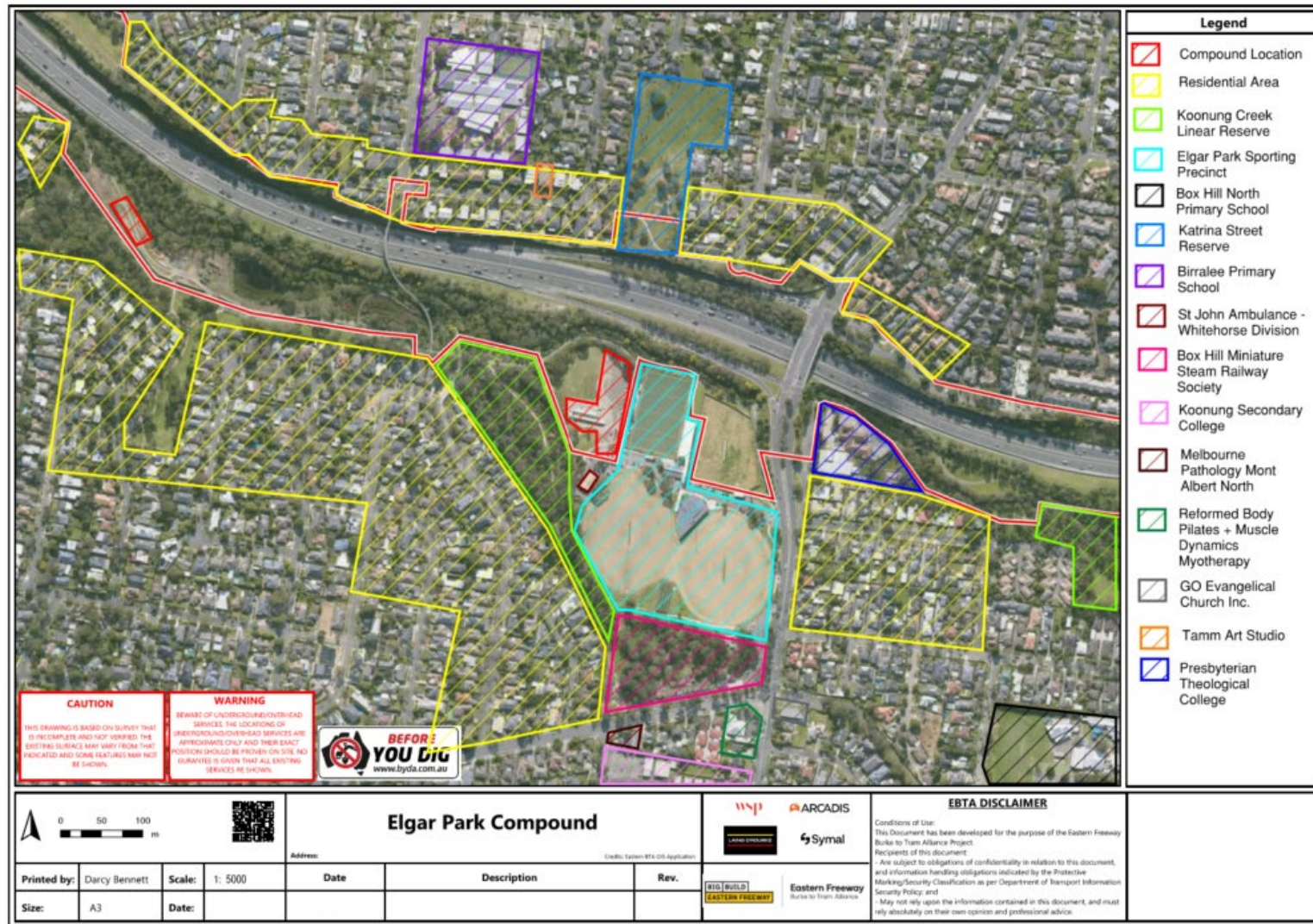


Figure 6: Elgar Park compound - sensitive receptors

4.3 Risk assessment and identification of potential impacts

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

Table 6: Risk assessment

Relevant EPR	Environmental aspect	Potential risks	Initial risk level
AH1, HH2	Aboriginal and Historic Heritage	<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 	Medium
CL1, CL5	Contamination and Soil	<ul style="list-style-type: none"> Incorrect disposal of spoil generated from site compound establishment. Mismanagement of hazardous material on site resulting in material spills, impacting environmental and human health 	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 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 runoff to adjacent water bodies impacting aquatic fauna, flora and habitat areas. Removal of flora species subject to <i>Flora and Fauna Guarantee Act 1988</i> (FFG) Permits without approval. Removal of native vegetation during construction of access without prior approval from DEECA. 	High
LP1	Land Use Planning	<ul style="list-style-type: none"> Land used for construction and compound is in excess of what is required 	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. Compound operation exceeding active recreation noise management level outlined in the EMF. 	High

Relevant EPR	Environmental aspect	Potential risks	Initial risk level
SC1, SC2, SC3, SC4, SC5, SC6	Social and Community	<ul style="list-style-type: none"> Negative impact to users of Elgar Park Sporting Precinct as a result of compound construction or operations through noise, access interruptions, dust. Negative visual impact to Elgar Park users due to visual impact of the compound Impacts to local businesses through traffic disruption. Impacts to organised community groups utilising the north-western Elgar Park Oval, as well as parking and traffic impacts within the Elgar Park facility. Impacts to SUP routes through Koonung Creek Linear Reserve 	High
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10	Surface Water	<ul style="list-style-type: none"> Adverse impacts to water quality on Bushy Creek and Koonung Creek Adverse impacts to aquatic flora, fauna and habitat from construction water discharge Uncontrolled release of water not meeting <i>State Environment Protection Policy (Waters) 2018 (SEPP)</i> parameters 	High
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 energy requirements and usage and water usage 	Low
T2, T4	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, including initial access through the Elgar Park sports precinct. 	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:

- The compound can utilise the SUP diversion required for the main construction works to avoid additional impacts to open space.
- Compound to be connected directly to mains electricity to avoid the need for generator operation to power the site.
- Hoarding to be constructed to the east of the compound to create a visual and noise barrier minimising impact to the hockey field users.
- The Valda Worksite Satellite Facility will be located within an established worksite behind existing hoarding, and no additional impacts are anticipated to arise from its use. The location has been selected as there is significant vegetation located between the satellite facility and closest residents.

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

The Elgar Park Compound and the Valda Wetlands Satellite Facility do not sit within the LSIO flood extent, as shown 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.

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 Elgar Park compound.

The controls required for the establishment and operation of the Elgar Park compound are summarised in Table 7. These have been informed by the risk identification outlined in Section 4, [Table 6](#).

Table 7: Residual risk assessment

Relevant EPRs to 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 • Generation of dust impacting ecological values 	Medium	<p>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.</p> <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 	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
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 	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 	Medium	<ul style="list-style-type: none"> Traffic impacts on nearby businesses will be managed through the compound WTMP. Participation in the Business Liaison Group outlining the program and works for the compound for notification purposes 	Low
Contamination and Soil (CL)				
CL1, CL5	<ul style="list-style-type: none"> Incorrect disposal of spoil generated from site compound establishment. Mismanagement of hazardous material on site resulting in material spills, impacting environmental and human health 	Medium	<ul style="list-style-type: none"> Implementation of a Spoil Management Plan and Worksite Environmental Management Plan will include relevant requirements to manage spoil generated from compound construction. No hazardous material to be stored at the compound. 	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 	High	<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. 	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
	<ul style="list-style-type: none"> operations of the compound through machinery and plant movements. Noise and vibration impact to the Australian Grayling during construction or operation Lighting impacts to nocturnal species occupying areas adjacent to the compound during night works. Impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora and habitat areas. Removal of flora species subject to FFG Permits without approval. Removal of native vegetation during construction of access without prior approval from DEECA. Impacts from surface water run off to nearby aquatic ecosystems, flora and fauna. 		<ul style="list-style-type: none"> 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. Directional lighting to be used for out of hours compound works, directed away from vegetated areas. Site-Specific WEMP will include any relevant management measures required during construction and operation of the compound for the protection of the Australian Grayling and will consider to the critical migration and breeding period between September and November, where relevant. Run-off on site to be managed to prevent any water draining directly into nearby waterbodies or impacting flora and fauna adjacent to the works. No refuelling of equipment is to occur within 10m of waterways 	
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. The selection of this area for a compound has reduced the risk of light spill impacting residents or businesses due to separation distances. 	Low
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 hardstand construction and compaction damaging infrastructure in close proximity to works, specifically utilities. Compound operation to likely occur outside of normal working hours. Compound operation exceeding active recreation noise management level outlined in the EMF. 	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> <ul style="list-style-type: none"> The location of this compound reduces the potential of noise impacts to nearby residents and businesses and was included in the selection criteria for the compound. The Noise Impact Assessment for this compound considers plant and machinery in operation for each construction and operation phase, the duration and timing of works, and existing ambient noise conditions to determine works specific controls required. These include: <ul style="list-style-type: none"> Recommended noise attenuation practices 	Medium

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
			<ul style="list-style-type: none"> 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 in advance. 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> <p>Unattended noise monitoring will be undertaken throughout compound establishment and operation.</p> <p>In response to community complaints and 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.</p> <p>A vibration risk assessment for these works outlines the need for site specific controls in order to comply with NV8 and NV9:</p> <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 and sensitive receptors. Controls outlined to protect existing underground services will be included in the WEMP, including minimum clearance distance from the use of heavy vibratory rollers and existing services. 	
Surface Water and Flood (SW)				
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW10	<ul style="list-style-type: none"> Adverse impacts to water quality on Bushy Creek and Koonung Creek Adverse impacts to aquatic flora, fauna and habitat from construction water discharge 	High	<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. 	Medium

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
	<ul style="list-style-type: none"> Uncontrolled release of water not meeting SEPP parameters 		<ul style="list-style-type: none"> Run-off on site to be managed to prevent any water draining directly into nearby waterbodies. All dangerous good and chemicals are to be stored in bunded containers clearly labelled on site. Spill kits will be located at indicative locations shown in Figure 5, and as per the WEMP. No refuelling of equipment is to occur within 10m of waterways. Monitoring for flood events will be done through the Bureau of Meteorology (BoM) weather stations, which can be accessed from the BoM website (www.bom.com.au). Alternatively, phone apps such as Vic Emergency can be set up to deliver real-time notifications to site personnel to warn of upcoming flood risk. If a flooding event is predicted, controls outlined in the Flood Emergency Management Plan are to be followed. 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 onsite. All plant and equipment to be relocated outside of 100-year ARI flood extent. Inlets to the stormwater system used by the project sites (or those immediately downgradient from project sites) will be regularly inspected for blockages and build up and cleaned as required to maintain performance. The WTMP will include measures to prevent vehicle access and egress points being impacted or blocked. This allows for immediate evacuation in the event a flood alert is issued at extreme short notice. The extent of exposed soil and ground disturbance should be minimised to the greatest extent practicable, in order to assist with sub-soil uptake and reduce water velocity from heavy rainfall events. Weather must be monitored during concrete/asphalt prime/tac coat works to ensure there is sufficient time for curing compound to set prior to predicted inclement weather such as flooding 	
Land Use Planning (LP)				
LP1	<ul style="list-style-type: none"> Land used for construction and compound is in excess of what is required 	Medium	<ul style="list-style-type: none"> Area occupied for the compound will remain within the NELP Project Boundary Compound occupation is temporary. Compound must be reinstated prior to the 2027 cricket season commencement. Demobilisation of the compound will be undertaken as soon as works in the area are completed, with defect and 	Low

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
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completions work being facilitated by a EBTA long term compound.

Social and Community (SC)

SC1, SC2, SC3, SC4, SC5, SC6	<ul style="list-style-type: none"> Negative impact to Elgar Park and its users as a result of compound construction or operations through noise, access interruptions, dust Impacts to organised community groups utilising the north-western Elgar Park Oval, as well as parking and traffic impacts within the Elgar Park facility. Impacts to local businesses through traffic disruptions. Impacts to SUP routes through Koonung Creek Linear 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. Coordination with users of Elgar Park and council to ensure clear access to the facility is maintained during peak usage periods (during games and training) SUP and Traffic impacts to the managed in the Worksite Traffic Management Plan. No use of carparks outside of the compound boundary for construction. MRPV has developed a Formal Active Recreation Facilities Relocation Plan to outline the strategy for mitigation of impacts to the Elgar Park North West Oval. 	Medium
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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 energy requirements and usage and water 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. <p>All construction 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)

Relevant EPRs to this compound	Potential risks	Initial risk level	Key controls	Residual risk level
T2, T4	<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 and cyclists. Any required SUP diversions will be managed under the WTMP. Inductions and pre-start briefings to include behavioural requirements for access and egress to site, including keeping access areas clear for incoming traffic. WTMP to include controls to prevent any potential bank up of traffic at the site access point to maintain movement through the Eastern Freeway on ramp. WTMP to include road safety audit on access and egress routes. 	Medium

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

Where temporary materials or structures are being removed during demobilisation, reuse opportunities will be explored. The area occupied by the compound will be reinstated as per the final agreed designs for the Project. This includes reinstating the area to equivalent condition as when occupancy commenced. Reinstatement of the compound area must achieve a playable surface for the commencement of the 2027 / 2028 cricket season.

Demobilisation will be undertaken to achieve the requirements of the approved Urban Design and Landscape Plan (UDLP).

Completion of reinstatement is expected in Q1 2027 with the compound to be demobilised at the completion of the Project or the completion of the related area activities.

7. Communications, stakeholder and community 000

7.1 Stakeholder and community engagement approach

EBTA has consulted with Whitehorse City Council, Department of Transport and Planning, Elgar Park sports clubs 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. This feedback has been incorporated into the CCP and compound layout plan.

Sports clubs:

- Mont Albert Cricket Club
- Box Hill North Supers Football Club
- Box Hill North Super Kings Cricket Club
- KBH Brumbies Hockey Club
- Elgar Park Hockey Club

Businesses:

- St John Ambulance - Whitehorse Division
- Melbourne Way bus charter

Schools:

- Presbyterian Theological College
- Box Hill North Primary School
- Koonung Secondary College
- Birralee Primary School

Most impacted residents:

- Valda Ave
- Elgar Road
- Paul Avenue
- Peter Street
- Stanton Street

The following information has been shared as part of the consultation:

- The compound will enable EBTA construction works in the area.
- It will also support our workers by providing amenities and facilities required for employees, as well as an office, pathways, access roads, hardstands for sheds compound buildings and car parking, laydown and storage areas, a car park and waste 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, light 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.

Further engagement will be undertaken with the above stakeholders, and the local community once ministerial approval is obtained to provide detailed information on establishment of the construction compound.

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

- Melbourne Water
- 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 8: Complaint management requirements and responsibilities

Expectations	How we will meet the expectations (Minimum Requirements)	Key contributor	Deliverables
Procedures are established for effectively dealing with community enquiries and complaints. In adherence to EPR EMF4	<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. 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. 	<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 via Consultation Manager</p>

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 –
Elgar Park

Victorian Infrastructure Delivery Authority
Roads

28 April 2026

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Document review and approval

Revision	Revision Detail	Author	Date	Reviewed and Approved by
0	Final Report	[REDACTED]	06/05/24	[REDACTED]
1	Final Report following EFBTA revisions to Construction Compound Plan – Elgar Park (Rev D)	[REDACTED]	23/10/24	[REDACTED]
2	Final Report following EFBTA revisions to Construction Compound Plan – Elgar Park (Rev 0.02)	[REDACTED]	28/04/26	[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 VIDA Roads, a division of the Victorian Infrastructure Delivery Authority (an administrative office in relation to the Department of Transport of Planning), 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 the VIDA Roads' information, and is not to be used for any other purpose or distributed to any other party without KPMG's prior written consent.

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

1. Introduction

The North East Link (NEL) Freeway Packages (NEL FP) are being delivered by the VIDA Roads, a division of the Victorian Infrastructure Delivery Authority (an administrative office in relation to the Department of Transport of Planning), under the NEL Program (NELP) Environmental Management Framework (EMF), approved by the Minister of Planning, which details accountabilities for the implementation of the Environmental Performance Requirements (EPRs) in the development and delivery (including operation) of the NELP. The EPRs are a suite of performance-based environmental standards and outcomes that apply to the design, construction and operation of the NELP.

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

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

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

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

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



Table 1 - Document subject to IEA Review and Verification assessment

Document	Construction Compound Plan – Elgar Park (Document Number: NEL-STH-NSA-5900-EPA-PLN-0005; Revision 02; Dated: 21/04/26) (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 the VIDA Roads, 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 VIDA Roads to execute the South Freeway Package scope of works described above.
Date of IEA assessment	18 December 2023 – 28 April 2026
Other relevant information	A full list of supporting EFBTA project documentation reviewed as part of this review and verification scope, is provided in Appendix A.

2. Scope and Approach

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

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

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

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

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



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

Revision	Remarks scope of documents	Date submitted by the VIDA Roads and EFBTA to IEA	Date IEA review comments provided to the VIDA Roads and EFBTA	Date Verified by IEA
B	Initial revision submitted to the IEA for review	18/12/23	11/01/24	N/A
C	Subsequent revision submitted to the IEA for review following IEA comment on Rev B.	28/03/24	09/04/24	N/A
D	Subsequent revision submitted to the IEA for review following IEA comment on Rev C.	02/05/24	06/05/24	06/05/24
00	Subsequent revision submitted to the IEA for information only (Issued For Use version).	22/07/24	N/A	N/A
0.01	Subsequent revision submitted to the IEA for review following EFBTA updates to include additional satellite facility within the Valda Wetlands work zone.	20/09/24	01/10/24	N/A
0.02	Subsequent revision submitted to the IEA for review following IEA comment on Rev 0.01.	21/10/24	23/10/24	23/10/24
01	Subsequent revision submitted to the IEA for information only (Issued For Use version).	24/10/24	N/A	N/A
01.01	Subsequent revision submitted to the IEA for review following IEA comment on Rev 01.	10/04/26	16/04/26	N/A
02	Subsequent revision submitted to the IEA for information only (Issued For Use version).	28/04/26	28/04/26	28/04/26



3. IEA Review Findings

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

The IEA has assessed EFBTA's Construction Compound Plan – Elgar Park (Document Number: NEL-STH-NSA-5900-EPA-PLN-0005; Revision 02; Dated: 21/04/26) 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 the VIDA Roads and EFBTA to IEA
Refer to Section 2, Table 2 for details of Document revisions subject to IEA Review and Verification Assessment.			
01	E-mail sent Monday, 11/12/2023 - 10:32 AM	Stakeholder consultation evidence between EFBTA and Whitehorse City Council (WCC) (Filename: RE_Elgar Park Compound - Whitehorse City Council - Review Comments; and WCC Council Compound Feedback EBTA Responses.xlsx) (Eastern Freeway – Burke to Tram Alliance)	18/12/23
02	Excel spreadsheet with no revision details provided; most recent responses dated 01/03/24	Stakeholder consultation evidence between EFBTA and Whitehorse City Council (WCC) (Filename: GC-R-NEL-NSA-GC-000103.04-Elgar Park CCP-CRS-Ver3-Compound Feedback-WCC Responses v4 (1)) (Eastern Freeway – Burke to Tram Alliance)	28/03/24
03	PDF document with no revision details provided; dated 01/24	Construction Update: Getting ready for Eastern Freeway upgrades (Eastern Freeway – Burke to Tram Alliance)	28/03/24
04	PDF document with no revision details provided; as received by the IEA on 28/03/24	Elgar Park pre-CCP consultation summary (Eastern Freeway – Burke to Tram Alliance)	28/03/24
05	PDF document with no revision details provided; as received by the IEA on 10/04/26	Elgar Park pre-CCP consultation summary (Eastern Freeway – Burke to Tram Alliance)	10/04/26
06	Dated 21/04/26	Extension of Time Request Elgar Park Construction Compound Plan	28/04/26



*NELP Freeway Packages IEA
Review and Verification Report
Eastern Freeway - Burke to Tram Alliance
Construction Compound Plan – Elgar Park
28 April 2026*

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-0005

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-0005	C	N/A	01,01,01,01	NEL-STH+NSA-5900-EPA-PLN-0005	N	Eastern Freeway; Burke to Tram Alliance	As the works are completely outside of all 1% flood areas (MW GIS and LSI0), no flood impact assessment is required for this compound.	Section 6.2 Environmental management documents of the North East Link Environmental Management Framework (Endorsed on the 21 July 2021, dated 12 July 2021)	01-05-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0005	C	N/A	01,01,01,01,01	NEL-STH+NSA-5900-EPA-PLN-0005	N	Freeways IEA	FIEA comment addressed. The FIEA notes that consultation evidence provided between EFBTA and Whitehorse City Council (WCC) included the following: - WCC stated that "Compound is located within the 1% AEP Flood Zone according to current records" (Egar Park 1% AEP Flood Extents.jpg). -EFBTA responded with "Compound building will be raised on concrete blocks, though surface level will remain as close as possible to current surface level. All relevant approvals will be obtained through consultation with Melbourne Water on any potential flood impact associated with the compound. The project has a flood emergency management plan to deal with flood response." As part of compliance audits, EFBTA to provide further consultation evidence with regards to informing and/or seeking approvals from Melbourne Water on any potential flood impacts associated with the compound.	Section 6.2 Environmental management documents of the North East Link Environmental Management Framework (Endorsed on the 21 July 2021, dated 12 July 2021)	06-05-24	D	N/A	LPE	C	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0005	C	N/A	02	NEL-STH+NSA-5900-EPA-PLN-0005	N	Freeways IEA	Section 5.2 of the CCP outlines Environmental Sensitivities. Table 7 includes specific controls to mitigate risks associated with the relevant EPRs. The risks for Flora and Fauna include "Lighting impacts to nocturnal species occupying areas adjacent to the compound during night works" and "Impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora and habitat areas". The IEA notes that there are no key controls in the Flora and Fauna section to address the above risks. It is noted that they are addressed in other sections (namely, Landscape and Visual and Surface Water). For completeness of the EPR compliance assessment mentioned in Section 4.6.4 of the Environmental Strategy, reference should be made in the Flora and Fauna section to the relevant section of Table 7 for the key controls for light and surface water impacts to flora and fauna.	Section 6.2 Environmental management documents of the North East Link Environmental Management Framework (Endorsed on the 21 July 2021, dated 12 July 2021)	11-01-24	D	N/A	LPE	O	Yes

Appendix B, Review and Verification Assessment Comment Register

Project: North East Link Program
 Document No NEL-STH-FIEA-5900-EPA-CRS-0005

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-0005	C	N/A	02,01	NEL-STH-NSA-5900-EPA-PLN-0005	N	Eastern Freeway; Burke to Tram Alliance	Included additional controls in Table 7	Section 6.2 Environmental management documents of the North East Link Environmental Management Framework (Endorsed on the 21 July 2021, dated 12 July 2021)	28-03-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0005	C	N/A	02,01,01	NEL-STH-NSA-5900-EPA-PLN-0005	N	Freeways IEA	Table 7: Residual risk assessment in Section 5.2 Environmental Sensitivities includes the following update to the controls to the Flora and Fauna section: "Directional lighting to be used for out of hours compound works, directed away from vegetated areas" The IEA notes however no updates have been made to Section 5.2 Environmental Sensitivities (FF Section) to address "impacts from surface water runoff to adjacent water bodies impacting aquatic fauna, flora and habitat species". Consider incorporating surface water management measures from the Surface Water section of Section 5.2 Environmental Sensitivities which relate to the protection of aquatic fauna, flora and habitat species.	Section 6.2 Environmental management documents of the North East Link Environmental Management Framework (Endorsed on the 21 July 2021, dated 12 July 2021)	09-04-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0005	C	N/A	02,01,01,01	NEL-STH-NSA-5900-EPA-PLN-0005	N	Eastern Freeway; Burke to Tram Alliance	Reiterated controls from Surface Water into F&F section,	Section 6.2 Environmental management documents of the North East Link Environmental Management Framework (Endorsed on the 21 July 2021, dated 12 July 2021)	01-05-24	D	N/A	LPE	O	
N/A	NEL-STH-FIEA-5900-EPA-CRS-0005	C	N/A	02,01,01,01,01	NEL-STH-NSA-5900-EPA-PLN-0005	N	Freeways IEA	FIEA comment addressed.	Section 6.2 Environmental management documents of the North East Link Environmental Management Framework (Endorsed on the 21 July 2021, dated 12 July 2021)	06-05-24	D	N/A	LPE	C	



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



Figure 7: 100-year ARI Flood Zone (LSIO)



Figure 8: 100-year ARI Flood Zone (LSIO) – Valda Wetlands Satellite Facility