

**MANNINGHAM**  
BALANCE OF CITY AND COUNTRY

## Ordinary Meeting of the Council

# LATE PAPER

<b>Date:</b>	<b>Tuesday, 26 September 2017</b>
<b>Time:</b>	<b>7:00pm</b>
<b>Location:</b>	<b>Council Chamber, Civic Centre 699 Doncaster Road, Doncaster</b>

A handwritten signature in black ink, appearing to read 'RW' followed by a long horizontal flourish.




**Warwick Winn**  
**Chief Executive Officer**

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## 11 ASSETS & ENGINEERING

### 11.2 North East Link Proposal - Council's Response

File Number:	IN17/536
Responsible Director:	Director Assets and Engineering
Attachments:	<ol style="list-style-type: none"><li>1 NEL Potential Corridor Options <a href="#">↓</a> </li><li>2 Manningham Community Forum Feedback Summary <a href="#">↓</a> </li><li>3 North East Link Forum 25 September 2017 Presentation <a href="#">↓</a> </li></ol>

#### EXECUTIVE SUMMARY

*As part of the North East Link community consultation process, it is intended that Manningham Council will provide a written submission to the North East Link Authority (NELA) outlining Council's response and suggestions for NELA consideration as part of their ongoing process to select a corridor option. The following report provides Council's initial response and factors to be considered regarding the four proposed corridor options.*

*It is understood that the Victorian State Government and NELA are primarily seeking Council input and feedback to ensure that local issues are understood and are considered at this initial stage of the corridor assessment process. It is noted that three of the four route options pass through the City of Manningham. Given the limited available data, it is not considered appropriate that Council express support, or object to, a specific option at this stage.*

*Council will provide a written submission to NELA by 29 September 2017, responding to each of the options and advising of the complementary project opportunities which require consideration as part of the broader North East Link project. The submission will be prepared based on information contained in this report and matters informed by the community at the recent Community Forum.*

#### 1. RECOMMENDATION

**That Council:**

- A. Support the North East Link (missing freeway link) proposal in principle;**
- B. Advocate to the North East Link Authority (NELA) that with whichever option is selected, the following key principles are achieved:**
  - **That the Link should avoid socially and physically dividing communities;**
  - **To improve local connectivity and access to jobs and social services;**
  - **To preserve the Eastern Freeway median for public transport purposes and ensure that no tolls are applied to existing roads;**
  - **To maintain general amenity and minimise disturbance to existing**

**residential and environmentally sensitive areas;**

- **To provide complimentary projects that promote and facilitate walking, cycling and public transport uptake;**
- C. Provide a written submission to NELA outlining preliminary local issues, opportunities and concerns for each of the corridor options that traverse through the City of Manningham, as set out in Table 1.**
- D. Request that NELA undertake and provide further technical information and a detailed impact assessment of each of the four corridor options, and further engage with the community and Council on the matter.**

## **2. BACKGROUND**

- 2.1 The State Government has commenced a feasibility study relating to the missing freeway link in the north-east region of Melbourne.
- 2.2 From a Manningham perspective, the following issues have been identified which are likely to be addressed, at least in part, through the realisation of this proposed link:
- 2.2.1 There are currently only three (3) main arterial road Yarra River Crossings in the north-eastern region which facilitate traffic movements from the north of Manningham to the south – being Fitzsimons Lane, Banksia Street/ Manningham Road and Kangaroo Ground Road / Warrandyte Road (Warrandyte Bridge).
- 2.2.2 The North East Link provides an opportunity to reduce traffic congestion along the abovementioned roads and the greater Manningham arterial road network and could allow for improved bus services.
- 2.2.3 There are also opportunities to improve connectivity and pedestrian, cycling and public transport links by incorporating beneficial projects as part of the North East Link project.
- 2.2.4 The project may also improve access to employment clusters including the Latrobe National Employment and Innovation Cluster, along with other jobs and social services throughout metropolitan Melbourne.
- 2.3 In July 2017, the CEO of the North East Link Authority (NELA), Mr Duncan Elliot outlined that the North East Link (NEL) proposal seeks to address the following issues and achieve associated benefits:
- 2.3.1 Complete the ‘missing link’ in Melbourne’s orbital freeway network;
- 2.3.2 Direct cars and trucks off local roads and provide an alternative Yarra River road crossing;
- 2.3.3 Connect people to jobs and services in the region and to Melbourne Airport; and

- 2.3.4 Include ancillary road, public transport, pedestrian and cycling projects to complement the freeway project.
- 2.4 Mr Elliot outlined that NELA was at that time, assessing a range of options and suggested that regardless of the corridor, the freeway will involve tunnelling in some parts.
- 2.5 In early August 2017, the Victorian State Government and NELA announced four (4) potential corridor options for the NEL. Three of the four proposed corridor options traverse through the City of Manningham – one proposed option (A) along the Bulleen Road corridor and two alternative options (B and C) along the Mullum Mullum Creek corridor. Option D considers an alignment in the far-east of Melbourne along the Healesville Freeway reservation. All options identify a mix of tunnel, elevated and at-grade roads.
- 2.6 **Attachment 1** shows the three potential corridor options which traverse the City of Manningham (Options A, B and C). Option D has been provided for information purposes, although it does not traverse through the City.
- 2.7 Council were advised that community consultation will occur for a period of up to four weeks in either August or September 2017, with a preferred corridor to be recommended to the State Government by NELA by December 2017. NELA commenced community consultation in early August 2017.
- 2.8 Manningham Council (along with a number of other Councils in the region) expressed their concern with the short duration of the consultation period, and as such, suggested that NELA extend the period to allow enough time for Council to provide an informed response (of a minimum 6-8 week period).
- 2.9 Subsequently, Manningham Council, along with seven (7) other eastern region councils impacted by the NEL proposal, submitted a joint letter to NELA requesting that the timeframe for community consultation be extended to better allow for community input. Following this correspondence, NELA agreed to extend the community consultation period to 18 September 2017 (a total period of 6 weeks). A further extension was provided to Manningham Council to 29 September 2017 to allow Council enough time to seek community comment and consider its submission at the Council meeting scheduled for 26 September 2017 with time to provide feedback to NELA in the days following.
- 2.10 During the consultation period, NELA hosted two (2) drop-in sessions in Manningham – on Thursday 17 August 2017 in Bulleen and on Saturday 19 August 2017 in Warrandyte. Residents throughout the region were also able to attend any of the 13 drop in sessions across the region in the month between 13 August and 18 September. NELA indicated that online engagement was intended to be the main avenue of communication with residents, with the community requested to make their submissions via the NELA website.
- 2.11 NELA has also advised that they will make available a summary report of their community consultation session results by the end of October 2017.
- 2.12 The seven Councils impacted by the NEL options, namely, Manningham City Council, Banyule City Council, Maroondah City Council, Nillumbik Shire Council, Yarra Ranges Shire Council, Boroondara City Council and Knox City Council have formed a coalition of Councils to discuss and jointly advocate to NELA on behalf of their Council and community on matters commonly agreed.

- 2.13 This group of council officers has met regularly over the past few months. On Friday 8 September 2017, a NEL Technical Summary workshop was held to identify common interests and topic areas the Councils may wish to investigate jointly and for each municipal organisation to share their views about priorities and opportunities related to the project.
- 2.14 In recent meetings with Council, NELA have acknowledged that each of the corridors under consideration present challenges for councils, communities and the Authority. As such, NELA have expressed that they are 'not attempting to undertake a popularity vote on corridors, but a genuine engagement around problems, ideas and their work to date'.

### 3. DISCUSSION / ISSUE

- 3.1 Council to date has not received any specific detailed information or design information relating to the project, particularly, the exact alignment of each corridor, the impact of each corridor to residential or other specific properties (including any potential land acquisition), or the design of the proposed interchanges, roadway, tunnel or ancillary roads or other infrastructure of any of the four proposed corridor options. This is expected at this preliminary stage of the project. It is understood that Council has been privy to the same information on the project that is available to the wider community via NELA's website.
- 3.2 Based on advice from NELA representatives and information publically available, the following provides a summary of each of the four proposed corridors:

#### **Option A – Bulleen Rd, Rosanna Rd, Greensborough Hwy Route**

- 11km in length (up to 50% of the corridor to require tunnelling, notably beneath the Yarra River and other sensitive environmental and heritage areas)
- Includes two additional lanes on the Eastern Freeway in each direction between the East Link tunnels and Chandler Hwy
- Two interchanges in Manningham at Manningham Road and Eastern Freeway / Thompsons / Bulleen Roads
- Confirmation that Bus Rapid Transit (BRT) is being considered in the design and public transport aspect of the project (traffic modelling assumes BRT exists)
- Eastern Freeway median will be preserved for BRT / Doncaster rail with noise attenuation required for abutting sensitive land uses
- A premise not to toll any existing freeways (unknown if the NEL will be tolled)

#### **Options B & C – Mullum Mullum Creek Corridor from EastLink/Ringwood Bypass**

- Both options provide a similar route through the City of Manningham, commencing at EastLink in Ringwood and along the Mullum Mullum Creek corridor, with an interchange at Reynolds/Tindals Road and surface road between Reynolds Road and Heidelberg-Warrandyte Road in Warrandyte
- Option B heads west and then northwest via the north end of Templestowe, Lower Plenty & Viewbank (24km, 70% in tunnel)
- Option C heads north through Eltham (26km, 55% in tunnel)

- Both options suggest tunnelling beneath the Yarra River and other sensitive environmental and heritage areas including Mullum Mullum Creek
- Both options will involve an upgrade/widening of Springvale Road (north of Eastern Freeway) to accommodate expected traffic increases (of between +3,000 to +4,500 vehicles per day)
- Extension of Reynolds Road to Maroondah Hwy (Northern Arterial Road) as a 4 lane carriageway – although not much detail is provided as to how this will be achieved (i.e. land acquisition, impact to local amenity and residents, tunnel or surface options, environmental impacts, potential land for development).

#### **Option D – Outer Loop via Lilydale & Healesville Freeway Reservation**

- 40 km, 40% in tunnel
- No physical impact to the City of Manningham, although may draw additional traffic to Warrandyte Bridge
- This option seems an unlikely outcome as tunnels are still required (with limited demonstrated benefit to the freight industry or improvement to overall regional travel times)

- 3.3 Based on Option A, it appears that the main physical land use impacts for Manningham will be contained along the Bulleen Road corridor as this section of the alignment does not appear to be contained within a tunnel. This may affect various public and private land uses along this corridor such as sporting facilities, public open space, community venues, the industrial precinct around Greenaway Street and residents of Ilma Court, Robb Close and residents living immediately east of Bulleen Road.
- 3.4 It appears that significant lengths of corridors B and C are contained within tunnels, with the exception of the section between Reynolds Road and Heidelberg-Warrandyte Road in Warrandyte and Donvale. This section is represented as a potential surface road or structure with an interchange at Reynolds Road/Tindals Road. Potential impacts on residents living immediately east of the Mullum Mullum Creek and Currawong Bush Park are unclear from the available information.

#### **Issues and Opportunities for Consideration (to form Council's written submission)**

- 3.5 Table 1 provides a broad overview of the high level strategic issues and opportunities identified with each of the corridor options through the City of Manningham (corridors A, B and C). The matters identified in Table 1 are proposed to form the basis of Council's submission to NELA.
- 3.6 As with all new road projects, the preferred corridor option for the NEL proposal will need to clearly demonstrate the social, economic and environmental benefits that it will provide or facilitate. It is imperative that NELA consider all the suggested complimentary public transport, cycling and pedestrian projects that can provide alternative travel options, to enhance connectivity and ensure the best triple bottom line outcome.
- 3.7 Once the preferred corridor is announced by the State Government (likely, in December 2017), a further detailed analysis will need to be undertaken to ensure

that local community issues are further explored and integrated into the final detailed design.



▪ **Table 1 – Matters to form Council’s written submission to NELA**

Corridor Option	Issues	Opportunities for Consideration
A	<ul style="list-style-type: none"> <li>• Protection of the Eastern Freeway median reservation for Bus Rapid Transit (BRT) and future Doncaster Rail projects.</li> <li>• Potential impacts of overlooking issues, noise and vehicle emissions to the properties with a frontage along or in the vicinity of Bulleen Road and properties near the two main interchanges (Manningham Road and Thompsons/Bulleen Roads and Eastern Freeway).</li> <li>• The type, scale and location of the road alignment, interchanges and tunnel ventilation stacks and the impact of these on private properties, open space and community facilities – particularly at the interchange with the Eastern Freeway.</li> <li>• It is unclear if the North East Link along Bulleen Road will be at-grade, an elevated structure or a surface road and the implications of each option.</li> <li>• The likely increase in traffic on Templestowe Road, Foote Street and Reynolds Road.</li> <li>• Environmental and cultural heritage impacts to the Yarra River and surrounding parklands.</li> <li>• Potential impacts to existing businesses, residents or community facilities along the corridor, including Heide Museum, Veneto Club, Marcellin College, Trinity Grammar and Carey Sporting fields, Greenaway industrial precinct, Ilma Court and Robb Close</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of a BRT service between the CBD and Doncaster to enhance public transport services in the area.</li> <li>• Preference for a tunnel beneath the Yarra River, surrounding parklands, residential and other properties along the corridor.</li> <li>• Need for detailed assessment of impacts of Option A including options for the treatment of the existing Bulleen Road, interchanges, tunnel ventilation, noise, economic impacts, local access, environmental impacts and appropriate studies to minimise community impacts of the project and identification of mitigating measures.</li> <li>• Upgrade of Templestowe Road in Bulleen and Templestowe Lower (with cycling and pedestrian infrastructure).</li> <li>• Provide the Reynolds Road extension (Northern Arterial Route) as part of Option A with respect for environmental, social and economic factors and other sensitive land use issues within the Green Wedge).</li> <li>• Provision of a new shared path bridge (walking and cycling) over the Yarra River at Banksia Park, including pedestrian operated signals on Templestowe Road at Heide Museum, on Dora Street at Yarra Street (in Banyule) and Lower Heidelberg Road at Yarra Street (in Banyule).</li> <li>• New bus service/s from Templestowe Village and/or The Pines SC to Heidelberg railway station and Latrobe</li> </ul>

Corridor Option	Issues	Opportunities for Consideration
	<p>residents and all other abutting land owners in Bulleen.</p> <ul style="list-style-type: none"> <li>• Further analysis and traffic modelling to understand the impact of four additional traffic lanes on the Eastern Freeway, and how additional traffic and merging traffic lanes will be addressed at the Mullum Mullum (EastLink) tunnels.</li> <li>• That there is no nett loss of functionality or accessibility to the Koonung Creek Trail or any community or recreational facilities along this corridor.</li> </ul>	<p>University.</p> <ul style="list-style-type: none"> <li>• Potential to enhance the water harvesting facility at Bolin Bolin Billabong and protect the culturally significant water course.</li> <li>• Contain all widening works of the Eastern Freeway to within the width of the existing road reserve (whilst maintaining the median strip for public transport purposes).</li> </ul>
<b>B &amp; C</b>	<ul style="list-style-type: none"> <li>• The impact to existing planning zones and overlays (primarily within the Green Wedge) and clarification on what impact this will have on the future planning controls in the area (i.e. development pressures on sensitive and environmentally significant land).</li> <li>• Protection of the urban growth boundary</li> <li>• Oversized and placarded freight vehicles cannot use the tunnels – there are no designated or suitable freight corridors through the Warrandyte area for heavy freight. Clarification required on the alternatives proposed by the authority.</li> <li>• The type, scale and location of the road alignment, interchanges and tunnel ventilation stacks and the mitigation of the potential impacts of these on private properties, open space and community facilities.</li> <li>• The nature and extent of the proposed Reynolds Road upgrade (extension) and the impact of this to local</li> </ul>	<ul style="list-style-type: none"> <li>• Preference for a tunnel beneath the Yarra River, surrounding parklands, residential and other properties along the corridor.</li> <li>• Improved access to the employment centres to the north and south regions of metropolitan Melbourne.</li> <li>• Potential opportunity to unlock employment opportunities and developable land in the corridor (where appropriate and well considered).</li> <li>• Identification of measures to protect sensitive land uses (including existing residential areas and the Green Wedge).</li> <li>• Upgrade of Templestowe Road in Bulleen and Templestowe Lower (with cycling and pedestrian infrastructure).</li> <li>• Provide the Reynolds Road extension (Northern Arterial Route) with respect for environmental, social and economic factors and other sensitive land use issues within the Green Wedge).</li> <li>• Need for detailed assessment of impacts of</li> </ul>

Corridor Option	Issues	Opportunities for Consideration
	<p>residents and the Green Wedge environment.</p> <ul style="list-style-type: none"> <li>• Environmental and cultural heritage impacts to the Yarra River, Mullum Mullum Creek and surrounding parklands.</li> <li>• Potential impacts to existing businesses, residents or community facilities along the corridor, including the Mullum Mullum Creek trail/parkland, Currawong Bush Park, Stintons Reserve, Deep Creek Reserve, tourist sites or any schools or sporting grounds. This includes all residents and all other abutting land owners in Warrandyte where the North East Link is proposed to be constructed at surface level (between Reynolds Road and Heidelberg-Warrandyte Road).</li> </ul>	<p>options B and C including the proposed interchanges, tunnel ventilation, noise, economic impacts, local access, environmental impacts etc, appropriate studies to minimise community impacts of the project and identification of mitigating measures.</p>
<b>Core Principles</b>	<ul style="list-style-type: none"> <li>• That the Link should avoid socially and physically dividing communities;</li> <li>• To improve local connectivity and access to jobs and social services;</li> <li>• To preserve the Eastern Freeway median for public transport purposes and ensure that no tolls are applied to existing roads;</li> <li>• To maintain general amenity and minimise disturbance to existing residential and environmentally sensitive areas; and</li> <li>• To provide complimentary projects that promote and facilitate walking, cycling and public transport uptake.</li> </ul>	
<b>General Matters</b>	<ul style="list-style-type: none"> <li>• Further information is required to better understand the relative weightings that apply to each of the assessment criteria for each corridor option.</li> <li>• Further analysis will be required to determine how the pressures of continued urban growth in the cities of Whittlesea and Hume will be managed (in terms of the demand it places on the City of Manningham road network), and how this projected traffic growth is proposed to be managed through the various corridor options over the next 30 years.</li> <li>• Further analysis is also required as to the impacts of various options to ensure that the traffic volumes through Doncaster Hill are not exacerbated as a result of the preferred option, to ensure that aspirations of the Doncaster Hill precinct of improving pedestrian and public transport access including a 30 per cent mode-shift to sustainable forms of transport is realised</li> </ul>	

Corridor Option	Issues	Opportunities for Consideration
	<p>by year 2030.</p> <ul style="list-style-type: none"> <li>• Identifying necessary improvements to the performance of the orbital, DART and other bus services on the wider road network and opportunities as a result of the preferred option by reviewing bus services in the context of the preferred corridor.</li> <li>• That any future cycling or walking paths along or abutting the new freeway corridor are entirely grade-separated.</li> <li>• To maintain continuity of, and access to, existing community facilities (i.e. sporting grounds) throughout the project delivery and achieve no nett loss of functionality and accessibility post construction.</li> <li>• The social and environmental impacts of increased traffic on Springvale Road under options B or C (an increase of +3,000 to 4,500 vehicles per day) require consideration.</li> <li>• The impact of 'induced traffic demand' that the freeway may attract, and the implications of this induced traffic pressure to the wider transport network.</li> <li>• Environmental impacts of the proposed facilities including but not limited to noise, air quality, flora and fauna impacts and stormwater quality both during and post construction require mitigation strategies.</li> <li>• That with whichever corridor is selected, the impacts to the local community are minimised and the benefits maximised.</li> <li>• That all future community consultation and engagement be undertaken in a timely manner, that allows for a fair process with sufficient information and time provided to allow the community and Council to digest and consider any future proposals.</li> <li>• That NELA actively and constructively involve Council in the feasibility and planning process.</li> </ul>	

In addition to the above, some further observations are noted below that generally apply to all corridor options:

- Options A & C provide significant traffic reductions to Fitzsimons Lane (a decrease of 6,000-11,000 of the 60,000 current daily traffic volume). Option B provides minimal traffic reductions of 500-1,500 per day;
- Consideration of the construction vehicle movements for the duration of construction, as they are the highest for Option D (1.3 million) and Option B & C (900,000) and lowest for option A (300,000);
- Based on NELA's criteria and assessment of each corridor, as provided in the North East Link Technical Summary (NELA, August 2017), Options A and C perform best in terms of addressing traffic congestion on the local road network, improving access to jobs and other community services and best provide for public transport, walking and cycling improvement opportunities. However, neither option as currently presented addresses in detail the mitigating measures proposed to suitably protect cultural, environmental or heritage areas, particularly where there are associated surface works.

#### 4. COUNCIL PLAN / STRATEGY

The North East Link proposal (along with the inclusion of other ancillary road, public transport, cycling and pedestrian projects) has the potential to generally support Goal 2.3 of *Council's Plan (2017-2021)* to provide for 'well connected, safe and accessible travel'. Objectives seeking to improve the transport network, access and connectivity are also supported by Council's *'Integrated Transport Strategy 2009'*.

#### 5. IMPACTS AND IMPLICATIONS

- 5.1 The proposed North East Link proposal has the potential in the medium term to relieve traffic congestion along the main north-south traffic corridor of Fitzsimons Lane and provide an alternative Yarra River crossing in the region. However, large infrastructure projects such as a new freeway, also have the potential to physically divide and sever communities and neighbourhoods if the nature and scale of the infrastructure is not considered properly in how it impacts these communities.
- 5.2 Although the primary purpose of the proposal is to provide a new link, it is considered that the inclusion of other ancillary road, public transport, walking or cycling projects has the potential to improve access and mobility, health and wellbeing and improve local connections in a sustainable manner.

#### 6. IMPLEMENTATION

- 6.1 Communication and Engagement
- 6.1.1 NELA has conducted several 'drop in' sessions with the community to gauge the community issues and responses to the four corridor options. It is anticipated that NELA will release a consultation summary report in October 2017; which is expected to outline community feedback received on potential corridor options and should highlight where further work and investigation may be needed.
- 6.1.2 Council hosted a community forum on the evening of 25 September 2017, which provided an opportunity for the community to voice their views and concerns regarding the proposal. Approximately 400 people attended the evening, with the majority being residents of Bulleen (approximately half). Presentations were made by Council officers and representatives of the North East Link Authority. Feedback forms were completed by 286 attendees. **Attachment 2** provides a summary of the feedback received by the community. Feedback was received in relation to issues and opportunities from a community perspective. The predominant issues raised by the community related to environmental issues, traffic impacts, amenity, and concerns regarding land acquisition/property values. In general, there was good agreement with the core principles and officer recommendations regarding the proposed submission to NELA.
- 6.1.3 It is also proposed to prepare a media release stating that Council will advocate to NELA that the Doncaster Rail reservation be preserved along the Eastern Freeway and that other transport improvements are considered as part of the broader project scope and that Council will

work with NELA to minimise local impacts and maximise community benefits.

## 6.2 Timelines

- 6.2.1 Council will provide a written submission to NELA by 29 September 2017, outlining our issues and identifying opportunities for further consideration as noted in Table 1. The submission will also suggest a number of complementary projects Council supports for inclusion in each of the corridor options.
- 6.2.2 It is understood that the community will have further opportunities to express their views on the issues and opportunities around a future North East Link once NELA announce the preferred corridor (likely in December 2017). Through NELA's consultation process, the community will also have the opportunity to engage again through Community Reference Groups and via the extensive Environmental Effect Statement process, which could typically take anywhere between ten and twelve months to complete.
- 6.2.3 It is expected that a decision on the final alignment will be determined prior to the upcoming State election in November 2018.

## 7. DECLARATIONS OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.



# NORTH EAST LINK

## COMMUNITY UPDATE

ISSUE 02 AUGUST 2017

### Working towards a preferred road corridor

North East Link is the missing link that will finally connect Melbourne’s freeway network between the Metropolitan Ring Road and the Eastern Freeway or EastLink.

Our team of specialists is working with government, industry and community groups to understand how different corridors perform and to recommend a preferred option.

In working towards the best corridor, we’ve examined four possible routes to get a better understanding of what’s possible.

A snapshot of what we’ve been working on so far is included in this newsletter and there is more detail on our website.

Now we want to hear from you to get this project right.

#### We want to hear from you

Talk to us online at [northeastlink.vic.gov.au](http://northeastlink.vic.gov.au)

or come to one of our information sessions in August.

For more information, visit the back page.

**SIGN UP FOR PROJECT UPDATES**  
[northeastlink.vic.gov.au](http://northeastlink.vic.gov.au)

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# What we've been working on

A project as big as North East Link takes a lot of work to get right.

We've been reassessing previous studies, completing new studies, and testing how well potential corridors do (or don't) perform. Here are some of the studies we've been working on.



## Local community impacts

We are looking at overall demographics, local and state government strategic plans, trends from Census data and information from peak bodies.



## Traffic surveys and modelling

Traffic modelling helps us to understand how North East Link would change traffic conditions in the future. Modelling uses hundreds of variables including population growth, costs like fuel and parking and planned road and public transport upgrades.

Information from VicRoads, local councils and completing surveys of our own will help us work out the best solution. Some of these surveys include counting placarded loads (trucks carrying dangerous goods) and using Bluetooth data to map where vehicles are travelling from and to.



## Geotechnical

We've gathered existing information from roads, parks and water authorities and completed our own investigations. We know there are areas where geotechnical conditions present challenges for construction or tunnelling.



## Economic

Large transport projects can significantly boost economic growth and jobs. Our work so far has focused on understanding how the existing network is constraining growth, and identifying the economic benefits North East Link can bring to the north-east and south-east.



## Environment and cultural heritage

Desktop and field studies help identify sensitive areas in each corridor. We've also been meeting with local community groups to understand what's important to them.



## Urban design and visual impacts

The urban design team is developing an urban design framework to guide how our planning should reflect local character and identity so that the design of the project fits into the local landscape as well as possible.



## Engineering

The engineering team is working to understand the impacts from all the other studies and completing their own to determine how the road alignment, grades, interchanges, tunnels and bridges will work to deliver North East Link.

The team is also looking at what improvements will be needed to existing roads, public transport routes and walking and cycling connections to make North East Link work most effectively.



# NORTH EAST LINK CORRIDORS



Our work so far shows that each corridor has both pros and cons. It also shows that all options will include tunnels as well as new surface roads and bridges to connect to the existing road network.

We've been assessing how well each corridor performs across a range of measures. A few areas you've told us are important to you are shown below. You can find more information on the next few pages and on our website.

### What is the Urban Growth Boundary (UGB)

The UGB helps direct growth to areas with appropriate infrastructure and services while protecting rural and environmental areas from development pressure.

## Areas of interest



Reducing congestion in the north-east



Getting trucks off residential roads in the north-east



Connecting more people to jobs and education



Connecting businesses



Making freight move more efficiently



Improving public transport connections and travel times



Improving connections for pedestrians and cyclists



Ability to protect the environment, culture, heritage and open spaces

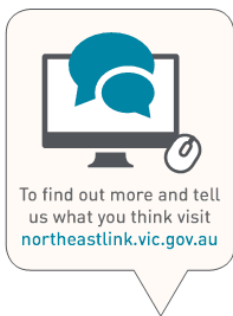


Ability to minimise impacts from construction-related traffic



### About this corridor

This corridor would follow the Greensborough Highway south using existing freeway reserve and connect with the Eastern Freeway near Bulleen Road.



### What we've found so far

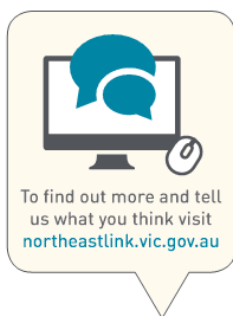
- Score** This corridor is likely to...
- Provide a more direct alternative to congested roads in the north-east using good connections to the existing road network.
  - Provide opportunities to get trucks off many residential roads in the north-east such as Rosanna Road, Para Road and Fitzsimons Lane.
  - Connect people to jobs and education in the north and east, including the La Trobe University and West Heidelberg industrial hub, Box Hill and Ringwood.
  - Provide opportunities for local businesses to access potential customers and workers, including in key existing and emerging employment areas.
  - Provide travel time improvements between key freight locations.
  - Be effective at reducing congestion on roads used by public transport and roads used by commuters to get to key stops and stations. Eastern Freeway upgrades would provide an opportunity for improved bus services.
  - Offer potential to divert trucks away from road cycling routes and places where people shop and work. Offer opportunities to improve cycling and walking connections for people in the north-east, including opportunities for new shared use paths.
  - Offer opportunities to protect cultural and heritage spaces and the environment such as tunnelling under the Banyule Flats. This corridor would involve some environmental impacts associated with surface works.
  - Involve disruptions from upgrades to the Eastern Freeway between Chandler Highway and Springvale Road to cater for additional traffic. Constructing the Eastern Freeway interchange would involve significant disruptions.

KEY Performs very poorly Performs poorly Neutral Performs well Performs very well



### About this corridor

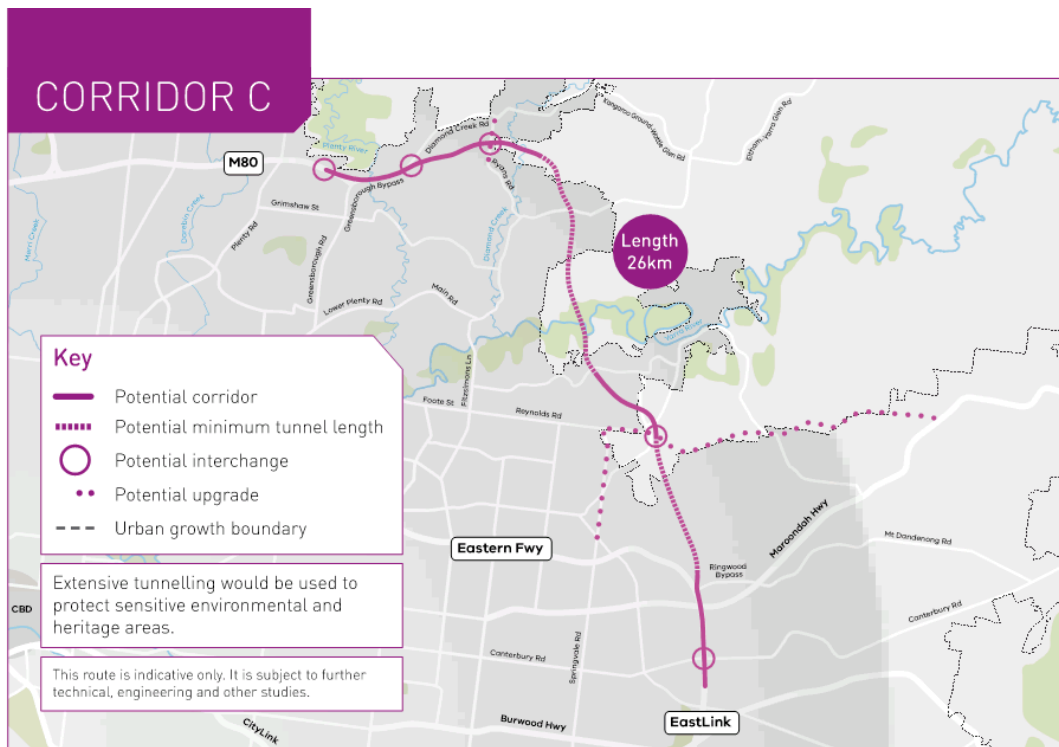
This corridor would provide a direct connection from the M80 to EastLink. It would not require upgrades to the Eastern Freeway.



### What we've found so far

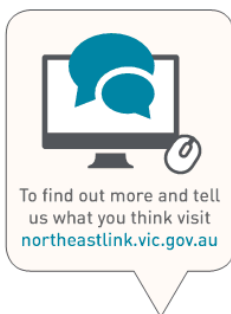
Score	This corridor is likely to...
⊖	Reduce traffic on the Eastern Freeway and Manningham Road but would provide limited congestion relief to key north to south roads such as Fitzsimons Lane.
⊖	Get trucks off some residential roads such as Rosanna Road but increase the number of trucks on others, particularly some connected to the corridor.
✓	Potentially connect people to jobs and education but access would be widely dispersed along the corridor.
✓	Provide some opportunities for local businesses to access potential customers and workers in the wider area but would not greatly improve access for businesses located in key current and emerging employment areas.
✗	Offer a direct connection to existing freight routes, however would likely have long inclines that would slow trucks down and reduce efficiency overall.
⊖	Provide limited improvements to key public transport routes or access to public transport interchanges.
✓	Offer moderate potential to divert trucks away from road cycling routes and places where people shop and work however have limited ability to provide new or enhanced walking and cycling paths.
✗	Offer opportunities to protect some sensitive areas including the Yarra River by tunnelling but would involve some environmental impacts associated with surface works.
⊖	Create disruptions to the transport network including building a highly complex interchange at EastLink, upgrading Springvale Road and Reynolds Road and potentially extending Reynolds Road to connect to the Maroondah Highway.

KEY ✗✗ Performs very poorly ✗ Performs poorly ⊖ Neutral ✓ Performs well ✓✓ Performs very well



### About this corridor

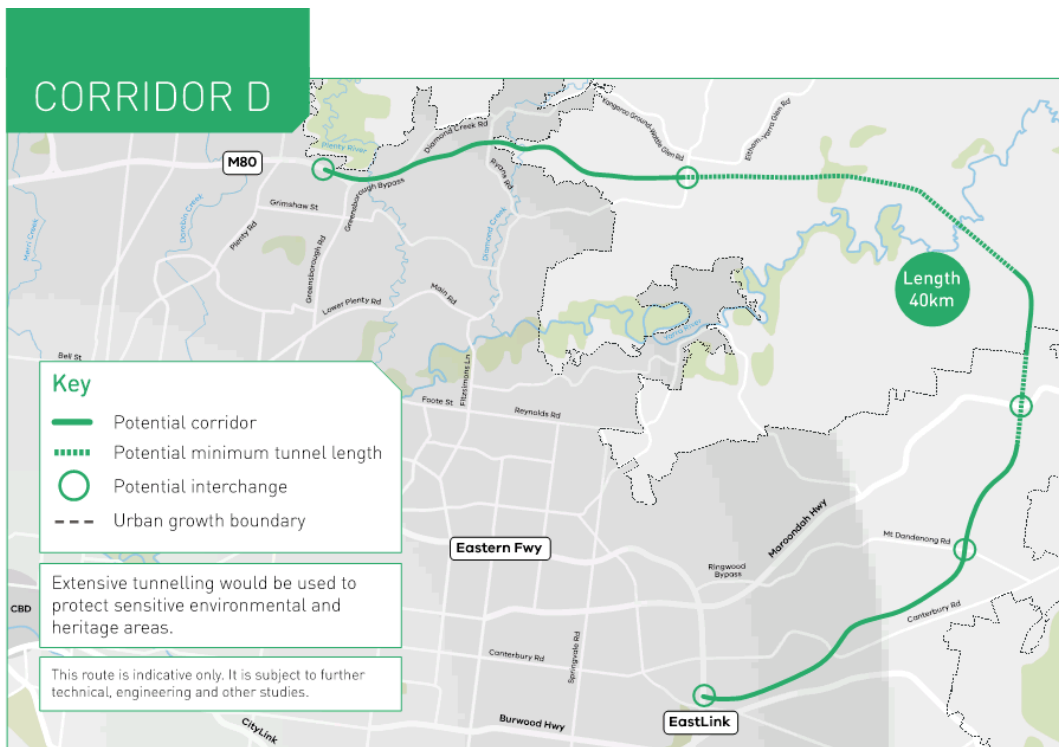
Similar to Corridor B, this option would connect to EastLink and not require any upgrades to the Eastern Freeway.



### What we've found so far

Score	This corridor is likely to...
✓	Reduce congestion on some key north south roads such as Rosanna Road and Fitzsimons Lane.
✓	Offer an opportunity to get a limited number of trucks off roads in the north-east such as Rosanna Road and Fitzsimons Lane.
✓	Deliver better access to jobs and education.
✓	Provide good access to businesses located in major urban centres and for those in the wider metropolitan area but only marginally improve access to key existing and emerging employment areas.
✗	Provide ability to reduce truck travel times, however would likely have long inclines which would slow trucks down and reduce efficiency overall.
✓	Offer some opportunities to improve public transport by reducing congestion on roads used by public transport.
✓	Offer potential to divert trucks away from road cycling routes and places where people shop and work however have limited ability to provide new or enhanced walking and cycling paths.
✗	Offer opportunities to protect sensitive areas including the Yarra River by tunnelling but would involve some environmental impacts associated with surface works.
⊖	Involve disruptions to the transport network from works at EastLink, Springvale Road and Reynolds Road and upgrades to Ryans Road.

KEY ✗✗ Performs very poorly ✗ Performs poorly ⊖ Neutral ✓ Performs well ✓✓ Performs very well



### About this corridor

This corridor would connect with EastLink south of Ringwood and travel east using part of the proposed Healesville Freeway Reserve.

It was initially considered that this corridor would be suitable for a road with no tunnel to cater for trucks. Preliminary investigations have found that tunnels and bridges would be required to minimise impacts on sensitive areas and avoid steep inclines.

To find out more and tell us what you think visit [northeastlink.vic.gov.au](http://northeastlink.vic.gov.au)

### What we've found so far

- Score This corridor is likely to...
- Offer few connections into the existing road network and be unlikely to help reduce congestion in the north-east.
  - Offer minimal ability to reduce trucks on residential roads in the north-east.
  - Extend into an area with a low population density and connect few people to jobs and education opportunities.
  - Extend into an area with low levels of business density and activity and offer few businesses opportunities to benefit from improved access to workers and customers.
  - Provide an indirect route which would increase travel distances significantly for freight movement.
  - Achieve no significant improvement to public transport services in the north-east.
  - Offer limited opportunities for walking and cycling paths.
  - Offer opportunities to protect some sensitive areas including Bend of Islands by tunnelling but would involve some environmental impacts associated with surface works. It would also place development pressure on semi-rural communities outside the urban growth boundary and the green wedge.
  - Be likely to cause minimal construction disruptions to the transport network. It would most likely have two tunnels and the remaining road would be built above ground. The interchanges, other than at EastLink, would be relatively straightforward to build.

KEY Performs very poorly Performs poorly Neutral Performs well Performs very well

## Your input is important

Fixing the missing link in Melbourne’s freeway network will deliver enormous benefits and we’ll be working with the community to get the best possible results.

We’ve already had lots of feedback from communities in the project area and other people who would potentially use North East Link.

A snapshot of what we’ve heard so far from our community survey, through meetings, phone, email, letters and on Facebook is on our website.

**We encourage you to join the conversation.**

You can visit our online hub, come to an information session, write to us, or call us to request a meeting with your group.



### Tell us what’s important to you

- What do you think of what we’ve found so far?
- Are we measuring the right things?
- Is there anything we’ve missed?
- What other problems do you want North East Link to help solve?

To join the conversation visit [northeastlink.vic.gov.au](http://northeastlink.vic.gov.au)



Come to an information session

Our teams will be there to answer your questions and hear what you have to say.

- |   |   |  |
|---|---|--|
| <ul style="list-style-type: none"> <li>• <b>Saturday 12 August, 10am - 1pm</b><br/>Maroondah Federation Estate<br/>2 Greenwood Ave, Ringwood</li> <li>• <b>Sunday 13 August, 10am - 1pm</b><br/>The Ivanhoe Centre<br/>275 Upper Heidelberg Rd, Ivanhoe</li> <li>• <b>Tuesday 15 August, 5pm - 8pm</b><br/>Eltham Community Centre<br/>801 Main Rd, Eltham</li> <li>• <b>Wednesday 16 August, 5pm - 8pm</b><br/>Rosanna Bowling Club<br/>3-11 Strasbourg Rd, Rosanna</li> </ul> | <ul style="list-style-type: none"> <li>• <b>Thursday 17 August, 5pm - 8pm</b><br/>The Veneto Club<br/>191 Bulleen Rd, Bulleen</li> <li>• <b>Friday 18 August, 12pm - 2pm</b><br/>VicRoads Hub (pop-up event)<br/>113 Exhibition Street, Melbourne</li> <li>• <b>Saturday 19 August, 10am - 1pm</b><br/>Warrandyte Primary School<br/>Forbes St, Warrandyte</li> <li>• <b>Sunday 20 August, 10am - 1pm</b><br/>Banyule City Council Offices<br/>Level 3, 1 Flintoff St, Greensborough</li> </ul> | <ul style="list-style-type: none"> <li>• <b>Tuesday 22 August, 5pm - 8pm</b><br/>Lilydale Senior Citizens Centre<br/>7 Hardy Street, Lilydale</li> <li>• <b>Thursday 24 August, 5pm - 8pm</b><br/>Maroondah Federation Estate<br/>2 Greenwood Ave, Ringwood</li> </ul> |
|---|---|--|

#### Meet with us

If you are a local group or organisation and would like to meet with us, please get in touch.

## Next steps

We’re keen to seek as many views as possible in August to help us narrow down to a preferred corridor. The next round of community engagement later this year will present the preferred corridor. We are committed to keep talking to communities to help us shape the best possible solution as we proceed into the design phase.



### Contact us

- ✉ [community@northeastlink.vic.gov.au](mailto:community@northeastlink.vic.gov.au)
- ☎ 1800 941 191
- @ North East Link Authority  
GPO Box 4509, Melbourne VIC 3001

#### Follow us on social media

- Facebook: @northeastlinkmelb
- Twitter: @nelmelb



Translation service – For languages other than English, please call 9679 9896.

Please contact us if you would like this information in an accessible format.

NELNWS02



**North East Link Proposal – Council’s Response**

**ATTACHMENT 2 – Manningham Community Forum Feedback Summary**

On Monday 25 September 2017, Council hosted a community forum at the Manningham Civic Centre. The purpose of this forum was to provide an opportunity for the community to voice their views and concerns regarding the North East Link proposal and assist Council understanding, prior to lodging its submission to NELA. Approximately 400 community members from the City of Manningham and surrounding municipalities attended the forum.

Attendees were requested to complete a feedback form, with 286 responses received. Figure 1 below provides a suburb by suburb breakdown of where the residents who completed the form reside.

The majority (57%) of the forms were completed by residents living in Bulleen with a further 7% living in Balwyn North. This equates to over two-thirds of respondents living along the Option A Corridor.

18% of respondents reside in Doncaster, Doncaster East, Templestowe and Templestowe Lower.

A further 13% of respondents reside in the Mullum Mullum Ward (Donvale, Warrandyte, Park Orchards and Wonga Park).

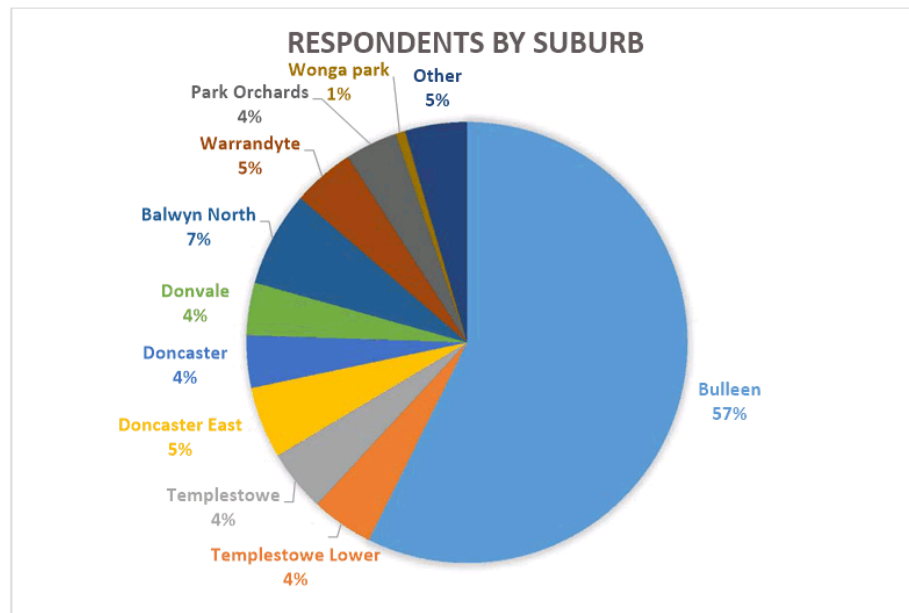


Figure 1

The following issues and opportunities noted in Table A were raised through the completed feedback forms. The issues raised by the community generally align with the five (5) Core Principles presented in the Council report. It is also noted, that issues have been raised by the community relating to the feasibility study and consultation process that NELA has undertaken to date. These have been included in the proposed submission outlined in Table 1 (General Matters) of the Council report.

The matters raised by the community at the forum generally reinforces the core principles and recommendations that Council officers have presented for adoption and inclusion as part of the NELA submission.



The feedback form encouraged residents to provide their views on the issues and opportunities regarding the North East Link project. A number of residents provided feedback on multiple topics (issues and opportunities) and these are captured under the following themes

**Table A – Breakdown of Issues and Opportunities Raised By Community**

<b>Issues Raised Regarding North East Link Project</b>	<b>No. of People Raising Issue / Opportunity</b>
General environmental issues (including noise and air pollution)	107
General traffic impacts	82
Land acquisition concerns	71
Impact to general amenity	61
Impact to community facilities	58
Possible reduction of property value	53
Impact to walking / cycling /public transport options	32
Type and scale of road proposed (i.e. tunnel, elevated structure, surface roads)	29
No tolling of the existing road network	17
Construction impacts	14
Socially and physically dividing communities	13
Pressures on the urban growth boundary and the Green Wedge	12
Preserve Eastern Freeway public transport corridor	11
Impacts on Local Connectivity	11
Cultural heritage impacts	8
<b>Issues With North East Link Authority Process</b>	
Consultation and engagement process	44
General lack of information provided by NELA	37
Assessment criteria used to develop the corridor options	15

<b>Opportunities Presented by the North East Link Project</b>	
Improved traffic conditions	65
Reduced congestion	48
Improved connectivity	37
Improved connectivity for walking / cycling / Public Transport	29
Employment opportunities along the corridors	3

It is noted that there were 35 respondents who explicitly stated that the North East Link proposal provided "No Opportunities" to the local area.





# North East Link Proposal – Council Response

Manningham Community Forum  
25 September 2017





## Council's Core Principles for NELA

- That the Link should **avoid** socially and physically dividing communities
- To **improve local connectivity** and access to jobs and social services
- To **preserve the Eastern Freeway median** for public transport purposes and ensure **no tolls** are applied to existing roads
- To maintain general **amenity** and minimise disturbance to existing residential and environmentally sensitive areas;
- To incorporate **complementary projects** that promote and facilitate walking, cycling and public transport uptake



## Issues & Opportunities – Option A (Bulleen Corridor)

- Extent and impact of **Eastern Freeway** widening
- Minimise impacts on **residential amenity** in Bulleen
- **Protect** Heide Museum, Veneto Club, schools, sporting grounds and community facilities, Koonung Creek and trail
- Protection of the **Yarra River**, surrounding parklands and cultural heritage
- **Preserve the Eastern Freeway median** for public transport
- **Upgrade** of Templestowe and Reynolds Roads (Northern Arterial Road)
- **New** bike paths and bus routes / facilities



## Issues & Opportunities – Option B (Mullum Mullum Corridor)

- Minimise impacts of the **urban growth boundary** and **Green Wedge**
- Minimise impacts of **residential amenity** in Donvale, Park Orchards, Warrandyte and Templestowe
- Protection of the **Yarra River, Mullum Mullum Creek, Westerfolds Park**, surrounding parklands, schools and sporting grounds
- Nature and scale of the **Reynolds Road extension** (Northern Arterial Road) and any interface with Fitzsimons Lane
- Improve access to **employment** districts
- Opportunity to **upgrade** Springvale and Templestowe Roads



## Issues & Opportunities – Option C (Mullum Mullum Corridor)

- Minimise impacts of the **urban growth boundary** and **Green Wedge**
- Minimise impacts of **residential amenity** in Donvale, Park Orchards and Warrandyte
- Protection of the **Yarra River, Mullum Mullum Creek**, surrounding parklands and cultural heritage
- **Protect** the Mullum Mullum Creek corridor, Currawong Bush Park, tourist sites, schools and sporting grounds
- Nature and scale of the **Reynolds Road extension** (Northern Arterial Road)
- Improve access to **employment** districts
- Opportunity to **upgrade** Springvale and Templestowe Roads



## General Issues & Opportunities

- Understand the impacts of **induced traffic demand**
- Consideration of **residential amenity** (to minimise noise, air, environmental, visual and social impacts)
- Impact of **construction** and minimise **land acquisition**
- Maintain continuity of, and access to, **community facilities** throughout the project delivery
- **Type and scale of road** to be determined – tunnel / elevated / surface roads
- **Opportunities** for public transport, cycling and pedestrian improvements
- Clarify **NELA's selection criteria** for preferred corridor
- What will NELA's future **consultation and engagement** be