

28 September 2017

Mr Duncan Elliott  
Chief Executive Officer  
North East Link Authority  
Level 14, 121 Exhibition Street  
MELBOURNE VIC 3000

Dear Mr Elliott,

**Re: North East Link Proposal Manningham City Council Submission**

Please find within, Manningham City Council's submission on the proposed North East Link project, for the North East Link Authority's (NELA) consideration.

At its meeting on 26 September 2017, Council resolved to:

- *Support the North East Link (missing freeway link) proposal in principle;*
- *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 along the Eastern Freeway for public transport purposes both the existing median reservation from Hoddle Street to Bulleen Rd, and an additional alignment from Bulleen Road to Doncaster Road;*
  - *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;*
  - *To ensure there is no net loss of community recreation or sporting facilities during and after construction, by ensuring that NELA constructs at its cost equivalent replacement facilities within Manningham prior to the closure of any facilities;*
  - *To ensure that any Council infrastructure damaged as a result of construction or ancillary works is repaired or replaced at NELA expense;*
  - *To ensure that no tolls are applied to any existing freeway, existing road or new arterial road;*
  - *To ensure that should NELA seek to acquire any part of any property then they are required to offer to acquire the entire property at the full market value.*
- *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;*
- *Based on the information presented so far and engagement with the Manningham Community, Council does not support the proposed Option A alignment through Bulleen due to the adverse environmental, residential and*

*traffic impacts and it does not create efficient freight movement around Melbourne;*

- *That Council undertakes a survey of the Manningham community to gauge their views on the proposed corridor options.*

It is highlighted that three of the four corridor options pass through the City of Manningham (options A, B and C). 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 for the Manningham community. It is imperative that NELA consider all the suggested complimentary public transport, cycling and pedestrian projects that can provide alternative travel options along with suggested road upgrades, to enhance connectivity and ensure the best triple bottom line outcome.

Although Council has not supported Option A at this time, due to the limited information provided, the following table provides a broad overview of the high level strategic issues and opportunities identified by Council as they relate to each of the corridor options passing through the City of Manningham (options A, B and C) for NELA consideration:

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> </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> </ul>

Corridor Option	Issues	Opportunities for Consideration
	<ul style="list-style-type: none"> <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 residents and all other abutting land owners in Bulleen.</li> <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>	<ul style="list-style-type: none"> <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 University.</li> <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</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</li> </ul>

Corridor Option	Issues	Opportunities for Consideration
	<p>sensitive and environmentally significant land).</p> <ul style="list-style-type: none"> <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 residents and the Green Wedge environment.</li> <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</li> </ul>	<p>Melbourne.</p> <ul style="list-style-type: none"> <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 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.</li> </ul>

Corridor Option	Issues	Opportunities for Consideration
	constructed at surface level (between Reynolds Road and Heidelberg-Warrandyte Road).	
<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 by year 2030.</li> <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</li> </ul>	

Corridor Option	Issues	Opportunities for Consideration
	<p>transport network.</p> <ul style="list-style-type: none"> <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>	

Once the preferred corridor is announced by the State Government (understood to be in December 2017), a further detailed analysis will need to be undertaken to ensure that local community issues are further explored and appropriate mitigating measures are integrated into the final detailed design.

We take this opportunity to thank NELA for accepting Council's submission after the closure of the exhibition period. We look forward to working closely with NELA to contribute to the successful delivery of the feasibility study in order to achieve a positive outcome for the City of Manningham.

Yours sincerely,

LEIGH HARRISON  
**Director Assets and Engineering**