

ATTACHMENT 1

PROPOSED NORTH EAST LINK ENVIRONMENTAL EFFECTS STATEMENT SUBMISSION

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Introduction

This submission is made on behalf of the Nillumbik Shire Council (Council) to the joint Inquiry/ Advisory Committee under Section 9 (1) of the *Environmental Effects Act 1978* to assist the Minister for Planning to determine an approval decision for the North East Link.

Council sees itself as a key stakeholder in the North East Link process and as such, seeks to comment, recommend or advise the Panel given the expertise and previous work of Council.

Council recognises the need for this vital piece of road infrastructure to provide the 'missing link' in Melbourne's road network and again reaffirms its support for the route known as 'Corridor A'.

While the proposed route does not run directly through the municipality's boundaries, the Environmental Effects Statement (EES) recognises that significant impacts, both direct and indirect, will be felt by the residents and communities within Nillumbik, the natural environment and those who visit or travel to Nillumbik for work or leisure.

Council is keen to continue to work with NELP and the Victorian Government to ensure that those impacts are recognised and mitigated throughout the construction and operation phases of the project.

Council's approach to the EES

Nillumbik Shire Council is interested to understand the impacts that North East Link will have on the Shire and therefore have considered the EES, in particular the following chapters:

- Urban Design
- Traffic and Transport
- Arboriculture
- Landscape and Visual
- Social
- Contamination and Soil
- Ecology
- Environmental Framework Management

Overview

Nillumbik Shire Council has significant concerns about the impacts the North East Link will have on the Plenty River during construction and operation.

The Plenty River forms the south western boundary of Nillumbik Shire Council and has significant social, historical, environmental and ecological value.

It is the opinion of the Council that without a Plenty River Management Plan in place and Environmental Performance Requirements, this project could have long lasting, damaging effects on the river and its habitats.

Council recommends that the North East Link Project should seek guidance from EPA Victoria with regard to establishing appropriate water quality objectives and monitoring requirements.

The establishment of a Plenty River Management plan would reduce the risk to threatened flora and fauna species in and around the river.

The high level comments associated with Council's consideration of the EES are as follows:

Nillumbik Shire Council's submission on the North East Link Environmental Effects Statement
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- The EES study area does not encompass the Plenty River. It has not adequately considered the potential impacts of the project on the Plenty River environs including Plenty George Park and Maroondah Aqueduct Reserve.
- There is a sense that throughout the EES, the focus has been on the inner eastern suburbs- south of the Eastern Freeway, which is also being upgraded, but significantly less regard for the catchment north of the M80-Greensborough Bypass precinct.
- Urban design – Council strongly supports the urban design philosophy and approach to recognise, protect and promote indigenous and historic cultural values. Council advocates for the involvement of Wurundjeri in all aspects of design. Council welcomes the opportunity to participate in the design of a gateway feature at the M80-Greensborough Bypass interchange that reflects local indigenous values and showcases Nillumbik Shire.
- Traffic and Transport – Council has significant concerns regarding the traffic modelling and flow on effects the project will have through construction and operation, including the EES projections of an increase of 10,000 trips per day between along Diamond Creek Road between the M80 Interchange and Yan Yean Road.
- Arboriculture – Council supports the net gain of trees, however has concerns about the process to assess the value of trees. Council requests to work with the NELP to provide a replacement tree program of works.
- Social – Council is supportive of the new connections to shared users paths. Further consideration needs to be given to the impact of construction on community and recreation facilities immediately north of the M80-Greensborough Bypass, in particular the users of the service and those employed or volunteering their time to deliver the service. Furthermore, a number of facilities impacted by the NELP provide for a regional catchment and therefore the demand for these facilities is likely to flow to nearby facilities some of which are located within Nillumbik.
- Contamination and Soil – Council is concerned about the temporary stockpiling locations that may occur within Nillumbik and requests the opportunity to review and provide comment on the full Spoil Management Plan.
- Ecology – The Plenty River is a critical environmental asset potentially impacted by the NELP. Council requests a detailed flora and fauna assessment for the Plenty River to be undertaken, and a Plenty River Management Plan as part of the project document suite.
- Environmental Management Framework (EMF) – Council supports the implementation of an EMF and early and ongoing consultation between NELP and Council.
- Sustainability – Council has concerns about the broader impacts from such a large scale project and would like to see NELP produce more detailed information and plans to; reduce greenhouse gas emissions; manage project waste in accordance with the waste management hierarchy; improve environmental water quality; and improve air quality.

The following tables represent the findings and **Actions** requested to satisfy Council's concerns for each chapter considered.

Urban Design

Document Reference	EES Description	Council's Concern	Proposed Action
Map R2	Interchange at M80 and Greensborough Bypass	The project does not have consideration of the gateway entrance to Nillumbik Shire Council.	<p>Council is supportive of a gateway at the M80/ Greensborough Bypass. Council suggests the possibility of working with NELP and Yarra Ranges Tourism and local artists to design iconic, contemporary sculptures for the roadside to link the road in with local communities and existing urban designs.</p> <p>An example includes the sculptures along East Link</p>
Map R2	The alignment area around the M80/ Greensborough Bypass interchange	The alignment does not extend far enough out from the roadside	<p>There is a missed opportunity to create further open space areas and local parks adjacent to the road. In particular north of the road interchange between the M80 and the Greensborough bypass.</p> <p>The project area needs to include open space to the north of the road.</p>
Proposed EPR	Key design directions	Key design directions are informative but not included in EPR	<p>Council requests that an EPR be included in the Urban Design chapter to reflect the Key Design Directions.</p> <p>In particular the following Key Design Directions need to be reflected as EPRs. No.2 (respond to the natural, movement and open space systems), 3 (reflect indigenous and historic values) and 5 (reflect the local context in the road)</p>

Traffic and Transport

Document Reference	EES Description	Council's Concern	Proposed Action
Page 6 & 15	'A small number of local and arterial roads would also experience increased volumes with North East Link: Watsonia Road, Erskine Road in Macleod, and some arterial roads south of the Eastern Freeway (Bulleen Road, Elgar Road, Surrey Road and Springvale Road).'	There has been no mention of increased traffic volumes along Diamond Creek Road This is of great concern to Council. An increase of traffic movement during construction and operation will have a direct impact on arterial roads such as Diamond Creek Road. .	Council seeks an upgrade of Diamond Creek Road and the Civic Drive roundabout as per <i>Complementary Projects</i> .
EPR T1	Targets include 'Minimise adverse impact.'	Council seeks clarification as to why there are proposed 'adverse impacts' for 'all transport modes, including walks and cycling' as a result of the project being in operation.	Council seeks to change EPR T1 to specify locations where this statement is relevant. It should not be a comment covering the entire project.
EPR T1	The use of the phrase "Maintain, and where practicable, enhance the existing traffic movements at interchanges"	This wording implies there is no level of benefit from the project.	Stronger wording required. 'Enhance and where not practical as agreed by relevant authorities, maintain.'
Page 43	24 hour construction zones.	This chapter claims the benefits of having a 24 hour construction zone would mean that construction workers would avoid on road peak hour traffic. This chapter also states that these shifts would typically comprise of 2 x 12 hours shifts from 7am- 7pm and 7pm – 7am. This is inconsistent as workers arriving at work for these times, would be on the road during peak hours.	Council has significant concerns about the traffic movement through the Shire towards the construction sites. Clarification about the increase in workers traffic would is requested. While EPR T2 relates to traffic and transport management, it does not provide any measure relating to construction worker traffic.
EPR T2	Potential routes for construction haulage and construction vehicles travelling to and from the project construction site, recognising sensitive receptors and avoiding the use of local streets where practicable	There is a lack of definition, in particular with the word "practicable" This EPR has made no consideration to the amount of vehicles per day burdening local roads.	Council requests that consideration is given to construction haulage in terms of no. of vehicles per day, or spreading truck movements into different areas to ensure a single road is not entirely burdened on a particular day/ week/ month.

Traffic and Transport (cont)

Document Reference	EES Description	Council's Concern	Proposed Action
Figure 9.21 & Figure 9.37	Bicycle Networks	<p>Figure 9.21 gives little regard for the Principle Bicycle Network and the Strategic Cycling Corridor immediately north or abutting the NEL study area, an area where there are significant gaps in the off-road network and low rates of commuter cycling and walking due to a lack of infrastructure. These locations, particularly servicing the RMIT/University Hill, Melbourne Polytechnic (Greensborough) as well as key secondary schools are important employment and learning hubs or clusters servicing the local and surrounding communities which could better be serviced by cycling infrastructure to reduce dependency on private motor vehicles.</p> <p>Figure 9.37 disregards the precinct immediately to the north (RMIT / University Hill) and the importance of how these centres/precincts are connected to the south other than Plenty Road and the #86 tram.</p>	Council requests further work and consideration is given to rectify the gaps in the off road bicycle network including expanding the cycling network to connect in with Diamond Creek and Eltham Activity Centres along creek corridors and via an expanded trail network through the delivery of Aqueduct Trail.

Arboriculture

Document Reference	EES Description	Council's Concern / Comments	Proposed Action
EPR AR1	"Reduction of trees and urban forest canopy: Changes to planted amenity trees and the urban forest canopy may arise from the construction of North East link"15.3.1 (pg.10)	<p>There is a high potential that more trees will be impacted but have not been captured in tree removal inventory dataset.</p> <p>Post-construction assessment and decisions to remove additional trees have not be considered as part of the replacement strategy.</p>	<p>Council requests the methodology around capturing trees lost to be updated to include a post-construction assessment and to allow a proactive tree replacement planting program.</p> <p>In the proactive tree planting program the inclusion of a contingency is requested should more trees need to be removed. This should include specifying additional locations for planting and a species selection lists.</p> <p>Council requests to work with NELP to identify and select appropriate replanting sites and vegetation types within Nillumbik Shire Council.</p>

Arboriculture (cont)

Document Reference	EES Description	Council's Concern / Comments	Proposed Action
EPR AR2	Implement a Tree Protection Plan to protect trees marked to be retained	True value of trees may not be captured and not incorporated into a replacement planting plan.	<p>Council requests a review of the methodology to assess landscape value of trees.</p> <p>Suggest using the 'Burnley Method' which will capture the value these trees have in the landscape. This can help inform replacement program.</p>
EPR AR3	Implement a tree canopy replacement plan.	Supportive and opportunity for ad value	<p>Council strongly commends the requirement for a tree canopy replacement plan.</p> <p>Nillumbik has large amount of public open space to benefit from additional tree planting that adjacent Councils may not be able to accommodate.</p> <p>Council is requesting to work with NELP to identify and select appropriate canopy replacement sites and vegetation types within Nillumbik Shire Council.</p>
Proposed EPR	Temporary stockpile zones tree impacts	Consideration of vegetation in temporary stockpiles need to be made.	Council requests any trees impacted in these zones need to be approached the same as trees within the project boundaries. Areas disturbed by temporary stockpiles need to be regenerated as part of a proactive replacement tree planting program
Proposed EPR	Develop tree register that captures all trees removed throughout the preparation and construction of the project	Recording of vegetation loss.	Ensure all tree removals are recorded and incorporated into the proactive replacement tree planting program at the same rate

Landscape and Visual

Document Reference	EES Description	Council's Concern	Proposed Action
EPR LV2	Minimise landscape impacts during construction	The EPR needs to be strengthened to incorporate a commitment to a canopy replacement program	Implement landscaping enhancement (as part of permanent works) prior to construction works commencing, where practicable. Integrate with "EPR AR3 Implement a tree canopy replacement plan"
Proposed EPR		Council is concerned about the potential impact of proposed reduced setbacks between the freeway and residential properties in the Eastgate Estate, particularly Killarney Ridge.	Council strongly requests a new EPR to ensure that the maximum amount of setback is utilised.

Social

Document Reference	EES Description	Council's Concern	Proposed Action
Map R2	Open space network abutting M80 is not listed in its entirety, nor analysed.	Opportunity to improve quality of local infrastructure to better service NEL-impacted residents during construction and operation.	Council requests further detail regarding open space opportunities. (ref Map 2 R Urban design)
Map 17.1	These maps feature Melbourne Polytechnic, DVSFC, Diamond Valley Library and Diamond Valley Special School who serve residents from across the NEL catchment especially from Banyule.	These regional facilities serve residents right throughout the NEL catchment zone.	Further assessment needed to be understand how best to mitigate the potential impacts during construction to these regional facilities including access and noise.
Technical report 1 Table 6-2/ Figure 6-7	The identified facilities listed to be near the project area	Fails to identify regional facilities and services located less than 600m from the SIA Area. Includes Diamond Valley Library, Municipal Shire Officers, Melbourne Polytechnic (Greensborough Campus and Banyule-Nillumbik Tech School, and Diamond Valley Sports and Fitness Centre	Council requests the project consider the impact of NEL construction on these services and associated mitigation measures
Technical report 1 Table 4-4 & Appendix A	Local plans and policies	There are numerous gaps in the listing and consideration of Nillumbik's strategic plans relevant to the social impact assessment	Requests the Social Chapter be updated to reflect all policy documents listed in Appendix A. Appendix A to be updated and include the Destination Management Plan

Social (cont)

Document Reference	EES Description	Council's Concern	Proposed Action
General	Route Alignment	A key social infrastructure project for Nillumbik Shire Council is the redevelopment of the Diamond Valley Sports and Fitness Centre. This regional facility is 40 years old and draws on nearby local government areas of Banyule, Darebin and Whittlesea. The most cost effective redevelopment design requires approximately 60m ² of the Greensborough Bypass road reserve near Civic Drive, Greensborough.	Requests NEL support to resolve Council's need for road reserve along the Greensborough Bypass corridor.

Contamination and Soil

Document Reference	EES Description	Council's Concern	Proposed Action
EPR CL1	Temporary stockpiling locations	Significant concerns exist about the locations of temporary stockpile areas for spoil.	Council request full access to the Spoil Management Plan as required in EPR CL1. Council also requests full access to the Construction Management Plan.

Ecology

Document Reference	EES Description	Council's Concern	Proposed Action
Various	NELP Route	Supportive	Council recognises and supports the alignment which results in a much smaller ecological impact in comparison to the other proposed alignments. The choice to tunnel avoids large areas of native vegetation and important ecological system

Ecology (cont)

Document Reference	EES Description	Council's Concern	Proposed Action
Ecology chapter	Matted Flax Lily	Preservation of the existing plants at the M80 interchange	<p>Council requests further clarification if the plants will be retained on site and if so how are they going to be protect or will the plants be translocated?</p> <p>Council supports further investigation for Nillumbik to be a translocation recipient. A potential recipient site should be investigated close to the site of the removal.</p> <p>A request to work with NELP to identify and select appropriate translocation sites within Nillumbik Shire Council.</p>
Ecology chapter	River swamp Wallaby Grass (EPBC – vulnerable)	No targeted surveys conducted to understand if the grass occurs or the habitat is suitable	Targeted surveys need to occur in the Plenty River for River Swamp Wallaby-grass.
Ecology chapter	Green-striped Greenhood <i>Pterostylis chlorogramma</i>		Undertake targeted surveys at a time when known local populations of Green-striped Greenhoods are flowering.
Ecology chapter	Swift Parrot	<p>Potential impact to Swift Parrot populations utilising flowering trees on their migration north, particularly along the Plenty River.</p> <p>Most recent records occur in easy to access and well frequented areas. It should be considered likely to be important for the species as a stopover on their northerly migration.</p> <p>The cumulative impacts of tree losses from other major road projects in the area such as Yan Yean Rd upgrade or the M80 upgrade have also not been considered and therefore additional tree losses from the NEL project may further impact the Swift Parrot. It is unclear how important that feed is for the birds for their migration and this has not been addressed.</p>	<p>Council is requesting that NELP undertake a staged removal of trees, especially over Autumn/Winter migration and avoid removal of key food sources so that potential cumulative impacts on the Swift Parrot are minimised.</p>

Ecology (cont)

Document Reference	EES Description	Council's Concern	Proposed Action
Ecology chapter	Australasian Bittern and Little Bittern	Potential impact on habitat for the Australasian Bittern and Little Bittern has not been assessed.	Assess the habitat along the Plenty River for the Australasian Bittern and Little Bittern. Mitigate impacts to these species if they are detected or suitable habitat is detected.
Ecology chapter	Little Egret, Intermediate Egret and Eastern Great Egret	Potential impact on habitat for the Little Egret, Intermediate Egret and Eastern Great Egret has not been assessed.	Assess the habitat along the Plenty River for the Little Egret, Intermediate Egret and Eastern Great Egret. Mitigate impacts to these species if they are detected or suitable habitat is detected.
Ecology chapter	Hardhead, Blue-billed Duck and Musk Duck.	Potential impact on the habitat for the Hardhead, Blue-billed Duck and Musk Duck has not been assessed.	Assess the habitat along the Plenty River for the Hardhead, Blue-billed Duck and Musk Duck. Mitigate impacts to these species if they are detected or suitable habitat is detected.
Ecology chapter	Glossy Grass Skink	Potential impact on habitat for the Glossy Grass Skink has not been assessed.	Assess the habitat along the Plenty River and undertake targeted surveys for Glossy Grass Skink in this area. Mitigate impacts to this species if it is detected or suitable habitat is detected.
Ecology chapter	Burrowing Crayfish	There is no mention of Burrowing Crayfish in the ecological report and if there is any suitable habitat for them or if they have been identified in the study area. There is only one mention of them occurring in the Banyule Creek, but nothing beyond that. The Foothill Burrowing Cray is listed as endangered on the Victorian Advisory List of Threatened Invertebrates and has the potential to occur in the waterways in the study area, in particular the Plenty River.	Assess the habitat along waterways in the study area including Plenty River, observe the occurrence of Burrowing Crayfish and search for active burrows. Assess if the study area supports habitat for the threatened Foothill Burrowing Cray
Ecology chapter	Australian Grayling	The technical report suggests that Plenty River contains habitat for Australian Grayling, however, in the chapter it doesn't mention Plenty River as being habitat for the Australian Grayling.	Council is requesting that the Ecology Chapter makes proper consideration of the relevant technical report. Assess the habitat along the Plenty River and undertake surveys for the Australian Grayling. Mitigate impacts to this species if it is detected or suitable habitat is detected.

Ecology (cont)

Document Reference	EES Description	Council's Concern	Proposed Action
Ecology chapter	Land Clearing	This chapter fails to address the impact on EPBC Act and FFG Act listed communities and how this will be avoided or minimised. It mentions that tree retention will be maximised through detail design, but doesn't talk about avoiding or minimising native vegetation as a whole.	Council is requesting that no-go zones are set up and adhered to in the Construction Environmental Management Plan (CEMP) to protect threatened ecological communities. Patches of native vegetation also need to be retained as a whole strata and not just trees on their own.
Proposed EPR	Ecological offsets and losses	There is a concern that there may be a potential for a shortfall in offsets with Large Trees or Species Habitat Units.	Offsets of losses should be supported in the municipalities where the losses occur or as close as practically possible. Offsets can potentially be sought through Nillumbik's Over the Counter offset program.
25.3.1	'No-Go Zones'	This chapter does not address the use of No-Go Zones.	Ensure no-go zones are set up and adhered to in the CEMP to protect retained and adjacent native vegetation.
	Spread of weeds and pathogens	Council is concerned about the potential spread of weeds and pathogens through the municipality during construction and the damaging effects on the habitats throughout the Shire.	Council request further transport and site plans are prepared as part of the CEMP to reduce the spread of weeds and pathogens
	Water quality		Appropriate water quality objectives and monitoring requirements need to be established for the Plenty River near the M80 interchange. Construction managers need to monitor any affected surface waters before and during construction to ensure that water quality objectives are being met
	Soil compaction	The potential impacts of soil compaction to adjacent retained native vegetation have not been addressed	Ensure CEMP sets out clear no-go zones and outlines the location of these to avoid any impacts to retained native vegetation through soil compaction

Ecology (cont)

Document Reference	EES Description	Council's Concern	Proposed Action
	Plenty River	The chapter has not addressed the potential impacts to the Plenty River near the M80 interchange. The potential risks to the flora and fauna in this area from the bridge works for the installation of noise walls or off target impacts from the M80 interchange works have not been addressed.	Ensure the potential impacts to flora and fauna along the Plenty River are addressed and mitigated for in the CEMP. This includes consideration of the impacts of the installation of noise walls on the Plenty River bridge such as potential vegetation impacts, impacts to threatened fauna, increased shading, and potential off-target impacts from the M80 interchange upgrade.

Environmental Framework Management

Council supports the implementation of an Environmental Management Framework (EMF) which outlines governance arrangements for implementing the performance requirements throughout the delivery of the project, as well as requirements for an Environmental Management System (EMS) and Environmental Management Plans (EMPs) to be adopted (construction EMP, worksite EMPs and operations EMP).

Council supports early and ongoing consultation between the NELP and Council.

Complementary Projects

Nillumbik Shire Council understands the need for further road infrastructure in the northern metropolitan area and is supportive of the corridor selected for the North East Link.

Council has identified a set of projects that are considered complementary to the success of North East Link.

Below is a list of complementary projects Council is seeking NELP to deliver as part of the construction of North East Link.

Complementary Project	Details / NEL Effect
Diamond Creek Road between Greensborough Bypass and Yan Yean Road – Upgrade with additional lanes and urban design improvements.	<p>North East Link both during construction and operational stages will put a significant strain on Diamond Creek Road, with an additional 10,000 trips forecast for Diamond Creek Road during the operation of North East Link.</p> <p>In addition, due to the unprecedented population growth north of Greensborough, Diamond Creek Road has seen a huge increase in traffic at all times, not just during peak hours.</p>
Upgrade of the Diamond Creek Road / Civic Drive intersection.	<p>Significant congestion and delays presently occur at this roundabout with a consistent history of casualty crashes.</p> <p>These delays will be compounded for the reasons stated above.</p>
Pedestrian safety at Diamond Creek Road.	<p>The construction of North East Link will significantly increase the risk to pedestrians along Diamond Creek Road due to increased traffic and safe pedestrian crossing opportunities are paramount.</p> <p>There is currently no safe location to cross Diamond Creek Road near the Pipe Track. Installation of signals would allow pedestrians, including those accessing public bus services, to safely cross Diamond Creek Road. It would also service local schools students, encouraging them to walk to school.</p>
On road bicycle lanes between Civic Drive, Greensborough to connect with the existing bicycle lanes on Heidelberg – Kinglake Road in Diamond Creek.	To reduce the traffic impact of North East Link on the road network, upgrades to alternative modes of transport are required.
Fitzsimons Lane, Eltham - Upgrade with additional and urban design improvements including upgrades to pedestrian access at Falkiner Street.	<p>Council anticipates North East Link, including the upgrade to the Eastern Freeway, will increase traffic on the Fitzsimons Lane/Main Road corridor.</p> <p>There is an existing problem with capacity on the Fitzsimons Lane/Main Road part of the arterial road network, constrained in many ways by the existing width of the bridge and the approach roads.</p>
Main Road, Eltham between Fitzsimons Lane and Bridge Street - increase capacity and provide safety upgrades.	<p>Council anticipates North East Link, including the upgrade to the Eastern Freeway, will increase traffic on the Main Road, Eltham corridor.</p> <p>This should be delivered in conjunction with the upgrade of Fitzsimons Lane.</p>
Mt Pleasant Road, Eltham - installation of traffic signals at the intersection with Main Road.	<p>Council anticipates North East Link, including the upgrade to the Eastern Freeway, will increase traffic on the Main Road, Eltham corridor.</p> <p>Traffic signals at this location will improve flow of traffic through the already congested Main Road corridor and increase road and pedestrian safety.</p>

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Complementary Project	Details / NEL Effect
Park and Ride Facility at Eltham Lower Park within the carpark area on the eastern side of Main Road, Eltham.	To reduce the traffic impact of North East Link on the road network, upgrades to sustainable modes of transport are required. The park and ride facility will activate public and active transport options for the community to commute to the city and will greatly reduce traffic congestion anticipated during the construction and operation of North East Link.
Bible Street, Eltham – Road and pedestrian safety improvements	Council anticipates North East Link, including the upgrade to the Eastern Freeway, will increase traffic on the Main Road corridor. Road and pedestrian safety improvements along Bible Street in Eltham will mitigate the increased anticipated traffic generated during construction and operation of the NELP.
Upgrade of Eltham-Yarra Glen Road / Kangaroo Ground – St Andrews Road intersection, Kangaroo Ground.	This intersection has a known history of casualty crashes and near misses. Council anticipates North East Link, including the upgrade to the Eastern Freeway, will increase traffic and subsequently increase the risk of crashes at this intersection. An upgrade of this intersection will increase road safety.
Aqueduct Road, Diamond Creek – pedestrian safety and urban design improvements.	NEL is anticipated to increase traffic volumes on Aqueduct Road. The roadside, shoulders and drainage are of a rural nature presenting hazards within the clear zone. Further, Council is aware of pedestrian safety issues along Aqueduct Road, which is a primary point of access for two very large schools within the area.
Aqueduct Trail – completion of the trail between Greensborough and Yarra Glen generally along the Maroondah Aqueduct.	To reduce the traffic impact of North East Link on the road network, upgrades to support alternative modes of transport are required.
Diamond Creek Trail - safety and alignment improvements to the Diamond Creek Shared Trail between Alastair Knox Park and Edendale Farm	To reduce the traffic impact of North East Link on the road network, upgrades to support alternative modes of transport are required
Diamond Creek Trail - extend the trail between Diamond Creek and Hurstbridge.	To reduce the traffic impact of North East Link on the road network, upgrades to support alternative modes of transport are required
Eltham to Montmorency Trail along the Rail Corridor.	To reduce the traffic impact of North East Link on the road network, upgrades to support alternative modes of transport are required

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Complementary Project	Details / NEL Effect
<p>Main Hurstbridge Road, Diamond Creek level crossing removal.</p>	<p>With the increase in motorists accessing North East Link through Diamond Creek and Wattle Glen, a removal of this crossing is paramount.</p> <p>This level crossing poses a substantial bushfire threat to the community and motorists, and already contributes to long delays through Diamond Creek and Wattle Glen.</p> <p>Council understands this project could be conducted as part of the state government's Level Crossing Removal Project.</p>
<p>Bicycle Cages at Diamond Creek, Wattle Glen and Hurstbridge</p>	<p>Council strongly advocates for the installation of Bicycle Cages at Diamond Creek, Wattle Glen and Hurstbridge Railway Stations.</p> <p>This installation of bicycle cages at train stations would encourage people to ride to the station, decreasing the demand on parking, and also providing positive health benefits to the community.</p>
<p>Pryor Street, Eltham – installation of traffic signals at the intersection with Main Road.</p>	<p>Council anticipates North East Link, including the upgrade to the Eastern Freeway, will increase traffic on the Main Road corridor.</p> <p>Traffic signals at this location will improve flow of traffic through the already congested Main Road corridor; enable safe passage of buses through the Eltham Railway Station interchange and minimise congestion on Pryor Street at the Main Road approach.</p>

Nillumbik Shire Council's submission on the North East Link Environmental Effects Statement
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Complementary Project	Details / NEL Effect
Sporting facilities upgrade -	<p>Council understands construction of North East Link will impact sporting facilities in other municipalities. This is likely to increase demand on sporting facilities within Nillumbik Shire.</p> <p>An example of this impact is cricket.</p> <p>The impacts of the North East Link on AK Lines Reserve in Banyule will be significant during the construction phase. This is the main ground for Plenty Valley Bats Cricket Club (PVBCC) which has teams competing in Cricket Victoria's Premier Women's cricket competition and the Men's Sub District Cricket Association, as well as junior teams. Its members are sourced through the Plenty corridor across Banyule, Nillumbik and Whittlesea. The Club uses facilities at Yarrambat War Memorial Reserve for its women and some junior teams and also accesses training and competition venues in Whittlesea.</p> <p>While the impacts are only temporary, AK Lines Reserve will be unavailable to the club for the construction period. New Nillumbik facilities in the Yarrambat corridor would be able to accommodate the teams displaced from Banyule's.</p> <p>Other examples are NELP impacts on Marcellin College sporting fields and the Balwyn Freeway Golf Course.</p> <p>Council seeks NELP support to accommodate the increased demand from outside Nillumbik Shire during construction through the upgrade of Council facilities,</p>
Public Transport Network – additional bus services to rural communities	<p>Nillumbik continues to advocate for improved public transport options as highlighted in the <i>2018 State Election Advocacy</i> to mitigate the increase in traffic movement through the Shire as a result of North East Link.</p> <p>It has been identified that locational disadvantage is a major issue for Nillumbik Shire, with at least 30 per cent of all properties in the Shire having no direct access to public transport.</p> <p>Communities such as Arthurs Creek, Christmas Hills, Kangaroo Ground, Panton Hill, Smiths Gully, St Andrews and Strathewen have no bus services. This results in higher levels of car dependency.</p>
<p>Animal Management</p> <p>State led coordination of control methods and implementation for pest animal species.</p> <p>Appropriate controls to mitigate the increased risk of road related wildlife crashes on the Nillumbik road network.</p>	<p>Council anticipates North East Link will increase traffic throughout the Shire during construction and operation.</p> <p>In Nillumbik the road network interacts closely with the environment and the wildlife within it. Over the past decade, Council has experienced an increase in road related wildlife crashes.</p> <p>The additional traffic generated by North East Link is expected to further compound the risk of road related wildlife deaths and injuries and associated human and vehicle impacts during both construction and operation.</p> <p>This presents a significant environmental and community threat.</p>

Conclusion

A project of this scale presents excellent opportunities to provide a range of outcomes and Nillumbik Shire Council together with its communities looks forward to the North East Link Project not only delivering Corridor A but managing impacts during construction and beyond.

Council have identified a list of projects that are considered complementary to the success of North East Link.

Diamond Creek Road and the Civic Drive roundabout, as an example, sees significant through traffic from suburbs to the north and experience congestion in both peak periods. The road and intersection are clearly in need of immediate attention.

Council is committed to working with the North East Link Project to develop these complementary projects and deliver the range of actions recommended in our submission on the EES.