I was engaged by Carey Baptist Grammar to identify the access and car parking impacts of the North East Link project on their ongoing operations on the site, both through the construction period and post construction. In my Evidence Statement that reduce the impact of the project on the Carey Grammar Sporting Campus, I've made a number of recommendations that reduce the impact of the project on the Carey Grammar Sporting Campus to what I believe is a more acceptable level.

To inform myself of the existing operations on the site, I visited the site on a number of occasions, reviewed their scheduled activities on the site, and commissioned car parking occupancy and traffic surveys. I reviewed the EES documentation and undertook some of my own traffic analysis. The reference design and environmental performance requirements do not go far enough in my view to minimise the impacts of this project on the Carey Grammar Sporting Campus. I've made a number of recommendations in my Evidence Statement that reduce the impact of the project on the Carey Grammar Sporting Campus to what I believe is a more acceptable level.
The issues raised in my Evidence Statement can be broadly summarized as shown in the table. My thoughts on the alternate design at number 6, which is not part of my Evidence Statement, but I will share some views on this as it relates to Carey Grammar Sports Campus.
Firstly in relation to maintaining access to the site during construction, it is important to ensure that there is continued access to all three gates from Bulleen Park Drive. This is crucial for the functionality of the site in relation to access and parking. Any restriction to access to these gates would critically impact the functioning of the site. Any road that provides access to the various car parking areas around the site is effective as a one-way circulation road marked on this aerial view. Therefore, for the school to have continued access to all three gates from Bulleen Park Drive, it is important to maintain access to the site during construction.
1. Access during construction

The construction reference design shows a construction compound boundary extending the full width of Bulleen Park Drive which would block access to Gates 2 and 3 and would impact on access to parking areas within the Carey site and ensuring that access to the various car parking areas within the Carey site is maintained throughout the delivery of the project. If the project boundary cannot be shifted to ensure this, then I would acknowledge that it requires Recommendation 2 of my Evidence Statement. As per my recommendations, this part of T2 should be amended to also include the replacement of any private parking lost such that Carey continues to have access to the same level of parking that they currently do. This recommendation 2 of my Evidence Statement refers to maintaining the quantum and functionality of car parking. If the project boundary is not amended to ensure this, then T2 should be amended to also address Recommendation 4 of my Evidence Statement, which requires the replacement of any private parking lost as a result of project construction activities. If the project boundary is not to be amended as per my recommendations, then I would acknowledge that T2 requires a replacement of parking to be provided to replace public and commuter parking lost as a result of the construction activities.

Recommendations 2 and 3 of my Evidence Statement refer to shifting of the project boundary outside the Carey Boundary. The concerns I have leading to these Recommendations relate to maintaining the quantum and functionality of car parking areas within the Carey site and ensuring that access to the various car parking areas within the Carey site is maintained throughout the delivery of the project. If the project boundary cannot be shifted to ensure this, then I would acknowledge Recommendation 4 of my Evidence Statement, which requires the replacement of any private parking lost such that Carey continues to have access to the same level of parking that they currently do.
In relation to accommodating construction worker parking demands, my recommendation seeks an Environmental Performance requirement to require dedicated staff parking to be provided. I note that there exists in EPR T2 a point that states the TMP must include requirements to minimise impacts on local streets, community and commercial facilities where practical. In my view, the word ‘sufficient’ should be added after the word ‘providing’ so that some science is applied as to the quantum of parking provided. Without this change, there is a risk that only a nominal amount is provided that may not meet the actual worker demand, leading to greater pressures on public parking and resultant impacts on community and commercial facilities such as Carey Grammar.
This slide simply highlights the evidence in my statement that it gets very busy at Carey Grammar on the weekend. Any loss in parking as a result of the project will make this problem even worse.
3. Parking provision post-construction

This slide from my Evidence Statement shows the reference design overlaid on an aerial.
Figure 4.5.2: Existing Car Parking Spaces Impacted

This slide shows the existing parking situation at the north east corner of the site.
Any parking loss from private land resulting from the project should be replaced in a suitable location proximate to the site.

My Recommendation 6 relates to the inclusion of an Environmental Performance Requirement that would require the project to replace parking lost as a result of the new activity at this campus. This slide shows the additional parking that is proposed in this corner of the site as part of the existing Masterplan. The additional parking shown in the masterplan is in the new area that is proposed in this corner of the site as part of the existing Masterplan.

EPR T1 only requires that parking loss be minimized and does not go far enough in my view to give Carey the certainty that they will enjoy the same provision of car parking as they currently do or plan to enjoy by way of their Masterplan. Any parking loss from private land resulting from the project should be replaced in a suitable location proximate to the site.

Figure 4.5.3 Master Plan Car Parking Spaces Impacted
4. Construction Impacts

This section outlines the construction impacts during the construction phase. According to experts and the DoT, the EPR’s would adequately address the concerns I have with the existing access to Bulleen Park Drive. In the absence of this, I would address my comments on the performance requirement (EPR) T2 to manage these impacts:

- Requirements for maintaining transport capacity in the peak periods, ‘not limited to the AM and PM weekday peak periods’.
- Requirements for limiting the amount of construction haulage during the peak periods, ‘not limited to the AM and PM weekday peak periods’.

Performance Requirement (EPR) T2 states the following:

...The TMP must be informed and supported by an appropriate level of transport modelling and must include:

- Requirements for maintaining transport capacity in the peak periods.
- Requirements for limiting the amount of construction haulage during the peak periods.

I am concerned that the weekend period could be dismissed in the interpretation of peak periods. In terms of managing construction impacts, T2 of the EPR’s does seek to manage these through the requirement for a Transport Management Plan which amongst other things needs to be informed by an appropriate level of transport modelling that addresses this. To address this, it was discussed at one of the conclaves to extend the wording here to clearly state ‘not limited to the AM and PM weekday peak periods.’

With respect to my Recommendations 7 and 9, this would adequately address my Recommendations 7 and 9.

With respect to my Recommendation 8, no further information around temporary signalised access to Bulleen Park Drive was provided to me. I am satisfied with the temporary signalised access to Bulleen Park Drive being provided to me. In absence of this,
the Bulleen Road corridor to closely examine the levels of traffic that need to be and I agreed that at very least additional modelling needs to be undertaken and
and Mr Kiriakidis on the amendments I had put forward to the reference design. He
peak that is relevant to these uses. Whilst there is no agreement between myself
Veneto Club, Carey Grammar and Bulleen Park and failed to assess the weekend
undertaken for this intersection underestimated the level of traffic generated by the
and that in determining the level of traffic generated by the Veneto Club that it wasn’t
acknowledged to ensure adequate capacity is provided to cater for weekend traffic. I
were able to cope
both Bulleen Park, Carey Grammar and the Veneto Club activities. I have undertaken
referred to the north and is then shared with the Veneto Club. The
Figure 5.3.2: Layout of Signalised Intersection
5. Adequacy of access to Bulleen Road

5. Adequacy of access to Bulleen Road
Recommendation 10.

To cater for this level of traffic, an outcome to this effect would address my catered for, including busy weekends and for the intersection design to be designed.
### Figure 5.3.6: Comparison of Traffic Volumes

<table>
<thead>
<tr>
<th>Period</th>
<th>6am Peak</th>
<th>7am Movement</th>
<th>9am Movement</th>
<th>11am Movement</th>
<th>12pm Movement</th>
<th>3pm Movement</th>
<th>5pm Movement</th>
<th>7pm Movement</th>
<th>9pm Movement</th>
<th>11pm Movement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday Peak</td>
<td>390 Movements</td>
<td>76 Movements</td>
<td>56 Movements</td>
<td>36 Movements</td>
<td>16 Movements</td>
<td>14 Movements</td>
<td>10 Movements</td>
<td>12 Movements</td>
<td>12 Movements</td>
<td>9 Movements</td>
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<tr>
<td>Weekday AM Peak</td>
<td>601 Movements</td>
<td>76 Movements</td>
<td>56 Movements</td>
<td>36 Movements</td>
<td>16 Movements</td>
<td>14 Movements</td>
<td>10 Movements</td>
<td>12 Movements</td>
<td>12 Movements</td>
<td>9 Movements</td>
</tr>
<tr>
<td>Weekday PM Peak</td>
<td>601 Movements</td>
<td>76 Movements</td>
<td>56 Movements</td>
<td>36 Movements</td>
<td>16 Movements</td>
<td>14 Movements</td>
<td>10 Movements</td>
<td>12 Movements</td>
<td>12 Movements</td>
<td>9 Movements</td>
</tr>
</tbody>
</table>

5. Adequacy of access to Bulleen Road
### Figure 5.3.8: SIDRA Results – Weekend Peak

<table>
<thead>
<tr>
<th></th>
<th>All Vehicles</th>
<th>Western Access Road</th>
<th>Through</th>
<th>Left</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>6AM</strong></td>
<td>770</td>
<td>1094</td>
<td>2024</td>
<td>0.24</td>
</tr>
<tr>
<td><strong>6:30AM</strong></td>
<td>325</td>
<td>413</td>
<td>2024</td>
<td>0.24</td>
</tr>
<tr>
<td><strong>8AM</strong></td>
<td>320</td>
<td>410</td>
<td>2024</td>
<td>0.24</td>
</tr>
<tr>
<td><strong>9AM</strong></td>
<td>243</td>
<td>2024</td>
<td>369</td>
<td>0.38</td>
</tr>
<tr>
<td><strong>11AM</strong></td>
<td>236</td>
<td>2024</td>
<td>369</td>
<td>0.38</td>
</tr>
<tr>
<td><strong>1PM</strong></td>
<td>114</td>
<td>2024</td>
<td>369</td>
<td>0.38</td>
</tr>
</tbody>
</table>

5 Adequacy of access to Bulleen Road
5 Adequacy of access to Bulleen Road

Figure 5.3.9: Layout of Option 1 Upgraded Intersection
Figure 5.3.10: Layout of Option 2 Upgraded Intersection

5 Adequacy of access to Bulleen Road