Hi All,

I have discussed your concerns and issues with the North East Link leadership team and they appreciate and acknowledge the potential impact on you. The key message that was highlighted by them was the need to focus on the EES reference design and getting your EES submissions in detailing your concerns and the impacts of this design.

From the start of the project we have examined dozens of ideas for the project corridor and each interchange. However, there isn’t an alternative design for the Lower Plenty Rd interchange. The alternative design at Watsonia was flagged in September 2018 as something the project team needed more feedback on. This alternate design was released and went on display in the Watsonia Hub in March this year.

As we discussed the other night, constructors, who are yet to be appointed, are likely to tweak the design as part of their bid for the project – responding to feedback from the community through the EES.

However builders will not be appointed until after EES approvals - so again it’s vital people focus their thoughts and efforts on getting their submission in via the EES.

To help understand the current EES reference design I can arrange a time for those interested to meet with our design team if that is of use. Let me know if you like to proceed with this.

In regards to the other areas raised in the emails from Katie and Sarina

- please see amended minutes below
- Regarding the question about information regarding the project in 2017 please see a record of public communications about the project is online at http://northeastlink.vic.gov.au/publications

Meeting notes from NELP Borlase St meeting 24 April 6.30pm to 9.30pm

Meeting requested by Katie George and hosted by Mariella Di Fabio

Residents in attendance
## Key concerns from residents

- Is the EES design final? What alternative designs have been considered and can we participate in this discussion?
- Watsonia station and Elder St had an alternative design. Can we request an alternative design?
- Loss of the Borlase Reserve green area where children play and families and the local community gather. Many bought in the area due to this green space. With the proposed EES design some feel it will become a little ghetto.
- Lack of consultation on the EES design and the impact to this area
- Why the interchange is at Lower Plenty Road and why this configuration. Concerns regarding the slip lane location from Greensborough Rd left turn into Lower Plenty Rd and it proximity to housing and impact on the Borlase Reserve.
- Concerns from the EES as to contamination in the Borlase Reserve and how this will be managed during construction.
- Concerns regarding the location and height of the noise walls in relation to the houses.
- Construction and operation impacts and the management of these impacts is of concern to all residents. What redress do we have if not managed well by the builder? Some have had bad experience from LXRA compound that was located in part of Borlase Reserve and also the NEL fieldwork.
- Impact on housing prices and being able to sell properties now, during and after construction.
- How will local access be provided during construction given the closure of Drysdale St and impacts north on Borlase St?
The advice provided on the EES submissions included a statement from Kim that one submission signed by all of us was the same as us making individual submissions and that this was challenged.

Katie raised she had been given incorrect advice from NELP prior to settlement on her home that they would not be impacted and the reserve and creek would be ok and this was acknowledged by Kim.

- Sarina raised that she received a business card from someone from NELA re the Borlase Reserve. After several attempts to contact that person, that person did not return her phone calls implying there was no significant impacts to the Borlase Reserve.

NELP responses

- Overview of the projects development and the timeline with explanation of EES planning and approvals process. The reference design in the EES is a design at a point in time and is likely to change through the EES process and the successful bidders final design.
- Strong encouragement to make a submission as part of the EES process and opportunity to engage further through the public EES sessions.
- Discussion on the requirement for the interchange at Lower Plenty and the challenges in this area and rationale for the current design.
- NELP is continuing to do further work on the design to seek to minimise impact on the area.
- Impact management discussed and how this is presented in the EES as EPR’s including local access for residents.
- Follow up regarding contamination testing will be provided based on findings for the EES.
- Discussion on support we can provide to people looking to sell properties by talking with real estate agents and potential buyers.
- Discussion on the broad range of consultation completed with an offering of a street meeting back in May 2018, notifications re fieldwork with 1800 102 102 number and personal emails to some residents.
- Commitment to continue ongoing engagement. Andrew Hocking will ring Katie and Mariella week beginning 29 April with an update on progress.

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