NOTE:

1. Paragraph 31(c) of the IAC’s Terms of Reference directs that the IAC’s report include recommendations in respect of any ‘feasible modifications to the alignment or design of the Project that would offer beneficial outcomes’.

2. An alternative design option for the alignment of Bulleen Road north of the Eastern Freeway has been prepared by NELP to facilitate discussion in response to feedback from the community concerning the impacts of the reference project at this location and the functionality of the intersection.

3. The technical note adopts the approach described by NELP in its Part A Submissions to the IAC (at paragraphs 27 – 32) and specifically addresses the five matters specified at paragraph 29(b).

REQUEST: N/A

RESPONSE:

1. Under the reference project, the alignment of Bulleen Road remains in its current position, and the southern tunnel portal is to be situated to the west of that alignment. Bulleen Road is taken up on a new bridge structure over North East Link ramps connecting the southern portal to the Eastern Freeway to the east. An additional two ramps just west of the new Bulleen Road bridge structure connect the southern portal to the Eastern Freeway to the west.

2. During construction Bulleen Road would be temporarily diverted to an alignment east of the current alignment to facilitate the construction of the cut and cover tunnel opposite the Veneto Club and the Bulleen Road bridge and ramps near the southern portal. This diversion would be equivalent to the existing Bulleen Road in nature and would likely to be in place for about three years. It would then be relocated back to its original alignment once the tunnel and associated bridge and ramp works are complete.

3. The alternative design option would relocate Bulleen Road to a new alignment west of the present alignment and the southern portal would be constructed largely on the alignment of the existing Bulleen Road. This design would avoid the need for Bulleen Road to be on a bridge
over North East Link and would include an intersection on Bulleen Road servicing Marcellin College and Carey Grammar. Additionally, the modification would move the location of the ventilation structure at the southern tunnel portal approximately 30 metres to the east compared with the EES reference project. The potential modification is presented in Figure 1.

Figure 1 Modified design
Feasibility

4. The modified design appears to be feasible from an engineering standpoint and could be delivered within the project boundary. It would not materially change traffic volumes and traffic functionality compared to the EES reference project.

Beneficial and Detrimental Environmental Effects by Comparison to the Reference Project

5. The environmental effects of the potential modification would be similar to those assessed in respect of the reference project at this location.

6. The modified design would, however, not require the temporary diversion of Bulleen Road into the school properties during construction and would remove the need for a raised Bulleen Road bridge. This would reduce the impact on the private schools to the east of Bulleen Road. It would also reduce the duration of disruption to users of Bulleen Road as the realignment would be done once.

7. The sensitivity analysis undertaken as part of the Air Quality Impact Assessment forming part of the works approval application assesses the air quality impacts of locating the ventilation structure in different locations, including the location for this modified design where the ventilation structure is situated approximately on the present alignment of Bulleen Road.

Consideration in the final design

8. Based on available information, the alternative design option appears to be suitable for consideration as part of the final design subject to demonstrating compliance with all applicable EPRs.

CORRESPONDENCE: N/A

ATTACHMENTS: N/A