Land Use Impact Assessment
North East Link Project

Presentation to IAC – 9th August 2019
Overview

Impacts on open space and recreation facilities:

Impact on private school sport and recreation assets

Impacts on Bulleen Industrial Precinct

Amenity impacts
Open Space – Planning Policy

Context

Plan Melbourne

Direction 4.1 – Create more great open spaces across Melbourne

Direction 6.4 – Make Melbourne Cooler and Greener

- Policy 4.1.4 – Protect and enhance the metropolitan water’s edge parklands. Specific reference to the Yarra River and its parklands

- Policy 6.4.2 – Strengthen the integrated metropolitan open space network. Refers to making use of other lands, e.g. schools, infrastructure reserves, etc.
Open Space – Planning Policy Context

Planning Policy Framework

Clause 12 – Environmental and Landscape Values
- Clause 12.03-1S
- Clause 12.05-1S
- Clause 12.03-1R ‘Yarra River protection’

Clause 19 Infrastructure
- 19.02-6S Open Space
- 19.02-6R Open space - Metropolitan Melbourne

- Seeks to protect and enhance river corridors, waterways, lakes and wetlands.
- Need to protect the Yarra River (among others) as significant economic, environmental and cultural assets.
- Seeks to protect and conserve environmentally sensitive areas which includes the Yarra River.
- Improve the Yarra River with strategies that aim to manage development in the vicinity of the River’s environmental and landscape context.
- Ensure that where there is a reduction of open space due to a change in land use or occupation, additional or replacement parkland of equal or greater size and quality is provided.
Open Space – Definition

EES

• Used VicPlan identification of ‘open space’

The ‘open space’ identified in the EES includes:
• Land in PPRZ and PCRZ
• Land in other zones such as PUZ and Residential zones
• Land in a Road Zone associated with the Project Route
• Land owned by Vic Roads but not reserved for road purposes
• Car Parks (e.g. Watsonia Road Reserve and Station Car Park)
• Land no longer used as open space (AK Lines Reserve)

For the purposes of my review of open space impacts I have excluded land within the Road Zone which totals approximately 22 hectares.

The measurement of impacts appears to include SUPs in parkland – possibly overstating the actual loss.
Open Space Northern Area

Temporary Impacts and Proposed Relocations

NORTH EAST LINK PROJECT
Sports and Recreation - Northern area
DRAFT Relocation Plan Options

LEGEND
- Impacted site
- Relocation site
- Project boundary
- LGA boundary

<table>
<thead>
<tr>
<th>CURRENT VENUE</th>
<th>USERS TO BE RELOCATED</th>
<th>INTERIM VENUE</th>
<th>FINAL VENUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>AK Lines Reserve</td>
<td>Plenty Valley Cricket Club (PVCC) and Watsonia FC</td>
<td>Binnak Park</td>
<td>AK Lines Reserve</td>
</tr>
<tr>
<td></td>
<td>St Mary's Junior FC</td>
<td>Greensborough Secondary College</td>
<td></td>
</tr>
<tr>
<td>Gabonia Avenue Reserve</td>
<td>Watsonia Heights Football Club</td>
<td>Greensborough Secondary College</td>
<td>Gabonia Reserve</td>
</tr>
<tr>
<td>Wonsor Reserve</td>
<td>Macedon Junior FC (training) and Macedon Cricket Club</td>
<td>De Winton Park</td>
<td>Wonsor Reserve</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Greensborough Secondary College Off Macedon College (Subject to Investigation)</td>
<td></td>
</tr>
</tbody>
</table>
# Open Space

## Northern Area

<table>
<thead>
<tr>
<th>Open Space Impacts on completion of the Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 A K Lines Reserve – small loss of north-east corner</td>
</tr>
<tr>
<td>2 Frensham SEC Reserve – location for pedestrian overpass</td>
</tr>
<tr>
<td>3 Gillingham Reserve – new shared path through reserve</td>
</tr>
<tr>
<td>4 Trist Street Reserve – new shared path through edge of reserve</td>
</tr>
<tr>
<td>5 Borlase Reserve – land required for new surface roads for Lower Plenty interchange</td>
</tr>
<tr>
<td>6 Creekbend Reserve – new shared path through northern edge of reserve</td>
</tr>
<tr>
<td>7 Watsonia Road Reserve – new shared path and pedestrian overpass through reserve</td>
</tr>
</tbody>
</table>
Open Space
Northern Area

Borlase Reserve

• Overall area of 2.3 hectares
• Principally owned by Vic Roads with the western part reserved for road purposes but not within Road Zone.
• Council own south-east part with an area of approx. 0.9 hectares.
• The reference design will effectively alienate the residual ‘open area’ from being effective open space in the future.
• The alternate design provides a greater opportunity to retain effective open space along the east side of the Project.
Open Space
Northern Area

A K Lines Reserve

- EES measured the open spaces at 5.43 hectares.
- Two adjoining Council owned land parcels have been sold off for residential development.
- Overall area of 4.91 hectares in PPRZ
- The north-east corner of the site is required for a new left lane and SUPs
- Loss of 0.131 hectares

- Total loss of open space in Northern Area approximately 1.22 hectares
Open Space Bulleen Area

Temporary Impacts and Proposed Relocations

**BULLEEN PARK AREA - RELOCATION PLAN**

<table>
<thead>
<tr>
<th>CURRENT VENUE</th>
<th>USERS TO BE RELOCATED</th>
<th>ITEM VENUE</th>
<th>FINAL VENUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Oval 1</td>
<td>Yarra Junior Football League</td>
<td>Ford Park</td>
<td>Montmorency Park</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(and Montmorency Park)</td>
<td>Ford Park OR BP Oval 1 - NEW</td>
</tr>
<tr>
<td></td>
<td>Bulkley Lions</td>
<td>Veneto Club</td>
<td>Henderson Seed Farm (subject to further investigation)</td>
</tr>
<tr>
<td>Existing Oval 2</td>
<td>Bulkley Templestow District Junior Football Club</td>
<td>Tempetowne United Football Club</td>
<td>BP Oval 2 realigned</td>
</tr>
<tr>
<td>Existing Oval 3</td>
<td>Bulkley Templestow District Junior Football Club</td>
<td>Bulkley Templestow Football Club</td>
<td>BP Oval 3 - NEW (Existing Field 4/5)</td>
</tr>
<tr>
<td>Existing Field 4/5</td>
<td>Templestow United Football Club</td>
<td>Veneto Club</td>
<td>BP Oval 2 realigned</td>
</tr>
<tr>
<td>Archery Field</td>
<td>Yarra Bowman Archery</td>
<td>Veneto Club</td>
<td>BP Oval 2 realigned</td>
</tr>
<tr>
<td>Boronia Tennis Centre</td>
<td>Boronia Tennis Centre</td>
<td>Veneto Club</td>
<td>BP Oval 2 realigned</td>
</tr>
<tr>
<td>Freeway Golf Course</td>
<td></td>
<td>Veneto Club</td>
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**LEGEND**
- Impacted site
- Relocation site
- Project boundary
- LGA boundary

**NORTH EAST LINK PROJECT**
Sports and Recreation - Bulleen Park area
DRAFT Relocation Plan Options
Open Space Impacts on Private School Grounds

1. **Trinity Grammar Playing Fields**
   - 26% of the site area affected during construction, 4% during operation.
   - Three playing fields will be impacted by temporary occupation and the north-western tennis courts will be relocated within school grounds prior to the project construction.
   - The tennis courts will be replaced following completion of the tunnels in this area.

2. **Marcellin College**
   - 20% of the site area affected during construction, 1% during operation (for new access road).
   - Three playing fields will be impacted by temporary occupation.

3. **Carey Bulleen Sports Complex**
   - 9% of the site area affected during construction, 3% during operation.
   - Permanent acquisition of land adjacent to Bulleen Road (including two netball/tennis courts).
Open Space
Bulleen Area

Open Space Impacts on completion of the Project

1 Bulleen Park – loss of Oval 1 with loss of 1.75 hectares
Open Space
Bulleen Area

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<td>2 Unnamed reserve (north of the Boroondara Tennis Centre, bordering the Bulleen Swim Centre) - loss of the informal open space around the Bulleen Tennis Centre could host a relocated tennis centre.</td>
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Open Space
Bulleen Area

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</tr>
<tr>
<td>3 Freeway Golf Course to the west of Bulleen Road – loss of 0.93 hectares</td>
</tr>
<tr>
<td>4 Leonis Avenue Reserve, Balwyn North – no loss of land, as required land is located in Road Zone</td>
</tr>
<tr>
<td>5 Unnamed reserve (eastern side of Bulleen Rd, between Golden Way and the Trinity Sports Complex) – currently a ‘tree reserve’ designed to control access to Bulleen Road from adjoining properties. Not useable open space.</td>
</tr>
</tbody>
</table>

Minimum total loss of open space – 2.68 hectares
Open Space
Eastern Freeway

- Loss of open space for project infrastructure:
  1. Koonung Reserve
  2. Koonung Creek Reserve
  3. Eram Park

- Areas of temporary occupation:
  1. Koonung Reserve
  2. Koonung Creek Reserve
  3. Koonung Creek Reserve
  4. Koonung Creek Wetlands/Elgar Park
  5. Katrina Street Reserve
  6. Elgar Park
  7. Eram Park/Koonung Creek Linear Park
  8. Koonung Creek Reserve
  9. Koonung Creek Linear Park
  10. Eastern Freeway Linear Reserve
Open Space Eastern Freeway

Temporary Impacts and Proposed Relocations

NORTH EAST LINK PROJECT
Sports and Recreation - Whitehorse DRAFT Relocation Plan Options
Open Space
Eastern Freeway

Open Space Impacts on completion of the Project

1 Koonung Reserve, to the north of the Eastern Freeway (east of Thompsons Road) – loss of 1.11 hectares of passive open space.
Open Space
Eastern Freeway

## Open Space Impacts on completion of the Project

<table>
<thead>
<tr>
<th></th>
<th>Impact Description</th>
<th>Hectares of Passive Open Space</th>
</tr>
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<td>1</td>
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Open Space Impacts on completion of the Project

1. Koonung Reserve, to the north of the Eastern Freeway (east of Thompsons Road) – loss of **1.11 hectares** of passive open space.

2. Koonung Creek Reserve, between Bulleen Road and Doncaster Road (to the south of the Eastern Freeway) – loss of **4.91 hectares** of passive open space.

3. Koonung Creek Linear Park (Doncaster/Donvale/Box Hill North), including Eram Park – loss of **1.20 hectares** of passive open space.
Open Space
Eastern Freeway

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![Map of Open Space Impacts](image-url)
## Open Space Eastern Freeway

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<tr>
<td>5. Park Avenue Reserve – part of the Koonung Reserve – loss of 0.04 hectares</td>
</tr>
</tbody>
</table>

**Total Loss of open space – 7.64 hectares**
## New Open Space

**Opportunities to create new Open Space to replace lost Open Space**

1. The acquisition of the Bulleen Golf Driving Range (approx. **6.5 hectares**) and its conversion to public open space activities.

2. The opportunity to utilise part of the former Bullen Drive-In site (approx. **3.7 hectares**) and the former industrial properties (approx. **1.1 hectares**) on Manningham Road (that will need to be acquired as part of the project) for conservation purposes, passive recreation and the creation of new walking trail and accessways from Manningham road to the south.

3. The transfer of the Henderson Seeds operations (approx. **13 hectares**) at 165 Templestowe Road to a new location to enable the use of this land for public open space activities. A further **2.7 hectares** of land could be incorporated if the adjoining private properties in Templestowe Road were also acquired.

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**New open space could total up to 27 hectares**
Open Space
Summary

Temporary Impacts

Key Findings

• I consider the current relocation ‘plans’ demonstrate that there are viable solutions to accommodate the affected organisations – both public and private.

• Some of the suggested plans will result in significant improvements to existing sporting facilities to cater to relocations.

• The design of the works compounds needs to be mindful of the protection of existing vegetation, minimise the extent and time of occupation and allow for direct pedestrian access around the areas wherever possible.

• There are also options to achieve a permanent relocation for some activities through this process.
Open Space
Summary

Having regard to the above assessment it is my opinion that the EPRs for Social and Community should be revised to formalise an approach to the relocation efforts and the reinstatement of the reserve grounds/facilities after they are no longer required.

The aim of the modified controls should be to:

• Provide confidence to affected stakeholders that engagement and adaptation or relocation efforts will continue following the planning approval for the Project.

• Provide a nexus between the Project and those works and processes, required to be undertaken beyond either the boundary or scope of the Project, to enable the temporary or permanent relocation of activities from affected sporting, recreation and other facilities.

• Provide an approval process for relocation plans where agreement between parties cannot be obtained.
Open Space
Summary

Permanent Impacts

• It is estimated that the amount of public open space permanently lost is approximately **12.5 Hectares**

• I consider it is appropriate to use this open space land for the creation of a major link in the metropolitan transport network.

• It is considered that this reduction in open space should be replaced with parkland of equal or greater size and quality.

• The most appropriate means of achieving this is to increase the amount of land within the Yarra River parkland complex.

• There is an opportunity to increase open space and recreation facilities by up to **27 hectares** in the Yarra River corridor.

• I am satisfied that the requirements of the Clause 19.02-6S can be fully achieved
Bulleen Industrial – Planning Policy

Context

Planning Policy Framework

Clause 17.03-1S – Industrial Land Supply

Clause 17.03-2S – Industrial Development Siting

Local Policy

Clause 21.08 Industrial Policy

Clause 22.16 Industrial Areas Policy

Clause 22.10 – Bulleen Gateway Policy

• Seeks to ensure the availability of industrial land
• Seeks to facilitate the sustainable development and operation of industry.
• Acknowledges that Manningham has few areas zoned industrial and that it is important to keep these areas available for industrial uses.
• Seeks to balance industrial functions at Bulleen with the high quality landscape of the surrounding area.
Bulleen Industrial Precinct

- Only 15.3 hectares of industrial zoned land in Manningham
- Bulleen contains 9.5 hectares
- Accommodates approx. 80 businesses with 770 employees
- All of the precinct is required for the Project.
Bulleen Industrial Precinct

Key Issues

• Need to provide an interchange with the Project at Manningham Road.

• A significant impact on employees, businesses and users of the precinct.

• Necessary to enable key industry and other services to be accessible to their markets.

• Most alternative areas are 5 km or more from current location.

• Desirable to provide new industrial land in locality.

• Desirable to maximise the opportunity to return ‘surplus’ land at Bulleen to employment purposes on completion of the Project.
Access to Bulleen Industrial Precinct
Access to Other Locations

• Preston Industrial Area
• Bell Street Service Centre
• Doncaster AC Service Area
Employment Land in Sub-Region

• Few employment areas to the eastern part of the sub-region

• Most businesses will need to relocate to different suburbs be it to the west, north or south-east depending on the nature of the business

• Jobs and services are available to residents within a 15-30 minute drive time
New Industrial Precinct

- Land owned by City of Manningham
- Public Use Zone
- Land marked red is used for garden waste.
- 4.4 hectares in area
- Should be urgently reviewed to ascertain if it is suitable for industrial use.
Re-Use of Bulleen

<table>
<thead>
<tr>
<th>Site</th>
<th>Area (Ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>4.75 Ha</td>
</tr>
<tr>
<td>B</td>
<td>0.92 Ha</td>
</tr>
<tr>
<td>C</td>
<td>1.10 Ha</td>
</tr>
<tr>
<td>Total</td>
<td>6.77 Ha</td>
</tr>
</tbody>
</table>

EPR LP1 could be strengthened to also require that the Manningham interchange should be designed to ensure that commercial and industrial activities can be constructed adjacent to the finished Project tunnel and ramps.
Bulleen Industrial Precinct

Summary of Assessment

• I am satisfied that the surrounding communities will continue to have access to a full range of services at existing centres.

• Ameliorative measures should be put in place to increase the supply of industrial land in the locality in the short-term and not await the completion of the Project to re-instate the employment land in Bulleen.

• Opportunity to reinstate employment land at conclusion of the Project.

• In this instance, the loss of industrial land is acceptable.

• An EPR requiring the establishment of support services for workers is recommended.

• An EPR requiring the construction of the Manningham Interchange to accommodate future development on immediately adjacent land is recommended.
# Managing Overshadowing Impacts

<table>
<thead>
<tr>
<th>#</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>North side of Eram Road to the west of Middleborough Road, Box Hill North (south of the Eastern Freeway).</td>
</tr>
<tr>
<td>2</td>
<td>North side of Hughes Circuit, Carroll Close and Brandon Crescent, Bundoora (south of the Metropolitan Ring Road)</td>
</tr>
<tr>
<td>3</td>
<td>Multi-unit development at 2 Ambrose Treacy Drive, Bundoora – located south of the west bound exit to Plenty Road from the M80</td>
</tr>
<tr>
<td>4</td>
<td>Multi-unit development at 1240 Old Burke Road, Kew – located on the south of the west bound entry ramp from Burke Road onto the Easter Freeway</td>
</tr>
<tr>
<td>5</td>
<td>1 Viewpoint Road, North Balwyn – adjacent to west bound off-ramp from Eastern Freeway to Bulleen Road (south)</td>
</tr>
</tbody>
</table>

- Localities along the route will potentially be overshadowed by new acoustic barriers.
- EES adopted ResCode to test shadowing impacts – September 22nd 9:00 am to 3:00 pm
- I consider a more conservative approach is appropriate in certain instances.
- LP4 states:
  
  **Minimise overshadowing from noise walls and elevated structures**
  
  *Overshadowing from elevated structures and noise walls to residential properties (including solar panels), community facilities, open spaces, waterways and valuable habitats must be minimised through detailed design.*

- Add criteria to guide decision making as to what is an acceptable minimum.
- I prefer that no additional overshadowing be cast by the new acoustic barriers.
### Managing Overlooking Impacts

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The new overpass crossing from Eastgate Drive, Greensborough to Macorna Street, Watsonia North (Page 10 – Horizontal Alignment Plans – Part 1).</td>
</tr>
<tr>
<td>2</td>
<td>The new overpass crossing from Yando Street, Greensborough to Hakea Street, Watsonia North (Page 16 – Horizontal Alignment Plans – Part 1).</td>
</tr>
<tr>
<td>3</td>
<td>The new overpass crossing from Fensham SEC Reserve, Greensborough (adjacent to dwellings at 400 Service Road) to Watsonia Station (Page 24 – Horizontal Alignment Plans – Part 1).</td>
</tr>
<tr>
<td>4</td>
<td>The new overpass crossing from Stanton Street, Doncaster to Elgar Park Wetlands (Page 28 – Horizontal Alignment Plans – Part 2).</td>
</tr>
<tr>
<td>5</td>
<td>The new overpass crossing from Eram Park to the shared user path at the rear (north) of residences in Lyndhurst Crescent (Page 32 – Horizontal Alignment Plans – Part 2).</td>
</tr>
</tbody>
</table>

- A few properties could suffer from direct overlooking from proposed elevated accessways or ramps.
- Localities along the route will potentially be overshadowed by new acoustic barriers.
- EES adopted ResCode to test overlooking impacts – 9 metres protection of open space and habitable windows.
- The degree of protection from overlooking from public vantage points should be stronger than the ResCode provisions.
- It is suggested that a minimum view threshold distance of 15 metres (i.e. distance from viewer to private open space or window in dwelling) be adopted in assessing potential overlooking impacts.
- It is recommended that the **Land Use EPR LP4** be modified to require the overpasses to be located and designed to prevent direct overlooking into private open spaces and windows.
Review of Amendment GC98

Key Issues

• The extent of the area covered by the proposed Specific Control Overlay is too broad
• The proposed conditions of the Incorporated Document and the use of the EPRs in the Environmental Management Framework deny the opportunity for local government and affected stakeholders to be further consulted regarding secondary design and planning processes.

• The Incorporated Document form of control is most appropriate.
• It requires:
  • An Environmental Management Plan that specifies the Environmental Performance Requirements (EPRs),
  • A Construction Environmental Management Plan (CEMP)
  • An Operational Environmental Management Plan (OEMP) and other plans prior to development.
• Local Government, other authorities and the public are required to be consulted in the preparation of the Urban Design and Landscape Plans that respond to the UDS and relevant EPRs.
• The final design for the freeway must conform with the EPRs.
Conclusions