

# Submission Cover Sheet

North East Link Project EES IAC

# 538

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**Request to be heard?:** No, but please email me th

**Full Name:** Warren Elms

**Organisation:** BUILDERS AIDS PTY LTD

**Affected property:** 10Manningham rd

**Attachment 1:**

**Attachment 2:**

**Attachment 3:**

**Comments:** In response to the North East Link impact statement. Please find my submission attached as a .docx file entitled "nela letter 2019"



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**Heidelberg Hire Service**  
**10 Manningham rd Bulleen**  
**Tel: 03 9850 2316**

Warren Elms  
90 Helene St Bulleen, 3105

In response to the North East Link impact statement.  
This document aligns to the views of the BIZ Groups ideas.

I am a business owner, land owner and tenant of properties in the Bulleen industrial zone.  
My family and business (55years) are directly impacted by the proposed NELP Bulleen industrial zone destruction and proposed Bulleen interchange.  
The impact is huge on several fronts.

The idea of a tunnel is great, so why not tunnel under the Bulleen industrial area, the intersection need only be a two road interchange, one to take traffic over the Yarra heading North and an exit from the North exiting at Manningham Road. Looking at a map and realizing what feeds the roads, it is suggested that all other road movements can use the existing roads, which can be upgraded, for example an off ramp at Bourke road.

Consecutive governments have neglected future planning or closed the door of the future uses in the Yarra river corridor, yet a road to enter a tunnel only takes a Minister or Authority to show the benefits and it can be done.

It is economically unjustifiable to destroy the Bulleen Industrial zone.

The Bulleen Industrial zone has two main business types, Automotive; (largest cluster in Victoria) and Building supply/maintenance. Both sectors are blue collar and not easily replaced as over the years a network of links and supply chains has formed. We service the surrounding areas and as there is no more industrial land available and it will have a huge impact on the communities we serve only to be replaced with a white collar area as a cultural gateway.

Communication between Business owners and the Manningham Council has been very poor the possible land acquisition in Bulleen is inconsistent with local and state planning policies. We also find NELP and any Authority linked to the project always pointing to the compulsory acquisition act. The questions we need answers to are hidden in a web of bureaucracy.

To minimise the impact on the Bulleen industrial zone and the surrounding communities the tunnelling should be started at the Simpson Army Barracks. There, the Federal minister has already agreed that the land can be used and reinstated when the project is finished. This also enables the spoil to be transported

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directly via the ring road to Tullamarine Airport taking the impact off Rosanna road and the surrounding communities.

If the compulsory acquisition takes place the Land and Building I own, in my superannuation is not able to get the same return and to use the equity in the superannuation to purchase another property does not fit into the rules of self managed super funds so I lose out. (Ref. Compulsory Acquisition Act and superannuation rules).

In summary, I do not support the interchanges current proposed location or the compulsory acquisition of land in the Bulleen industrial zone because the cons of such an interchange far outweigh the benefits for both individual business owners and the local community.

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