Members presenting -

➢ Gabrielle de Bruyn - Central Avenue, Balwyn North - Resident since 1995
➢ Mary Harnan - Ventnor St, Balwyn North - Resident since 1997

✓ We thank the Chairman and Panel members for the opportunity to be heard
✓ We thank Boroondara Council and its tireless staff for the support they have provided
✓ We acknowledge all those in our community who have supported each other through 2 very difficult years

Disclaimer:
• This presentation contains, in the main, our opinions
• We are residents and our presentation is from a resident’s point of view
• We are not experts & have not had the capacity to read all the EES documents, nor understand all of them
• We have had difficulty trying to locate relevant documents
• We are not familiar with the EES process, EPRs, etc
• All photos taken by us or members of our group (group members submitted photos) or in public domain
➢ KCRBN covers 313,352 sqm
➢ Situated in a valley near the Yarra River
➢ approx 10-12 km from Parliament House
➢ 106 properties face or back on to the Reserve
➢ KCR & est 599 houses are currently affected by unhealthy levels of freeway noise pollution
Stats (2011 census)

- Average age – 41
- 62% born in Australia
- 42% are singles, single parents or widowed
- 95% of those over 15 work
- 50.5% of homes are mortgaged or rented
Daily wind down
... apart from the freeway noise, you feel like you are way out in the country
Resource to rebalance –
• Cancer recovery
• Grief outlet
• Minimise social isolation
Off-leash dog areas much valued by our canine friends
• KCR may only be a Green Ledge, but it is important in our community’s daily life
• Tai Ichi classes are regularly held
• Xmas dog party!
• Families play soccer
• children learn to ride their bikes
• walking groups meet there every day
• there are seats that honour loved ones
Meet friends
Make new friends
• Exercise equipment
• Playground
• Junior bike track
• Happy faces
much valued and loved community green space
Home to –

- Thousands of trees, some 100’s of years old, mature canopy, lots of other planting
- Ref Inventory & Assessment of Indigous Flora & Fauna in Boroondara 2006 by Dr Lorimer
- Many plant species, 5 locally threatened, 3 of which have viable populations (Eucalyptus viminalis/rubida, Austrodanthonia eriantha, Austrodanthonia tenuior, Phragmites australis, Typha domingensis
- However, in last 10 years, due to effects of drought and massively increased noise and air pollution, health of KCR has been affected
- **Part of a Wildlife Corridor**
  - Although these migratory pathways are often unseen, it is important to us that all creatures are protected
  - **Concerned about removal of hollows suitable for animals**
  - There is a critical need to maintain & improve the overall extent and condition of natural habitats, including waterways.
Numerous fauna

- **Butterflies** - Australian Painted Lady, Cabbage White, Common Brown
- **Fish** - Mosquitofish
- **Mammals** - Common Brushtail Possum, Common Ringtail Possum
History of KCR BN (Bulleen Rd to Doncaster Rd)

<table>
<thead>
<tr>
<th>Year</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1982</td>
<td>Section Bulleen-Doncaster Rd opened as part of 2\textsuperscript{nd} stage, Eastern Freeway</td>
</tr>
<tr>
<td></td>
<td>Sadly, Koonung Creek was put underground 2.4 km at that time</td>
</tr>
<tr>
<td></td>
<td>Disappointing that some 37 years later, proposing to barrel more</td>
</tr>
<tr>
<td></td>
<td>KCR parkland given to community as compensation for the Eastern Freeway</td>
</tr>
<tr>
<td></td>
<td>4 lanes (2 each way), emergency lane each side, on &amp; off ramps</td>
</tr>
<tr>
<td>1990's</td>
<td>Expanded to 6 lanes (3 each way) in preparation for expansion to Springvale Rd</td>
</tr>
<tr>
<td></td>
<td>Interesting to note that the 63 dbA noise policy applied for a 10 year period that expired just prior to Eastlink opening, after that 68 dba once again applied (which is effectively a tripling of noise)</td>
</tr>
</tbody>
</table>

- Yes, we have a freeway near our homes –
  - This negative was turned into a positive for many due to the parkland
  - Chose to live there because of access to green space
  - Expectation - expand to 4 lanes each way in the future
    - but no one expected a massive interchange or 20+ lanes
• Shocked that this route was proposed as an option to complete the Ring Road
  • It is not Orbital
  • Giving it another name does not change that
  • Most of the current Ring Road is 20km+ from Melbourne centre

• Reference to an old city freeway alignment as justification for this route
  • M18 under Bolte plans in the late 1960’s
  • Cancelled in early 1970’s & freeway reservation sold off
  • This old “Greenborough Freeway” was to connect to the Eastern near Burke Rd through the “Banyule” Flats
  • In the late 70’s to early 1990’s there were other proposals to complete the Ring Road orbitally – this Banyule option wasn’t one of them
  • History seems fuzzy - “Banyule Flats” has been replaced somewhere along the line with “Bulleen Flats”???
  • 1.3 km difference between 1960 proposal & current proposed alignment
1972-73 Melways that shows the proposed alignment through Banyule flats
1972-73 Melways that shows the proposed alignment through Banyule flats
• Since 2008 when the 1969 route was resuscitated –
  • First time a freeway connection at Bulleen Rd and Eastern Freeway at the location in Balwyn North was proposed
  • Not aware of, nor able to find, any publicly available plans of a major freeway connection at this location in Bulleen or Balwyn North
  • A little honesty would be appreciated re this never being the proposed route
  • We strongly suggest that everyone impacted in Bulleen and Balwyn North should be financially compensated for everything they lose –
    • Mental, physical and financial health
    • Environmental loss & future enjoyment
  • There seems to be an imbalance between
    • Those Who Gain
    • Those Who Lose
  • The complexity of this option was not conveyed in the selection process

LOTS OF PAIN
ZERO GAIN
We understand the need for progress, but believe it should be progressive
This is ugly, unhealthy & irresponsible progress
We understand that there are benefits for many from this project
But for those most negatively impacted, the impacts are too High

- Zero Pain
- EXTREME GAIN
- Short-term Pain
- Long-Term GAIN
- HIGHLY IMPACTED
- LOTS OF PAIN
- ZERO GAIN

- Net Loss
- Not even given any crumbs, like Doncaster Rail
- No offered compensation?
- Too much Collateral Damage
NELP’s proposal fails to reflect the natural setting & will see –

- 83% of our Reserve consumed for construction laydown
- Not for 6 months or even 1 year but suggested 5-7 years
- 19% permanently lost
  - Not freeway reservation, it is Council owned land
  - Valuable community space – given to the community in 1982 as compensation for the negatives of having a freeway in our neighbourhood

KCR - Highly impacted = Lots of Pain, Zero Gain

We feel terribly wronged and ignored
Further impacted by –

- The size of the expansion – “land hungry design”
- Visual destruction with high overpasses –
  - How this can be acceptable in a residential area with limited parkland where it was never planned
- Height of noise walls, yet will they be high enough to provide protection?
- Loss of our trees, tree canopy, relocation of wildlife?
- Tunnel exit, stack (40m high) – effect whole valley FOR EVER
- Raised Bulleen Rd
- It is disappointing that this was not honestly conveyed to the wider Victorian community during the selection process

✓ **NELA seems to have tried to minimise house acquisitions** (*thank you*)
- But the liveability of 1000’s of homes is compromised
- Current lifestyle where people strive to “bring the outside in”
  - For us, it means having to keep the “outside out”

**Lacks sensitivity to humans, the environment & their interaction**
NEL & Eastern Freeway Connection
• We feel that the visual impact of this connection has been hidden
• Until release of the EES (April-19), unable to find any official map or visual of what would happen at this connection and how it would affect KCR
• When interchange is mentioned – another visual used, e.g. Doncaster Rd
• Given the magnitude of this connection, it must be clearly conveyed
• Videos on NELA’s website show other connections but quickly go from Doncaster Rd to Manningham Rd???
• What has been provided, given the $ NELA had & the technology available today, is substandard
• We would suggest there has been a specific strategy to avoid visuals of this
• Lack of integrity

This project is different than an “exemplary” project like the Metro Tunnel (subterranean tunnel) re effects on residents -
• Short term pain, long term gain, financial benefit, lifestyle benefit
• NEL = Mega long-term pain, zero gain, falling property prices, no lifestyle benefit
When Ms Porter for NELP said “people are part of the environment” when questioning Dr Lorimer on 27 August 2019 well, I was a little lost for words.

The human impact seems to have had little consideration or focus in the NELA assessment process.

It is disappointing that a very large part of the EES summary report is about justifying the project rather than concentrating on the environmental effects –

- On people, their communities, health, community assets, vegetation, wildlife and green space
- Air and noise pollution implications, climate change, health consequences, traffic congestion and thus environmental impacts for us & all of Melbourne.

We question if there is any Urban Design quality at all.

The environmental & human cost for a project that doesn’t meet its basic objective is unbelievable.
• The current design for the connection of the Eastern & NEL neither respects nor protects us or our environments
• The consultation process failed US as well
• Words generally used by our community –
  • Bullied
  • Victimised
  • Manipulated
  • Misled, Deceptive
  • Lack of Information
  • Lack of Transparency
  • Lied to
  • Hidden
  • Brain washing
  • One-way communication
  • Sus statistics

It is not something Victorians should be proud of
Obvious from the outset that NELA highlighted negatives along Option C and positives on Option A. Failed to convey -

- Loss of green space, trees, flora & fauna
- Maximum people affected by this route
- Highest loss of community assets

Effect on Eastern Freeway was ignored and not costed

Expert evidence (P Dunne) suggests Bulleen-Doncaster Rd = busiest road in Aust

Mary banned from NELA FB for asking if they would share VTA report -

- No problem with grade issues for trucks along C
- Didn’t want truck traffic to mingle with Eastern city bound traffic

Further, we believe that if you took into account all the other costs - losses of businesses, loss to community of amenities, loss of value and liveability of homes, loss to health and mental well being - all these are difficult to quantify -

- This could possibly make Option A more expensive than C
In our opinion -

- NELA’s large community consultation budget was used to spread incorrect information to the wider Victorian community
- This led to bullying and trolling on social media
- “Lots of Pain, No Gain” people withdrew into their shells too afraid to speak
- Having a selection process with no Code of Conduct or accountability is concerning
- We seriously suggest that if this is Victoria’s idea of community consultation -
  - Save the money in future & just do a poll on “Current Affairs”

We hope this never happens to other Victorians -

- Political - whether you live in a safe or swinging electorate, should not dictate where major road projects go
- Review essential of the NELA community consultation in a non-political forum with access to their internal documents and funds spent.
- Code of Conduct to ensure integrity for future projects?
- NELA need to be accountable -
  - Threatening resident groups (via media) with police for delivering pamphlets??
  - Wife of CEO joining a closed residents group? REALLY?
Poor Quality Consultation Process & Community Cohesion

- It is disappointing that a massive project claimed to deliver so much for many Victorians used a strategy to marginalise and victimise those most highly impacted.
- It felt like a never-ending episode of “Yes Minister”
- My community has been subjected to 2 stressful years
- Contacting our Federal and State MPs to explore any grounds for a review
- Asking Boroondara Council to put into the Balwyn Library –
  - Copies of all documentation regarding this project
  - Submissions, expert reports, material on NELA’s website, videos, etc
  - For future use for possible legal action
Sustainability

- *Sustainability is not NELP destroying the environment*
- *It is meeting our present needs without compromising the ability of future generations to meet their own needs.*
- “This generation of Victorians has a responsibility to protect the State’s natural environment for future generations” - Source: MELBOURNE IS A SUSTAINABLE AND RESILIENT CITY

- North East Link EPRs are:
  - Not consistent with the project’s sustainability goals
  - Not consistent with current policy settings
  - Not consistent with community and Traditional Owner aspirations

**MELBOURNE IS A SUSTAINABLE AND RESILIENT CITY**

- The Victorian government states Melbourne’s network of green spaces provides important area of habitat for biodiversity conservation as well as opportunities for people to enjoy frequent contact with nature in urban environments.
- Thus existing green spaces need to be protected and new green spaces need to be created to improve landscape connectivity and resilience.
Green Space is important to our Health

• **World Health Organisation** defines **health** as 'a state of complete physical, mental & social **wellbeing** & not merely the absence of disease or infirmity'

• From this perspective **health** is a means to living well, which highlights the link between **health** and participation in society.

• WHO 2016 (a review of evidence)
  • Loss and degradation of urban green space can contribute to the burden of disease exacerbating the effects of other adverse factors in the urban environment, such as inequalities, air pollution, noise, chronic stress & insufficient physical exercise.
  • The need for green space & its value for health & well-being is universal.
  • Its importance is recognized in the Parma Declaration (WHO 2010b)

• **NEL EES Hearing Expert Witness Statement - Glenn Weston**
  • “The Project would occupy a substantial amount of open space during construction & this has potential implications for neighbourhood liveability & the health & wellbeing of residents.”
Sustainability

- Natural habitats need to better protect native flora and fauna, enhance the community’s knowledge and acceptance of wildlife in areas they live, enhance access to nature and recreational opportunities across urban areas and make Melbourne an attractive place to live and visit.
- Melbourne must establish and maintain canopy trees along transport corridors, green buildings and plant up open spaces—including parks, waterway corridors, school grounds and utility easements—together with the provision of a public open space network across Melbourne.
- **Landscape & Visual Assessment - Allan Wyatt – Expert Evidence Statement**
  - “The LVA has assessed the impact of the temporary loss of parkland during construction as high. This rating is reflected in the concerns raised by submitters.”
Environmental noise exposure is responsible for a range of health effects -
• Increased risk of ischaemic heart disease
• Sleep disturbance
• Cognitive impairment among children
• Annoyance
• Stress-related mental health risks
• Tinnitus

In Balwyn North, people experience –
• Trouble sleeping
• Anxiety
• Children have trouble studying
Freeway Noise Pollution - Victoria

Victoria does not have a Freeway Noise Policy that protects all Victorians equally
- Nor does it apply World Health Organisation guidelines
- Nor does it seem to invest in research on this issue
- What research is the 63 dba or 68 dba actually based on?
- Nor it is overseen by an independent body

Victoria is still pursing a car based transport model
- As freeway noise levels rise, it is important that communities are protected
- Objective to take traffic off local roads on to freeways
  - Thus focussing a high % of noise and air pollution onto the shoulders of a few
- A fair society would ensure that those bearing the most burden are properly protected

Victoria does not do this
- We use the Policy to browbeat those in pain
- We focus on Minimum protection rather than Maximum
- We ignore health implications
- People affected have no recourse
Freeway Noise Pollution - Green Space

- **VicRoads Traffic Noise Reduction Policy (VRTNRP) does not protect green space**
- NELP EES also fails to value green space, particularly given the State Governments publications such as Melbourne is a Sustainable and Resilient City 2017.
- In WHO’s 2002 directive on the assessment and management of environmental noise, public parks were included (Scope 1) and are protected
  - **It is time that our green spaces were protected**
  - We note experts discussed this - Passive, active
  - Suggest an approach –
    - Green space in highly populated areas that is a part of a community daily life should be protected by the same noise level as homes
    - Large open space further out – it is not appropriate
- Our Reserve has no noise pollution protection other than mounds & trees, some large sections have nothing
Confused – were any actual readings taken in the Reserve for this project?

Concerned about the validity of readings taken in the area, as they seemed quite low given the increase in traffic each year

- ?? EES shows noise readings at 3 houses in surrounding streets in Balwyn North. Given the overpasses, massive freeway widening & estimated increase in traffic, noise readings at 3 properties seems insufficient ??

- Confused that rather than bringing freeway noise protection in Victoria into the 21st century, there is a move to have project specific noise protection

- Purpose? It seems more confusing than empowering

- Concerned - NELA tried to sell it at community sessions as some new fab policy!

- We don’t believe 63 dba for daytime protects people’s health and well being
  - For me, anxiety occurred around 60 dBA

- As noise in Melbourne increases, we need to understand this better
  - Particularly if we are loading unhealthy noise levels on some
Freeway Noise Pollution - KCR

• **24 hour freeway** –
  • Must have a Night Time Policy
  • Speed limits if needed to achieve a Night Time Policy
  • Truck numbers predicted to increase manyfold during the day & night. This has massive implications for the environmental health of KCR.
  • KCR (green space) must be protected by a Night Time Policy

• **Must be consideration of a Valley topography:**
  • A valley = amphitheatre = “boon” effect, especially from trucks and motor bikes
  • Compounded by the curve around KCRBN:
    • Doncaster Rd overpass
    • Bulleen Rd exit
    • Vehicles travelling the whole bend
  • Vertical sound reflective walls fail to contain “peak” noise in a valley topography.
  • In 1996, encapsulation of noise using curved sound absorptive noise walls was recommended in a valley topography (ref Carr Marshall Day Report, Eastern Freeway).
Freeway Noise Pollution

- We take exception to the statement –
  - “North East Link has adopted more stringent criteria than required by the VicRoads Traffic Noise Reduction Policy by utilising the criteria for new roads for the widening of the Eastern Freeway.”
  - Is NELA/P really suggesting that the Eastern Freeway in Balwyn North which will nearly triple in size from 6 lanes to 18-24 lanes will be lucky that 68 dBA is not to be applied?

- The emphasis on the decrease in noise on other local roads is fabulous for those who Gain with Little Pain, but hardly helpful to those with “No Gain, but Mega Pain”

- On “Victoria’s largest road project ever” –
  - Why no innovative noise walls
  - No emphasis on sound deadening absorptive materials for a valley topography
  - There must be a better option than high overpasses
  - No filter on the Ventilation Stack, nor allowance for it
  - Failure to discuss or comply with WHO guidelines
  - Seems there is an emphasis on just doing the minimum
  - One wonders if there are incentives for how much “a community can be screwed”
Freeway Noise Pollution - KCRBN

- All overpasses and raised roads must have noise barriers/screens to protect the environment for ourselves and future generations.
- We question the effect of lighting from the vehicle and freeway on raised sections.
- We note that in the past when budgets run low freeway noise attenuation gets cut and cheaper protection provided.
  - Communities must be assured that if adequate noise attenuation is not provided or if noise is worse than estimated, the Eastern and NEL will be closed until it is rectified.
- **We would like a noise and air monitoring station in KCR** —
  - With an App where our community can be updated
- **We need a clear concise outline** —
  - Noise Policy being applied to our Reserve by NELP or the responsible body
  - Understanding of why WHO guidelines are not being applied
  - Why our green space is not protected as WHO guidelines indicate
• 83% of KCRBN destroyed for construction purposes.
• 83% unavailable to our community for up to 7 years.
• Visual impacts would be at greatly affected with the destruction of trees and vegetation.
• Then at completion we will have a enormous interchange to roads sitting high on our urban landscape, increasing the noise and fumes and devaluing our properties.
• Loss of 7,000 trees, possibly 14,000 trees, loss of irreplaceable vegetation and removal of all wildlife, and resultant loss of and long-term modification of, the structures, composition and ecological function of the land
• Affect of loss on a whole community with ramifications on physical and mental health, our total wellbeing and social interaction
  ◦ A child who lives in the area could start primary school and be in secondary school by the time they were able to utilise the Reserve again. They would at university by the time the tree canopy is of any significance.
• What type of communication and redress process will be set up?
Environment Protection Act

- Provides a legal framework to protect the Victorian environment with regard to noise emissions, air, water & land in Victoria.
- Allows for the establishment of standards for the management of air pollution emissions and noise through state environment protection policies and waste management policies. These standards must be upheld. After all, air quality is as important to public health as safe food or clean drinking water.

Air quality and noise impacts should be a fundamental consideration in the design and assessment of all new developments.

As a community we want an Environmental Protection Notice (EPN) on the Koonung Creek Reserve Balwyn North.
Poor Urban Design

• “An Urban Design Strategy has been developed to ensure that the project incorporates high quality urban design that would deliver a positive civic legacy for local communities in Melbourne’s north-east making a strong and lasting contribution to the city’s public realm.” (Pg2 EES Summary)

• “Principle of intergenerational equity: The present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations.”

• The current design fails to meet the Urban design strategy (EES Summary, p2) where it connects with the Eastern Freeway -
  ▪ Minimising impacts on communities
  ▪ Minimising impacts on environmental assets
  ▪ Minimising impact during construction

• How can a project be approved without a firm design?
Poor Urban Design - Heavily Impacts KCR

- Current design between NEL & Eastern Freeway highly impacts KCR—
  - Fails to leave a “positive civic legacy” or “intergenerational equity”.
  - Is old fashioned invasive design – I know retro is in, but this is not even good vintage!
  - Ugly high noise walls
    - At the edge of our wetland
    - Looking into homes
    - Views of greenery changed to concrete
  - Effectively a desert during construction
  - EES - “overall open space acquired or used temporarily is relatively small in area”
    - Taking KCR for up to 7 years – well I don’t call that temporary
    - Taking 83% is invasive and unnecessary
  - High overpasses in the middle of several suburbs is irresponsible
  - Reference design doesn’t fit the ambitions of the Urban Design Strategy
Surely we can do better? Give us some gain?

• Instead of destroying green space, why can’t we add to it?
• Dropping overpasses down, freeway down, building walls that curve in, where vegetation could grow – increasing green space, reducing noise & pollution
• Why can’t we try above ground type tunnels that protect communities?
• Cover roofs on homes on Grand Designs with grass & wildflowers with relatively small budgets - considering the billions being spent, design something that covers the freeway, decreases visual negatives?
• Think outside the box – put solar panels on walls & give everyone whose property is negatively affected cheaper energy
• Surely we are bright enough to come up with something world leading rather than massive overpasses towering over our environment
• Backwards move from the award winning noise walls - Eastern (Woodmarsh)
• Why is it so wide? Consider all that will be destroyed, yet the bottlenecks will still be at Hoddle St and the Mullum and Melba tunnels.
• Give us the long waited for Doncaster Rail
We feel that we have been treated with a lack of respect during the NELA Consultation Process. I thank you for listening today.

It needs to be recognised that this route is harmful to many people –
• This was not conveyed in the selection process
• Communities, assets, environment, green space, physical health, mental health, financial health and the overall liveability and enjoyment of homes.

We must –
• Minimise impact on KCR Balwyn North, its vegetation & wildlife, on the liveability of our homes, and our health
• Retain the community connection that KCR provides
• Maintain the corridor for the wildlife we have left
• We respectfully demand to be RESPECTED and PROTECTED
• Just because we currently have a 6 lane freeway near our community and parklands, doesn’t mean we don’t count

Summary - We Request a Better Outcome

HIGHLY IMPACTED    Lots of Pain     No Gain
If a “Ring Road” is to be squeezed into a highly populated urban area where land has not been set aside, then each inch of it needs good quality design.

The Eastern & NEL connection must be reduced & redesigned
- Something innovative that adds to our community, at the moment we get ZERO & mega loss.
- How about some GAIN?
- How can an educated society take away so much from highly negatively impacted people to save minutes in traffic? (quite simply, it is very sophisticated THEFT)

In the 70’s freeway noise was a relatively unknown issue
- Today freeways are larger, more invasive and busy 24 hours a day
- Most people don’t want freeways in their communities, so if it goes in someone else’s community, Victoria must treat the effected people fairly - they must be protected not argued with and worn down over time.

Summary - We Request a Better Outcome
Green space in highly populated areas must be protected from freeway noise pollution

Ongoing transparent monitoring of freeway noise and air pollution by an independent body

**We would like a noise and air monitoring station in KCR —**
- With an App where our community can be updated

**We need a clear concise outline —**
- Is any Noise Policy being applied to our Reserve by NELP or the responsible body
- Understanding of why WHO guidelines are not being applied
- Why our green space is not protected as WHO guidelines indicate

**Summary - We Request a Better Outcome**

- Highly impacted
- Lots of pain
- No gain
Better design outcome

Photos from public domain
We Request a Better Outcome

- Highly suspicious this has turned into a city bound connection (i.e. eastern Tullamarine Freeway)
  - ? Nillumbik’s submission re road improvements to get their residents to this freeway quicker!
  - For environmental reasons they stopped the Ring Road being completed orbitally, but it seems their environmental consciousness is selective
  - Disturbing as they already have a rail service that addresses city bound transport
  - We suspect that within a few years of this project coming online there will be a call for a true completion of the Ring Road involving $ billions more

- Refer to Nillumbik’s submission requesting a landmark sculpture at the entrance to their Shire ..... 
  - We suggest that any funds be used to protect those worst affected along the route and that Nillumbik pay for their own visual accessories
  - We do not want any tree offsets from KCRBN put in Nillumbik
We Request a Better Outcome
Our health, environment & homes are more important than saving a few minutes in traffic

- Consider all that will be destroyed
  - The NEL tunnel can never be widened!
  - Bottlenecks still at Hoddle St and the Mullum and Melba tunnels.
  - Grade issues in the Mullum & Melba tunnels for trucks will still continue!
  - It won’t fix Rosanna Rd

- A search party needs to be set up to find the EPA – they seem to have a limited role in protecting our environment from freeway noise pollution.

- The effects of this project mean that we will need as many trees as possible to try to rebalance our environment.

- If our health and liveability of our homes can’t be protected from freeway noise pollution, then the freeways should be closed until they are!

- For those who will be affected, every minute of every hour of every day of every week of every year -“maybe’s” give little comfort
  - We need to see a proper design, it should not be left up to the contractors
We Request a Better Outcome

- This project cannot be justified on its long-term benefit to Victoria.
  - Pursuing other more cost effective & environmentally friendly options such as rail freight & public transport.
  - That would decrease traffic on everyone’s roads & ensure these expensive road projects are not continually needed thus diverting funds elsewhere – hospitals, homeless, education, etc.

- Over time freeways get busier and busier –
  - Not fair to put time limits on community protection from noise pollution, particularly when we all know traffic is increasing
  - Disappointing that choke points at Melba/Mullum tunnels & Hoddle St were not explored during the selection process & that NELA conveyed otherwise
There are reports that some trees along the route are already being marked

If this route proceeds, we request our community be provided with an opportunity to farewell our trees and our green space

That we be advised when our trees are to be taken

Most of us work, so we would appreciate one last weekend to enjoy our Reserve and trees

Most of us would like to arrange to be away from our community when the destruction starts

Can we please ask that any mature or significant sized trees are set aside

We would like to discuss with our Council opportunities to use them

We also request that we and other communities who love the Victorian Tree of the Year – The Caltex Tree – be likewise consulted
To Panel Members:

- Thank you for your time
- We assume you are passionate about protecting the environment, particularly for future generations
- Please consider, whether in the year 2019, this is acceptable design outcome

Lastly, I would like to ask each Panel Member to consider:

- Would you want this next to your home or where your children or grandchildren play?
- If there is no alternative, how would you expect to be protected and compensated?
- Particularly if it was not on any publicly available plan when you purchased your home?

We love the Koonung Creek Reserve Balwyn North
We want it preserved, flawed as it is
We love living in our community
We get NO GAIN and FOREVER PAIN
NO GAIN
and FOREVER PAIN

Koonung Creek Reserve Balwyn North
Preservation Group

Gabrielle de Bruyn
Mary J Harnan