

## NORTH EAST LINK EES – SUBMISSION TIPS

- Submit online > <https://engage.vic.gov.au/north-east-link-project>
- Make it unique: share your personal impacts, concerns and stories
- Clearly explain why the environmental effect is unacceptable using evidence
- Where possible, propose modifications to the proposal to address any unacceptable environmental effects (your key outcomes).
- Can be just 1-2 pages
- There are thousands of pages of info, here are some points to get started with!
- When you submit, tick to present at the panel hearings. We'll help you get prepared, but it's vital the panel hears face-to-face stories

### TEMPLATE – ADD PARTS FROM THE POINTS BELOW

Dear North East Link Inquiry and Advisory Committee,

As an independent panel free from political barriers, you have an opportunity to make recommendations to the government that will protect our community and our city.

I am XXXX and live in XXXX.

I call on the Inquiry and Advisory Committee to rethink the North East Link. The cost of the project is too high for our city.

I recommend that we give priority to public transport options that will allow more people to leave their cars at home.

I ask Planning Panels Victoria to support community concerns about the North East Link. I urge the panel to recommend reallocating priority to public transport options that will reduce congestion in Melbourne rather than further lock our city into reliance on private cars for transport.

### ALTERNATIVES

- \$16.5 billion could:
  - Melbourne Metro Tunnel 2 from Clifton Hill to Newport
  - Doncaster Rail link
  - Get started on constructing the suburban rail loop
  - Fund 1000 new primary schools, or 500 high schools for our growing suburbs
  - 16 new hospitals to provide quality healthcare.
- Full info: [www.melbournefoe.org.au/nel\\_transport\\_solutions](http://www.melbournefoe.org.au/nel_transport_solutions)

### IMPACTS

- Losing 138 homes (36) and business (102)
- Uncertainty or acquisition of businesses impacting on the viability of businesses and the availability of local jobs and services
- Acquisition of residential properties disrupting established social networks and requiring residents to re-establish and adapt to a different place
- Construction works and location of infrastructure close to residential properties leading to impacts such as on amenity, lifestyle, liveability and disruption to daily life and activities
- Traffic, air quality and engine brake noise-related impacts on human health and amenity for surrounding land uses, businesses, and the community (see more below)

### CLIMATE

- Climate Change Act (2017) commits to zero emissions for Victoria by 2050 – including the transport sector
- Change of emissions with NEL project -0.13% by 2036 (compared to no project) – however we need it to reduce 100% in line with targets!

## ENVIRONMENT

- For decades local residents have been patiently re-vitalising the local parks, waterways and green spaces with native vegetation to create a healthy and liveable community.
- 182,300 sq m of open space lost
- 52 hectares of native vegetation
- 26,000 trees – permanent project infrastructure preventing the re-establishment of tree canopy cover
- Ecological and heritage impacts due to changes to groundwater conditions and waterway form
- Permanent infrastructures such as noise walls and elevated structures overshadowing places of ecological value (such as Koonung Creek)
- Flooding and water quality impacts associated with permanent infrastructure.
- Yarra Rive Protection Act excluded from consideration with this Major Project!

## TRAFFIC

- Traffic along the Eastern Freeway is predicted to increase by up to 95,000 vehicles/day.
  - 5% ending at Hoddle St = 4750 extra vehicles
- Increase in traffic on some arterial roads south of the Eastern Freeway, including:
  - Bulleen Road – total increase of 4,900 vehicles/day both directions
  - Elgar Road – total increase of 3,600 vehicles/day both directions
  - Surrey Road – total increase of 2,600 vehicles/day both directions
  - Springvale Road – total increase of 5,700 vehicles/day both directions
- M80 Ring Road between Plenty Road and the Greensborough Bypass to increase by 72,000 vehicles per day in both directions

- Public transport services are adversely affected by delays or loss of travel time reliability due to additional traffic through key intersections, due to altered local traffic patterns or temporary closures due to maintenance activity
- Construction:
  - Removing spoilage from site: approximately 620 truck movements per day to locations in the north via the M80 Ring Road. This haulage task would take place for up to 20 hours of the day.
  - Delivery of materials: net increase of around 140 truck movements
- Loss of railway reservation in central median of Eastern Freeway

## AIR QUALITY

- Redistribution of traffic on surface roads during operation changes ambient pollutant levels (particulate matter, nitrogen dioxide, carbon monoxide, volatile organic compounds and polycyclic aromatic hydrocarbons)
- Emissions from tunnel ventilation structures potentially impacting on the health of the surrounding the community
- Health effects include respiratory and cardiovascular effects morbidity or premature mortality

## NOISE

- Medium risk - Noise generated by the redistribution of traffic due to operation causes an increase in noise potentially affecting the health and amenity of the local community. In particular, these impacts may:
  - increase annoyance affecting cognitive function in schools and workplaces, or
  - increase sleep disturbance causing an increase in hypertension and increased risks of cardiovascular morbidity or premature mortality

## INDIGENOUS + NATURAL HERITAGE

- 28 registered Aboriginal cultural heritage places and four historical references were registered in the activity area. (pg. 9)
- Throughout the 1840s there are numerous historical references to Aboriginal people camping at Bolin Bolin Billabong, as well as other locations along the Yarra River close to the study area. (pg. 6)
- Construction of North East Link would involve the clearance of land and ground excavation which has the potential to disturb or destroy Aboriginal cultural heritage places or values. (pg.14). Significant Aboriginal cultural places and historical references that will be affected include scarred trees, artefact scatters and historically significant areas. (pg. 11)
  - Scarred trees – A tree that has scars as a result of Aboriginal activities. Aboriginal people caused scars on trees by removing bark for various purposes. These scars vary in size and expose sapwood on the trunk or branch of a tree.
  - Artefact scatter – Artefact scatters are the remains of past Aboriginal activities. These scatters usually contain stone artefacts but can contain other materials.
  - Historical reference – A location important because of its associations with and cultural significance to Aboriginal people. (pg.9)
  - There is potential to impact seven Aboriginal cultural heritage places listed above during construction, two artefact scatters, two scarred trees and a river red gum tree (pg. 16 & 17)
  - The two scarred trees will be de-registered as culturally significant- although the document has not explained why (Pg. 17).
  - Bolin Bolin Billabong will be affected by drawdown of groundwater due to tunnelling activities (pg. 17).
- There is a medium risk rating for disturbance or destruction of cultural heritage places, cultural materials, stratified deposits and burial sites. (Pg.14)

## MORE INFO + FOLLOW THE CAMPAIGN

- [www.getonboard.org.au/rethink\\_nelink](http://www.getonboard.org.au/rethink_nelink)
- [www.facebook.com/WeSustainCities](https://www.facebook.com/WeSustainCities)
- [#RethinkNELink](https://twitter.com/RethinkNELink) (twitter)
- Community Environment Legal Service Toolkits: <https://www.cels.org.au/kits-and-fact-sheets/>
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