

North East Link

Feedback on Ring Road Completion UDLP – November 2023

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Summary

Current plans for the northern section of North East Link MUST be changed to enhance **amenity**, improve **connectivity** and **make better use of land**. Watsonia is the only section of the 28 kilometre freeway where 18 lanes will be squeezed hard up between a shopping village and residential area with limited green spaces or trees to soften the landscape. Design for this section of road is significantly LESS appealing than any other section of North East Link and, in Council's opinion, does not meet the guidelines that the State promised would be delivered for the Watsonia community. Failure to cover the trench at Watsonia as advocated for by Council, our community and Watsonia traders will result in less connectivity and reduced amenity and further divide the community.

This once in a life-time opportunity to build infrastructure that provides an accessible, sustainable and thriving community for the future has not been embraced. Furthermore, the delayed release of plans the Watsonia Station area makes it hard to assess just how poor the accessibility for pedestrians and cyclists into the Watsonia shopping centre precinct will be. Banyule Council believes the plans for the northern section of North East Link fail in three major ways:

Amenity

- The opportunity has not been taken to cover the North East Link trench at Watsonia resulting in less connectivity and amenity and further dividing the community.
- Plans show 18 lanes between Watsonia Road and Elder Street. No other residential community along North East Link will experience such a massive loss of amenity.
- Plans show minimal treatments to reduce noise, heat or pollution along the Watsonia section of the freeway.
- Continuation of the Greensborough Road Boulevard with large canopy trees has been omitted from the plans.

Connectivity

- The land bridge at Elder Street is narrow and provides a pedestrian/cycling connection on the south side only. Currently you can cross from both sides at Elder Street.
- The land bridge at Watsonia Road, whilst providing open space, is suitable for landscaping only and not community use with a pedestrian/cycling path only provided on the north side.
- There remains no direct pedestrian/bike path delivering residents from the east to west side of North East Link, with cycling paths weaving up and around to get from one side of the freeway to the other.
- The proposed off-road Shared User Path on the western side of the Greensborough Bypass has been changed to an on-road cycling connection along Sellars Street.
- The proposed off-road pedestrian/bike path on the eastern side of the Greensborough bypass from Nell Street up to the Watsonia Town Square development has been replaced with an on-road cycling route along Ibbottson Street.

Land use

- Maximising the opportunities for land use at Watsonia Neighbourhood Centre has not been realised.
- Plans do not promote and support local traders with a focus on a thriving Watsonia precinct.
- Significant opportunities to improve Watsonia Station precinct remain unanswered now that this section of works has been removed from public exhibition.

Watsonia Station

Council believes the station needs upgrading and these works need to coincide with the North East Link construction phase so as not to further inconvenience Watsonia Traders. Works should include:

- Improved amenity, safety, accessibility and vibrancy of the Watsonia Station precinct.
- Development over the rail line with accessible station design.
- Underground multideck carpark with restaurants, community services and housing above to activate the precinct 24/7.
- Integrate future development with the new Watsonia Town Square.
- Develop more affordable and key worker housing in station precinct.

6.1 NORTH EAST LINK – RING ROAD COMPLETION

URBAN DESIGN AND LANDSCAPE PLAN – COUNCIL SUBMISSION

SUMMARY

1. The North East Link Program (NELP) released the Ring Road Completion Urban Design and Landscape Plan (UDLP) for public exhibition from 9 October 2023 to 29 October 2023.
2. Council sought and was granted an extension for our submission to 21 November 2023.
3. It is acknowledged that significant effort has been put into the design of the northern section of the UDLP by the AMA consortium and NELP. Workshops were also provided to Council and Council Officers to assist in understanding the concept design developed by AMA and how it sought to address the project requirements which were appreciated.
4. It is of concern that NELP do not intend on applying a Gender Impact Assessment (GIA) to its public infrastructure designs as required by the *Gender Equality Act 2020* either as part of the endorsed UDLP or as the designs progress through the design review process. It is noted that Crime Prevention Through Environmental Design (CPTED) principles have been applied.
5. The Watsonia Station carpark (including the proposed multideck carpark) has not been included in this UDLP and will be the subject of a future UDLP process at a date yet to be determined by NELP. This has made a context relevant assessment of the east west connectivity at Watsonia and integration with the project difficult by quarantining important aspects of the design.
6. It is considered that the UDLP has not fully met the requirements of the Urban Design Strategy (UDS).
7. While the Watsonia Road/ Greensborough Road intersection has improved from the reference case, requests for increased land bridge coverage and improved east west walking, cycling, and bus connectivity at Watsonia have not been adequately addressed.
8. The replacement of the required off road cycling connections with on-road cycling connections along both Ibbottson Street in Watsonia and Sellars Street in Watsonia North is considered unacceptable and it is recommended that further work to develop off road connections is undertaken.
9. The removal of the dangerous roundabout at Greensborough Bypass, Civic Drive, and Diamond Creek Road has not been included in the project scope.
10. Council has made a number of further recommendations to improve compliance of the UDLP with the UDS.

RECOMMENDATION

That Council:

1. Write to the North East Link Project (NELP) to provide this report and attachments as Council's submission to the NEL Ring Road Completion Urban Design and Landscape Plan (UDLP) public exhibition.
2. Provide a copy of Council's submission to the Minister for Transport and Infrastructure, the Minister for Public and Active Transport, and the State Member for Bundoora.
3. Write to the Minister for Transport and Infrastructure, the State Member for Bundoora and the State Member for Eltham to request the upgrade of the Watsonia Train Station and the removal of the dangerous roundabout at Greensborough Bypass, Civic Drive, and Diamond Creek Road.

COUNCIL PLAN

- This report is in line with Banyule's Council Plan strategy to "Lead on the use of sustainable modes of transport, and encourage walking, cycling and use of public transport".

BACKGROUND

- The North East Link (NEL) is being developed and constructed by the North East Link Project (NELP) in two sections (packages) by separate building consortia in Banyule. The Central Package runs from Bulleen (in tunnel under Banyule Flats and Lower Plenty Road) to just south of Watsonia. The Northern Package includes Watsonia and extends to the M80 Ring Road.
- The Minister for Planning approved a planning scheme amendment in December 2019 which applied the North East Link (NEL) Incorporated Document, December 2019 to the project area. This document requires that an Urban Design and Landscape Plan (UDLP) or plans are prepared and endorsed by the Minister of Planning for the project. These may be developed for the project in stages.
- Each UDLP must:
 - Detail the design of the project including site layout plans of proposed infrastructure (above ground), architectural plans with materials and finishes, and landscape plans with species selections.
 - Demonstrate how it is in accordance with the approved Urban Design Strategy (UDS), the Environment Performance Requirements (EPR's) in the approved Environmental Management Framework.
 - Include a plan which shows the extent of the UDLP area in relation to any publicly available or approved UDLP/s.
 - Include a plan which shows the boundary of the Project Land and location of areas to be used for construction compounds consistent with the approved Construction Compound Plan/s.
 - Be accompanied by a summary of the consultation carried out during the public exhibition period including all written comments received and responses to issues raised.
- A UDLP for the central works south of Watsonia was endorsed by the Minister of Planning in February 2023.
- In October 2022, the Victorian Government and North East Link Program (NELP) announced that the AMA consortium had been selected as the preferred bidder to complete the M80 Ring Road and Northern section of the project. The work was to include new lanes, smart technology, a traffic interchange with North East Link and Greensborough Bypass, a new multi-level car park at Watsonia Station, and walking and cycling connections.

DISCUSSION

Urban Design Strategy

The UDS for the project was approved by the Minister for Planning in March 2020. It set out 8 urban design principles and 27 high level objectives for the project.

- A number of objectives have been met for this UDLP, but a number fall short including:
 - Objective 1.3 Landscape & visual amenity Sensitively enhance landscape and visual outcomes and reduce physical and visual impacts associated with the project.
 - Objective 1.5 Architectural contribution Make a positive architectural contribution to infrastructure including bridges, noise walls and other structures.
 - Objective 2.1 Connectivity Improve people's ability to move through the immediate and wider area with ample, efficient, and quality links across and along the corridor for all transport modes, including pedestrians and cyclists.
 - Objective 2.2 Transport integration Maximise the benefits of the project by facilitating seamless access to a variety of public transport, walking, and cycling choices as part of a connected intermodal network.
 - Objective 2.3 Legibility & wayfinding Provide a coordinated design that promotes visual connections and wayfinding, reduces reliance on signage and minimises visual clutter and obstructions to key views.
 - Objective 3.1 Integration with context Avoid, minimise, and mitigate any severance of communities. Provide a well-integrated corridor environment that enhances the street network and takes advantage of opportunities to connect and integrate with the broader commercial, residential, and open space functions and environment.
 - Objective 3.3 Strategic alignment Provide an integrated transport infrastructure and land use solution that responds to strategic transport and land use planning for the broader precinct in consultation with local government and authorities.
 - Objective 6.1 Putting people first Provide places that are comfortable, inclusive, and pleasant for the local community, support active and healthy lifestyles, and encourage diverse social interaction within public spaces.
 - Objective 6.2 Places for people Improve local neighbourhoods where there are opportunities to create inviting, people-friendly streets and public places.
 - Objective 7.2 Road safety Prioritise safety for all users including motorists, cyclists, pedestrians, and public transport users, and avoid unnecessary distractions.
 - Objective 8.2 Twenty-minute neighbourhoods Support and enhance 20-minute neighbourhoods for convenient and desirable access to everyday services and facilities (within a 20-minute walk from their home, or faster by bicycle or local public transport).
 - Objective 8.3 Active transport Encourage walking and cycling for transport and recreation with an integrated active transport infrastructure that meets future growth in demand and connects seamlessly with surrounding networks and with proposed infrastructure being delivered by others.

- This part of the project has failed to:
 - Reduce physical and visual impacts of the project (O1.3) and avoid the severance of communities (O3.1) and put people first (O6.1) as significant trenched sections or road have been provided and a number of off road pedestrian connections not provided.
 - Make a positive architectural contribution (O1.5) as only simple design features have been provided.
 - Improve connectivity across the corridor (O2.1), support and enhance access to everyday services and facilities (O8.2) and encourage walking and cycling (O8.3) with ample and improved links not being provided especially in Watsonia.
 - Facilitate seamless access to public transport (O2.2) with the Watsonia station excluded from the project and no bus interchange provided.
 - Promote visual connections and wayfinding (O2.3) with no direct connection provided in Watsonia.
 - Provide an integrated transport and land use solution (O3.3) which limit opportunities provided to integrate the project with land uses especially in Watsonia.
 - Create inviting public places for people (O6.2) with additional opportunities not included in Watsonia by not covering the trench.
 - Prioritise safety for all users including cyclist and pedestrian (O7.2) as off-road connections have not been included and sections of paths have been made shared zones.
- These concerns have been further discussed below and in the attachments.

Council land occupation

- NELP have temporarily acquired three land parcels in Watsonia to facilitate the Ring Road Completion construction works. These include:
 - Frensham Reserve for construction of a carpark to provide offset commuter carparking for Watsonia Station during construction – from January 2023 to 3 October 2028.
 - Garbonia Reserve and AK Lines Reserve to accommodate construction compounds and carparking for construction workers – from 1 September 2023 to 3 October 2028.
- Sporting clubs that previously used these reserves have been relocated in anticipation of this occupation to new facilities delivered with NELP funding at Binnak Park, Greensborough Secondary College, and Ford Park in Bellfield.

Ring Road Completion UDLP

- The North East Link Project (NELP) released the Ring Road Completion UDLP for public exhibition on 9 October 2023 and submissions were due by 5pm, Sunday 29 October 2023.
- The Watsonia Station carpark (including the proposed multideck carpark) has not been included in this UDLP and will be the subject of a future UDLP process at a date yet to be determined by NELP. This has made a context relevant assessment of the east west connectivity at Watsonia difficult by quarantining important aspects of the design.
- Council sought (and were granted) an extension of the submission date to 21 November 2023 to allow for due consideration at its next available Council meeting.
- A timeline is provided below:

Date	Ring Road Completion UDLP
9 - 29 October 2023	21 day UDLP Public exhibition period
30 October 2023	Draft Council submission provided to NELP
21 November 2023	Final Council submission (this report) to be provided to NELP
Early 2024	UDLP Minister Endorsement expected to allow construction to commence

- Council has a NEL advocacy projects list that was developed in the early stages of the NEL planning process in 2018 and has been updated as the NEL program has progressed through the Environmental Effects Statement (EES) Process.
- The list has been reviewed to considered progression from the EES Reference design to the Ring Road Completion UDLP. The updated list is included in this report at Attachment 1. Items of relevance include:
 - While the Watsonia Road / Greensborough Road intersection has improved from the reference case, requests for increased land bridge coverage and improved east west walking, cycling, and bus connectivity at Watsonia have not been adequately addressed.
 - The removal of the dangerous roundabout at Greensborough Bypass, Civic Drive, and Diamond Creek Road has not been included in the project scope.
 - Gateway treatments into Greensborough and Watsonia need to be improved.
- Council officers across the disciplines of transport planning, transport engineering, urban design, open space planning, water management, biodiversity, and community impact have reviewed the Ring Road Completion UDLP, compared it to the design intent provided in the NEL Urban Design Strategy and made recommendations as set out in full in Attachment 2 – Project wide comments and Attachment 3 – Location specific comments. A summary of key issues is provided in the section below.
- It is acknowledged that significant effort has been put into the design of the northern section of the UDLP by the AMA consortium. Workshops were also provided to Council and Council officers to assist in understanding the concept design developed by AMA and how it sought to address the project requirements which were appreciated.

KEY ISSUES

The following are key project wide considerations:

- It is of concern that NELP do not intent on applying a Gender Impact Assessment (GIA) to its public infrastructure designs as required by the Gender Equality Act 2020 either as part of the endorsed UDLP or as the designs progress through the design review process. It is noted that Crime Prevention Through Environmental Design (CPTED) principles have been applied.
- Further detail on tree removal and landscaping should be included to assist in understanding the impacts to Banyule.
- Fauna support to navigate barriers introduced by the NEL should be incorporated at all overpass and underpass opportunity.
- Improvements to noise wall appearance and location are suggested.
- Improvements are evident in the inclusion of water sensitive urban design elements from the EES reference design.

The following are key location specific considerations:

Watsonia

- It is considered that the UDLP has not fully met the requirements of the Urban Design Strategy (UDS):
- Principle 6 - Vibrancy - Objective 6.2 - Places for people - *Improve local neighbourhoods, where there are opportunities to create inviting, people-friendly streets and public spaces.*
- Or Key Design Requirements (KDR) including KDR 2R - *Connect neighbourhoods, reduce fragmentation, and facilitate the continued integration of the diverse community in this area, and*
- KDR 5R - *Maximise opportunities for land use integration at Watsonia Neighbourhood Centre.*
- It is considered that the opportunity has not been taken to meaningfully cover the NEL trench resulting in less connectivity and amenity and further dividing the community.

- The replacement of the required cycling connection along Hurstbridge Rail Line with an on-road cycling connection along Ibbottson Street is considered unacceptable and it recommended that further work to develop an off road connection is undertaken.

Nell Street Bridge

- Creative improvements to the architectural design of the overpass are considered necessary to support its gateway and amenity functions.
- A shared zone (vehicles, pedestrians, and cyclists) as proposed to link Nell Street to Temby Street is not considered acceptable as a proxy for a shared user path that must meet the specifications of a strategic cycling corridor.
- Overlooking of residential properties must be adequately addressed.

Grimshaw Street Interchange

- Water harvesting opportunity at AK lines reserve should be further considered.
- Permanent incorporation of an intersection at Grimshaw Street and Frye Street should be considered to alleviate traffic congestion (as currently installed temporarily to service the AK Lines NEL construction compound).
- Inclusion of a raised pedestrian crossing at the slip lane turn north onto Greensborough Hwy/ Bypass to improve safety is recommended.

Yando Street underpass

- Direct shared use path (SUP) connections to the Greensborough to Eltham SUP (under construction) and the Plenty River Trail should be considered for inclusion.

M80 Interchange

- The replacement of the required cycling connection behind Sellars Street Hurstbridge Rail Line with an on-road cycling connection along Sellars Street is considered unacceptable and it recommended that further work to develop an off road connection is undertaken.
- Ensure no reduction of service to on-road cyclists traveling north along Greensborough Road and connecting to the Greensborough Bypass Southbound On-Ramp than in current road arrangement. Note that this is a popular cyclist training route.
- Improvements in sense of arrival and public art inclusions are considered necessary including to the architectural design of the Macorna Street SUP bridge and the lookout / gathering space.
- It is recommended to increase tree canopy and understorey planting surrounding the WSUD area to soften and naturalise the area.
- Improved connections from the M80 shared user path should be provided to Plenty Road, Coyle Walk, Chappell Drive and Killarney Ridge.

Ring Road Completion UDLP – project wide comments

Theme	Banyule City Council – Project Wide Comments
Amenity	Minimise overlooking and overshadowing and where required provide innovative design solutions to ensure amenity is maintained.
	Provide innovative design solutions to material selection and use ensuring sustainability, longevity, and ease of maintenance for asset owner.
	What are the maintenance requirements of the corten steel? Is there anti-graffiti coating on them?
	Integrate built form structures and architectural elements to reflect the natural features and context of the ridgeline precinct.
	Maintain and enhance view lines throughout the road corridor.
	Provide opportunities to enhance user experience.
Biodiversity	Implement dark sky lighting principals to protect and improve environmental outcomes.
	Maximise opportunities for biodiversity, including indigenous tree and understorey planting reflective of ecological vegetation communities.
	Maximise opportunities to educate, promote and create healthy and diverse habitats in support of fauna and Council's No Local Species Extinction Plan. (E.g., Powerful Owl, Swift Parrot, Krefft's Glider, Platypus, Growling Grass Frog).
Construction	Minimise disruption to local traffic and the amenity of neighbouring residential areas during construction.
Fauna Support	Fauna crossings over main roads should be considered to facilitate safe movement from landscaped habitat areas to existing habitat areas.
	Particular species for consideration are Krefft's Gliders and Ring-tail Possums which avoid venturing to the ground. Evidence to suggest fauna tunnels (at ground level) in urban areas can be predator hotspots also.
	Fauna crossings can be incorporated into existing structures at low costs, and even standalone designs are not expensive.
	Evidence from other organisations that these outcomes can reduce roadkill.
	Any opportunities to incorporate nest boxes into design packages would be welcome.
	Considerations around the impact of fauna is critical and should be factored in with public safety and sustainability in mind.
	Sensor lighting would be ideal with the minimum amount of time on to reduce artificial light around 'habitat/landscaped' areas.
	Lighting should be directed away from areas of habitat/landscaping and focused on the area intended to be lit.
	Lighting intensity to be lowest possible to achieve the outcome needed to reduce the impact to local fauna.
	Maximise opportunities to educate, promote and create healthy and diverse habitats in support of fauna and Council's No Local Species Extinction Plan. (E.g. Powerful Owl, Swift Parrot, Krefft's Glider, Platypus, Growling Grass Frog).

Theme	Banyule City Council – Project Wide Comments
	BCC would like to see more fauna crossing information in the UDLP, such as rope bridges as this UDLP should show the surface works.
	Support and promote native flora and fauna and connections across river corridors, wetlands, and habitat. (Above and below ground)
GIA + CPTED	Apply a Gender Impact Assessment to all public infrastructure designs either as part of the endorsed UDLP or as the designs progress through the design review process as required by the Gender Equality Act 2020. It is not acceptable to not do this because the UDLP design was based on a reference design that was done before the Act was in place.
	Provide a best practice approach to Crime Prevention Through Environmental Design (CPTED)
	Provide measures to prevent anti-social behaviour at more secluded locations where passive surveillance is less apparent. E.g. At weekends in carparking and gathering locations, Watsonia Primary School.
Landscaping	Local indigenous species should be prioritised to support overall biodiversity outcomes. These don't have to be local provenance seed stock, but species suited to grow in the areas Ecological Vegetation Community (EVC).
	Increase in the diversity of species overall and avoid monocultures as much as possible.
	Avoid single tree and open grass plantings as much as possible as this supports ideal habitat for pest bird species (Common Mynas).
	Better choice of species with native hybrids being less of a priority than local indigenous species that are readily available.
	Considerations around the weedy impact of species that are non-native.
	Include adequate landscaping buffers between the SUP and the residential interface along the Frensham SEC transmission reserve.
	Maximise opportunities for felled trees to be used for habitat creation / nature play.
	Maximise opportunities for tree planting according to the Arboriculture Environmental Performance Requirements, with tree planting according to hierarchy.
	Maximise plant diversity and avoid using high percentages of one particular species.
	Maximise planting opportunities along the road corridor, ramps, and traffic islands in lieu of hard surfaces.
	Optimise the expansion of tree canopy coverage and identify innovative solutions for additional tree planting where potential conflicts between assets exist. (E.g. Melbourne Water, other)
	Utilise best practice material selection and construction methodology, such as bridged footings, porous lane or similar when constructing SUP's or other structures / hard surfaces near existing TPZ's / SRZ's.
	A lot of the install sizes range from tube to 45L – can we have some clarity on what will actually be installed?
	A lot of the trees in the masterplan are short lived and may require removal after 5-10 years. Is there a maintenance plan for road reserves adjacent to NEL?
	Brachychiton acerifolius does not perform well in drought and poor soil conditions in VIC. Consider populneus (as is listed) or a populneus cross.
	Brachychiton rupestris is not a considerable canopy tree but is a good selection.

Theme	Banyule City Council – Project Wide Comments
	Extensive canopy to be removed without a detailed canopy replacement plan. Can we have a more detailed canopy replacement plan?
	Maximise opportunities for biodiversity, including indigenous tree and understorey planting reflective of ecological vegetation communities.
	Maximise tree and understorey planting along the entire road corridor, creating further opportunities for connecting communities through quality landscaping and open space.
	No indication of tree numbers. Can we please have them, now we have the UDLP landscape plans?
	Quercus palustris is not a great performer in drought conditions. Consider oaks instead.
	Retain and protect significant trees and vegetation and provide opportunities to celebrate and enhance their presence as major features.
	Some good exotic trees but many more would create a better diversity – Liquidamber are tough, liriodendron can perform well, Zelkova are handsome. Would be happy to provide a list of the trees we see perform well in Banyule if you would like?
	Surprised that Corymbia spp. Are not on the list for some of the larger areas.
	The NEL central package included greening plans for a Greensborough Road Boulevard, this has not been considered in the UDLP for the northern section of Greensborough Road.
	This is a big area and feel we need some more diversity.
	Trees planted in the vicinity of Greensborough Road, Hwy and Bypass must be of appropriate species to allow maintenance and safety.
	Ulmus prcoera requires insecticide treatment periodically because of ELB. Consider the “frontier” cross
	Will be great to get more shrub and ground layer in some of the areas roadside but am concerned about the maintenance. Can we confirm that the multi-layer approach will be taken at all garden beds?
	Would be good to get some more native trees on the list such as Buckinghamia, Backhousea, Waterhousen Flindersia, to name a few.
Lighting and Safety	Implement dark sky lighting principals to protect and improve environmental outcomes. Utilize best practice guidelines such as the National Light Pollution Guidelines for Wildlife and motion sensor activated lights to reduce light where feasible.
	Implement design solutions to encourage and direct pedestrian movement through shared road lighting.
Noise walls	Utilise noise walls with deeply textured finishes on both sides to provide visual amenity and discourage graffiti. (The use of weathered steel may contribute to maintenance issues – Asset Owner?)
	Further softening of the noise walls through planting.
	Maximise tree canopy and understorey planting between noise walls and the residential interface.
	Ensure noise walls are constructed to span tree TPZ's and SRZ's.

Theme	Banyule City Council – Project Wide Comments
	Implement best practice noise reduction decibel compliance to all areas of the proposed road corridor and at the M80 interchange (With consideration towards noise attenuating walls located north of interchange between the metropolitan ring road path and the road interface).
	Maximise opportunities for climbing plants and landscaping to both sides of noise walls.
	Maximise transparency and minimise overshadowing whilst providing creative form and architectural expressions.
	The use of weathered steel may contribute to maintenance issues – Confirm Asset Owner and frequency of maintenance scheduling for damage and graffiti removal / methods.
	Utilise noise walls with deeply textured finishes and creative forms on both sides to provide visual amenity and discourage graffiti.
Overlooking / Overshadowing	Have NELP consulted the community and residents regarding overlooking and overshadowing?
	Minimise overlooking and overshadowing and where required and provide innovative design solutions to ensure amenity is maintained.
Play spaces	Provide consideration towards end-of-life renewal for playgrounds (20-25 years) and the replacement prior to handover to Council.
	Provide opportunities for a diversity of play and an integrated play network with an emphasis on creating multi-purpose functional active recreation for all age groups.
Public Art	Maximise opportunities for public art and wayfinding markers with an emphasis on education, a connection to country, storytelling, and interactive learning.
	BCC would like more opportunities for public art in the project.
Safety	Consideration and implementation of innovative technology to support road user safety, traffic control and movement.
	Ensure safety fencing is appropriate, is softened with landscaping, blends with the natural surrounds and provides an appealing aesthetic.
	Provide adequate safety measures to prevent access to the rail corridor.
	Safety upgrades and measures to be implemented to all relevant structures including the Greensborough by-pass overpass (E.g. Anti-throw / climbing structures / screens to both sides)
SUP	Maximise opportunities to position SUPs behind noise walls adjacent to local streets rather than along the NEL road interface.
Recycling	Maximise sustainability measures to reduce waste and to reuse materials, including existing soils, rock and felled trees, etc.
	Provide consideration toward community recycling and container deposit scheme locations.
Urban Design	Integrate built form structures and architectural elements to reflect the natural features and context of the ridgeline precinct.
	Maintain and enhance view lines throughout the road corridor.
	Provide consideration towards end-of-life renewal for playgrounds (20-25 years) and the replacement prior to handover to Council.

Theme	Banyule City Council – Project Wide Comments
	Provide opportunities for a diversity of play and an integrated play network with an emphasis on creating multi-purpose functional active recreation for all age groups.
Vehicle staging areas	Ensure maintenance access bays, incident staging areas and vehicle turnaround bays are well screened and landscaped.
Water management	Provide opportunities to treat, filter, clean, harvest and re-use water throughout the project.
	There appear to be improvements from the Reference case with regard to the provision of water quality assets. (Wetlands, bioretention basins). This is supported by Banyule's Water Plan and Council Plan and has been a regular advocacy item at officer level. NEL and their design team in the Northern package have increased engagement and responsiveness on these matters which is positive.

Ring Road Completion UDLP – location specific comments

Location	Theme	Comment
Watsonia	Land Bridge	UDS - KDR - 2R - Connect neighbourhoods, reduce fragmentation, and facilitate the continued integration of the diverse community in this area.
		The opportunity has not been taken to cover the NEL trench at Watsonia resulting in less connectivity and amenity and further dividing the community.
		Consider removing the slip lane left turn from Watsonia Road into Greensborough Road opposite Rasheda Street to straighten out the intersection and allow extension of the Watsonia Road land bridge to improve amenity and landscaping opportunities.
		Increase the width of the landscaped land bridge between Watsonia Station and Frensham SEC Reserve providing better connection and further development opportunities.
		Land bridges to provide adequate soil depths to support the longevity of large and significant trees with the ability to soften the hardscape and overall scale of the road infrastructure.
		Move SUP further onto the extended land bridge from Elder Street for safety and better alignment with Frensham Reserve new alignment of SUP.
		New land bridge at Watsonia Road, whilst providing open space, is suitable for landscaping only and not community use. Shared User Path provided on north side only.
		The land bridge at Elder Street provides a pedestrian/cycling connection on the south side only, as opposed to the existing two pedestrian connections at the Elder Street pedestrian crossings. The second crossing should be included.
		New land bridge at Elder Street is narrow and provides a pedestrian/cycling connection on the south side only, as opposed to the existing two pedestrian connections at the Elder Street pedestrian crossings.
		Expanding areas of both the Elder Street and the Watsonia Road land bridges (Green links) to create more opportunity for tree canopy would further reduce urban heat island impact.
		Increase the width of the land bridge from Elder Street towards Frensham Reserve to create better SUP connectivity, reduce barriers, and create fewer surfaces
		UDLP – 5.6.1.3 – Land Bridges: (Section 7, 3.2 - Green Links, page 132) – Elder Street does not go far enough to creating the green link as specified in the UDS

Location	Theme	Comment
	Land Use/ Landscaping	<p>UDS - KDR 5.R - Maximise opportunities for land use integration at Watsonia Neighbourhood Centre.</p> <p>The UDLP does not provide the level of a well-connected and integrated design as the Urban Design Strategy requires it to do, particularly in the Watsonia Neighbourhood Centre precinct.</p> <p>There is potential for greater land capture for development in the southwest corner of Watsonia if the Watsonia Road Land Bridge is aligned further north.</p> <p>Maximising the opportunities for land use integration at Watsonia Neighbourhood Centre has not been realised in the UDLP.</p> <p>Not covering the NEL trench at Watsonia resulting in less connectivity and amenity and further dividing the community.</p> <p>Maximize landscape treatments and streetscape upgrades at the intersection of Greensborough Road and Watsonia Road.</p>
	Local Economy	<p>UDS - Principle 6 - Vibrancy -Objective 6.2 - Places for people - Improve local</p> <p>Promote and support local traders with a focus on a thriving Watsonia precinct. Engage and collaborate with traders and actively seek opportunities for growth and prosperity during and after the project delivery.</p>
	Separated Watsonia Station Carpark UDLP	<p>neighbourhoods, where there are opportunities to create inviting, people-friendly streets and public spaces.</p> <p>Consideration of active transport links into and through the Watsonia Station are unknown due to the Watsonia Station UDLP being released later than the Ring Road Completion UDLP.</p> <p>BCC is disappointed at the exclusion of the Watsonia area being excluded from this UDLP. There is no timing on when this will be issued and difficult to understand and integrate the plans together.</p> <p>The delayed release of the Watsonia Station UDLP makes it hard to assess the accessibility/connectivity for pedestrians and cyclists in the Watsonia Neighbourhood Centre precinct, in particular for connections across the Transmission Line linear reserve.</p>
	Road Design	<p>Intersection improvements at the intersections of Lambourn Road/Devonshire Road/Watsonia Road need to be considered in the UDLP, given the impact of the NEL, and being directly adjacent to the project.</p>
	Walking and cycling	<p>Improve SUP connection into Watsonia shopping area, along Watsonia Road.</p> <p>Provide opportunities for SUP connection from the Hurstbridge rail corridor at Watsonia north-east to Greensborough.</p>

Location	Theme	Comment
		SUP on eastern side of NEL near Rasheeda Street is shown inside the noise wall – Council has previously flagged possibility of relocating SUP to the Service Road for CPTED and GIA reasons.
	UDS - MAP R4 - 2F - Provide a new cycling connection between Nell Street West linking to Watsonia Shopping Centre	Council disagrees with replacement of SUP along Hurstbridge Rail Line to an on-road cycling connection along Ibbotson Street. UDLP states it is a preferred option in negotiation with Council, while Council disagrees.
		On road cycling connection along Ibbotson Street is not supported due to removal of parking and the lack of separation from vehicles (sharrowed solution). Council requests more investigation into an off road option through the Watsonia carpark site or other alternatives.
		The UDLP has removed the off-road SUP on the eastern side of the Greensborough bypass from Nell Street up to the Watsonia Town Square development, relying on the current on-road local bicycle network connections.
Frensham Reserve	Open Space improvement	No detail of opportunities for open space improvements and WSUD given for Frensham Reserve.
	Road Design	Provide a wombat crossing at Frensham Road Reserve, at the crossings of Garbonia and Manfred Streets, to remain after Frensham Reserve and Garbonia Reserve are returned to Council after temporary acquisition.
	SUP	Provide SUP path connection from Frensham Reserve into feeder (2.5m wide) trail into Garbonia Reserve.
Garbonia Reserve	Open Space improvement	Provide additional tree and understorey planting at Garbonia Reserve.
		Remove any notation about 'off lead zone', all parks except 12 are off lead in Banyule (pending animal order review finalisation, which is nearing completion).
		Soccer pitch fencing, remove side fencing (no mesh). This reserve is in the highest need of open space improvements.
	SUP	Provide SUP path connection / feeder trail (2.5mts wide) into Garbonia Avenue Reserve and throughout that reserve.
	Water management	Provide passive irrigation and WSUD initiatives in locations such as the carparking area at the intersection of Greensborough Road and Watsonia Road.

Location	Theme		Comment
		Watsonia Town Square works	Seamlessly integrate NEL project works with the Watsonia Town Square streetscape works with an emphasis on connecting communities east to west.
Nell Street SUP Bridge		Fauna Support	Are Fauna crossings available?
		Landscaping	Provide further tree and understorey planting between the residential and SUP overpass at Nell Street western interface.
		Overlooking / Overshadowing	What mitigation has been determined for 46,48,50 Ibbotson Street and 229 Nell Street for overshadowing? What is the plan for these properties? Will they be acquired?
		Urban Design	<p>Deliver creative design solutions for the Nell Street SUP overpass bridge, ensuring that the architectural aspects reflect an exemplary standard of design and material choice. (Eg Craigieburn bypass weathered steel overpass)</p> <p>The design of the Nell Street Bridge does not create enough of a visual gateway into Greensborough.</p>
		SUP	Could the housing area between Nell Street and Nepean Street be redeveloped to allow for vehicle maintenance as this land is already owned by the state government. The UDLP design truncates residential streets (Thomson Street, Temby Street, Nepean Street) to the east of the NEL, providing court bowls and shared zones (vehicles, cyclists and peds) on roadways joining the court bowls from Nell Street to the other +local streets. It is suggested that the residential area of State Gov owned housing is due for an uplift and the NEL project could be combined with a housing uplift to redesign the house crossovers to be placed on one of these streets rather than using shared zones. This would provide a safer environment for cyclists and pedestrians that would be more in keeping with this Strategic Cycling Corridor alignment.
Grimshaw Street Interchange	AK Lines	Landscaping	<p>Provide a vegetated buffer at AK Lines, between the SUP, flood wall and the wetland.</p> <p>AK Lines Reserve – explore opportunities to use Porous Lane material to areas close to TPZ's / SRZ's.</p>
		Open Space improvement	AK Lines Reserve - cricket nets need to be realigned? More north / south?
			AK Lines Reserve - embellish playground and surrounding 'scattered' BBQ, seating and drinking fountain. This reserve is in the highest need of open space improvements.
			AK Lines Reserve – Provide a suitable all weather ring road surface (asphalt) surrounding the oval reducing the need for ongoing maintenance.

Location	Theme	Comment
	SUP	Provide opportunities for boardwalks and shared use paths over and through the AK Lines wetland, making it an accessible open space feature.
		AK Lines Reserve - connect SUP with playground.
		Provide boardwalks over the wetlands at AK Lines Reserve to integrate the area to become more accessible. This would create more links with the fauna, SUP and Trist Street Reserve.
	Water management	AK Lines Reserve – Consideration of stormwater harvesting should be undertaken.
	Frye Street	Road Design
		Consideration should be given to upgrading the current temporary signals at Frye Street/Grimshaw Street to permanent signal operation at the completion of the project.
	Grimshaw Street	BCC would like the temporary intersection at Frye Street to be permanent after construction to ease traffic congestion.
		BCC would like a wombat crossing at the slip lane on Greensborough Road and Grimshaw Street. This is a DTP intersection and safety is a primary concern.
	Trist Street Reserve	Open Space improvement
		Better location of Trist Street Reserve Playground for CPTED and downgrade its hierarchy from neighbourhood to local.
		Provide a new and improved playground at Trist Street Reserve that includes good accessibility, reflects the context of the site, and celebrates play diversity, cultural heritage, and exploration of the surrounding natural features.
	SUP	The location of Trist Street Reserve playground is too secluded and therefore no passive surveillance. BCC would like the playground to be closer to the road. Council has NELP settlement funding to improve the playground itself.
		Convert maintenance access track from Trist reserve (western side of FWY) to Yando Street to a SUP.
	Various	Fauna Support
		Integrate fauna crossings at key locations, such as Trist Street and AK Lines and at Macorna Street Bridge.
	Kempston Street	SUP
		Provide SUP connection / crossing / signage from Kempston Street to Kalparrin Gardens.
	Knight Street	Land acquisition
		Subdivision plan – Knight Street & AK Lines: Waiting on a response from NELP regarding compensation for the acquisition of property that Council had existing plans to develop at 21 to 31 Knight Street. This includes permanent and temporary acquisition.





Location	Theme		Comment
	Various	SUP	Ensure SUP lighting under underpasses (Yando, Kempston streets and Grimshaw Street intersection).
Yando Street underpass	Yando Street	Landscaping	Provie more tree planting between Boyd and Yando Street.
		SUP	A SUP connection from Yando Street should be provided to Greensborough Railway Station to connect to Greensborough to Eltham SUP in development.
			Ensure SUP under Greensborough Road provides best practice CPTED principals and provides and open transparent, safe, and accessible path.
M80 Interchange	Gillingham Reserve		Provide a path (2.5mts width) connection into Gillingham Reserve (30 Gillingham Street, WATSONIA NORTH) from the SUP integrating the project works with the existing reserve and playground.
	Macorna Street SUP Bridge	Fauna Support	Are Fauna crossings available?
		SUP	Retain and upgrade the connection from the Macorna Road overpass and M80 SUP to the SUP adjacent to 5 Killarney Ridge to connect northwards to the Plenty Gorge Parklands. This should include a raised pavement (wombat crossing) at Killarney Ridge for safety.
			Consider further urban design / embellishment references to the gateway ridgeline precinct at Macorna Street SUP overpass to reveal and emphasise the importance of connection to country, Banyule's unique characteristics and the green wedge surrounds.
		Urban Design	Improved urban design references to the gateway ridgeline precinct at Macorna Street SUP overpass to reveal and emphasise the importance of connection to country and Banyule's unique characteristics. (This SUP overpass should be a feature, as is the Lower Plenty overpass)
			The design of Macorna Street Bridge does not create enough of a visual gateway into Watsonia.
	Sellars Street	SUP	Could the Sellars Street SUP be placed behind the houses which would be at the same gradient as the road (1:8). It was not in the Urban Design Strategy to have on road SUPs and the cyclists need to be on separate infrastructure from road vehicles.
			Further investigation of the levels and contours of the area are needed for better understanding of the difficulties with an off road SUP behind Sellars Street. Perhaps raise the path level at Hakea and Yando to improve gradients. Nonstandard gradients on an off road path may be acceptable to Banyule cyclists who are familiar with a hilly terrain.






















Location	Theme	Comment
		Perhaps pedestrians can be diverted to footpath at Sellars, and cyclists given a separate path behind the property line.
		M80 Ring Road SUP should extend north-south on both sides of the NEL. The Urban Design Strategy included a continuous off-road SUP on the western side of the Greensborough Bypass. Council disagrees with the UDLP proposed alternative route of an on-road cycling connection along Sellars Street.
		Not including a continuous off-road Shared User Path (SUP) on the western side of the Greensborough Bypass and proposing an alternative route of an on-road cycling connection along Sellars Street.
		On road cycling connection along Sellers Street is not supported due to a lack of possible separation from vehicles, large gradient undulations of the road, and the presence of pinch points - Council requests more investigation into off road options in the corridor between NEL and the back of properties along Sellars Street.
Landscaping		Provide a key sense of arrival through landscape treatments to inform and celebrate a green link / wedge.
		Provide meaningful inclusions at the M80 interchange lookout / gathering space ensuring CPTED principals inform embellishment and design.
		BCC would like to see more planting around the wetlands at the M80 interchange to soften the area and the inclusion of tall gums.
		Increase tree canopy and understorey planting surrounding the WSUD area of the M80 Interchange. Soften and naturalise the area to reduce what appears to be an engineered solution.
		Maximise tree canopy surrounding the existing telecommunications tower to soften and filter views of infrastructure.
		Provide opportunities to reduce the extent of rock beaching and exposed embankments and the runoff of water from hard surfaces.
		Reduce large expanses of gravel surrounding the western ring road eastbound carriageway and replace with tree and understorey planting reducing the severity of the noise walls and hard surfaces.
		Termite activity is quite extensive in the road reserve off the ring road and areas around Greensborough. Often the dead trees and fallen logs harbour termites and they have













Location	Theme	Comment
		performed extensive damage to houses. Considering it is a high termite activity area, should this be considered in the vegetation design?
	Noise limits	Confirmation of noise reduction decibel compliance at the M80 interchange (With consideration towards noise attenuating walls located north of interchange between the metropolitan ring road path and the road interface)
	On road Cyclists	The new Greensborough Hwy design northbound does not cater for on road training cyclists, who currently use Greensborough Hwy and Greensborough Bypass as a training route towards Diamond Creek, as it merges with the NEL roadway under Grimshaw Street interchange where cyclists cannot legally ride. Also need to swap service (emergency lane) lane and shoulder on Greensborough Bypass Southbound On-Ramp so that the emergency lane is to the left of vehicle lanes to allow cyclists to ride separated from vehicles.
	Public Art	Provide opportunities for landmark / wayfinding public art and sculptures that emphasis the unique character of the area and celebrate the connection to country.
	Road Design	Could the tolling point be moved from north of the tunnel to M80 to reduce the footprint of the structure even further (fewer lanes)
	SUP	Improve SUP connection from Greensborough Bypass (section over Plenty River) SUP to Plenty River SUP / to Plenty River Drive.
	Water management	Provide detail in the UDLP on the extent and type of wetland vegetation / planting that will be used to filter and treat water prior to it moving into the natural river / creek corridors. Provide opportunities for water harvesting and re-use.
M80	SUP	Consider changing the proposed maintenance track to a SUP on the south side of the M80 at the Plenty Road end and connect the SUP to the Macorna Street SUP. Create opportunities to connect the SUP into the Melbourne Water Pipe track.
		Ensure a SUP connection from the M80 SUP to Plenty Road and Coyne Walk.
		Better integration with the existing Ring Road Trail, provide better crossing at Plenty Rd.
		Consider modifying the proposed maintenance track to a SUP on the south side of the M80 at the Plenty Road end and connect / create openings for the SUP at the Melbourne Water Pipe track (near Coyne Walk) and at (Chappell Drive).
		M80 ring road trail, check sections NEL are proposing to 'retain', are they worthy of retention or is a new SUP surface preferable?

























Location	Theme	Comment
		Need to ensure connections from M80 Ring Road Shared User Path (SUP) to the Plenty River Trail/Northern Trail Strategy.
	Vehicle staging areas	Deliver creative design solutions for the incident response bay site offices, ensuring that the architectural aspects reflect an exemplary standard of design and material selection.

North East Link – Advocacy Project List

	Not included		Partially included		Fully included		Completed
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ADVOCACY LIST		IAC Support 2019	3/02/21 Status	06/12/21 Status	20/11/23 Status	20/11/23 Comment
WATSONIA IMPACTS	Extend the NEL tunnel to the north of Watsonia Station.	Yes				The tunnel was previously extended past Yallambie. Land bridge coverage at Watsonia Road has been increased slightly from reference design.
	Enhanced east-west connectivity across the North East Link: Power line easement shared use path (SUP).	Yes				SUP to be provided on northern edge of Frensham Reserve and connected via at grade crossings via Elder Street land bridge SUP to Watsonia Station.
	Enhanced east-west connectivity across the North East Link: A direct road connection to Watsonia Station.	Yes				Elder Street connects to Watsonia Station carpark.
	Enhanced east-west connectivity across the North East Link: Simplify the Watsonia Road / Greensborough Road intersection to minimise traffic and provide future land use opportunities	Yes				Watsonia Road/ Greensborough Road intersection to be an improved design from reference case.
	Upgrade Watsonia Railway Station					Department of Transport and Planning – Station accessibility improvements planned
	Replace HV pylons with HV monopoles to enable improved urban design outcomes and community amenity.					No longer under consideration
	Urban Design Framework Plan for the Watsonia Activity Centre	Yes				Urban Design Strategy updated in 2020

ADVOCACY LIST		IAC Support 2019	3/02/21 Status	06/12/21 Status	20/11/23 Status	20/11/23 Comment
	Watsonia public space and traffic and infrastructure improvements	Yes				Watsonia Town Square upgrade underway
	Watsonia Shopping Centre business support	Yes				Ongoing
CYCLING CONNECTIONS	Upgrade Main Yarra Trail: Safe underpass at Banksia Street					NELP funding of Banyule investigation study underway.
	Upgrade Main Yarra Trail: Shared use path between Banksia Street and Burke Road					NELP funding of Banyule investigation study underway.
	Upgrade Main Yarra Trail: Realignment at Banyule Flats					No longer being pursued due to cultural heritage discovery by Banyule City Council.
	Upgrade Main Yarra Trail: Upgrade from Chandler Highway to Hoddle Street	Yes				NELP Core works
	Bridge over the Yarra River to link Banyule to Manningham	Yes				Being delivered by Manningham City Council
	On road bicycle route on Yarra Street, Heidelberg					No progress
	Shared use path between Heidelberg and Watsonia					Not in Ring Road Completion UDLP scope
	Shared use path along the rail corridor from Greensborough Station to Eltham Station					Underway as part of other State Government projects – LXPR and DTP
	Improve existing sections of trail in Banyule, including the Plenty River Trail and Main Yarra Trail					Not in Ring Road Completion UDLP scope
	Shared use path connections to the Plenty River Trail and the Diamond Creek Trail					Underway as part of other State Government projects – LXPR and DTP

ADVOCACY LIST		IAC Support 2019	3/02/21 Status	06/12/21 Status	20/11/23 Status	20/11/23 Comment
ROAD NETWORK	Freeway interchanges (full or limited directionally) at: a) M80 - including local toll free access for all movements b) Grimshaw Street - including public transport priority and local access c) Lower Plenty Road - important access to Latrobe Cluster d) Manningham Road / Banksia Street - important access to Latrobe Cluster e) Eastern Freeway - with primary focus to the east. <i>Note: Included in the reference design.</i>					Included in Ring Road Completion UDLP
	Greensborough Highway service road between M80 and Watsonia to cater for local use. <i>Note: Included in the reference design.</i>					Included in Ring Road Completion UDLP
	Greensborough Highway / Grimshaw Street intersection improvements. <i>Note: Included in the reference design.</i>					Included in Ring Road Completion UDLP
	Enhance the Greensborough Road network to improve traffic movement and public transport operations, including: a) Grimshaw Street between Greensborough Highway and Flintoff Street b) The Circuit and Para Road including intersection improvements at The Circuit and Main Street. c) Bus priority measures along Grimshaw Street.					Part c) Bus priority - jump lanes have been included on east and west approaches of Grimshaw Street interchange.
	Addressing safety issues with adverse cross fall at the Lower Plenty Road / Greensborough Highway intersection <i>Note: Included in the reference design.</i>					NELP central package works
	Greensborough Bypass / Diamond Creek Road improvements and grade separation of Civic Drive round-about	Yes				Not included in Ring Road Completion UDLP
	Rosanna Road improvements	Yes				Not included in NEL program
	Burgundy Street improvements					DTP improvements

ADVOCACY LIST		IAC Support 2019	3/02/21 Status	06/12/21 Status	20/11/23 Status	20/11/23 Comment
	Bell-Banksia Link capacity improvements		●	●	●	Not included in NEL program
	Improve amenity in residential streets adjacent to NEL	Yes	●	●	●	Included in Ring Road Completion UDLP
COMMUNITY	Provide improved facilities for displaced sporting clubs (consistent with club EES submissions)		●	●	✓	Provided at Binnak Park, Greensborough Secondary College, and Ford Park.
	Improved sports fields across Banyule		●	●	●	As above – further potential action includes AK Lines and Winsor Reserve
	Temporarily removed community open space facilities should be replaced with improved facilities	Yes	●	●	●	
	Arts and cultural development programs		●	●	●	Not included
	Public art opportunities		●	●	●	May be developed in the design process
	Macleod precinct improvements A) Macleod Recreation and Fitness Centre B) Additional netball courts at Nets Stadium		●	●	●	Not included
	Community development opportunities		●	●	●	NELP Community Fund Grant Program
ENVIRONMENT	Early tree planting	Yes	●	●	●	Further opportunities are under investigation
	International threatened bird protection at Banyule Flats		●	●	●	
	Restoration of Banyule Billabong		●	●	●	
	Water Sensitive Urban design treatments at local council reserves		●	●	●	To be requested at AK lines reserve when returned.
	Kalparrin Gardens Masterplan delivery		●	●	●	

ADVOCACY LIST		IAC Support 2019	3/02/21 Status	06/12/21 Status	20/11/23 Status	20/11/23 Comment
PUBLIC TRANSPORT	Hurstbridge rail duplication stage 2		●	●	●	
	Analyse and improve bus services connectivity and frequency for the North East		●	●	●	DTP Bus Plan 2021 and northern bus trials to review services occurred in 2022.
	Provide high frequency buses on North East Link e.g. Watsonia and Greensborough to Ringwood and Dandenong	No	●	●	●	
	Skybus services from Watsonia Station to Melbourne Airport		✓	✓	✓	
	Provide high frequency buses on Eastern Freeway to Doncaster and new Park & Ride at Bulleen Road.	Yes	●	●	●	
	More frequent and later night and weekend feeder bus services to train stations and bus 'park & ride' locations		●	●	●	No change
	Future Doncaster Rail planned for and facilitated.	Yes	●	●	●	No change
PUBLIC OPEN SPACE	Provide improvements at AK Lines Reserve	Yes	●	●	●	To be requested at AK lines reserve when returned.
	Provide improvements to Ford Park, Bellfield consistent with the Ford Park Master Plan to offset the impacts on other recreational and sporting facilities.	Yes	●	●	✓	Complete
	Upgrade the public open space at Trist Street Reserve and transfer ownership to Council		●	●	●	
	High quality landscaping and offset planting	Yes	●	●	●	
	Increase size and number of land bridges		●	●	●	
	Provide alternative regional tennis centre prior to closing Boroondara Tennis Centre	Yes	●	●	●	

ADVOCACY LIST		IAC Support 2019	3/02/21 Status	06/12/21 Status	20/11/23 Status	20/11/23 Comment
LAND USE	Relocation of the Watsonia Transmission Station located in Frensham Road		●	●	●	
	Review the Heidelberg Structure Plan and associated Planning Framework		●	●	✓	Completed by Banyule City Council
	Placemaking / Gateway marking entry into Greensborough and Heidelberg		●	●	●	Macorna Street SUP overpass of M80 architectural bridge design.
	Project built assets – Impact on existing assets, design input for new assets, maintenance considerations		●	●	●	To be resolved in design review process
	Consideration for future utility sites for Council after completion of the North East Link		●	●	●	