

Urban Design and Landscape Plan Report

North East Link Eastern Freeway Upgrades – Burke Road to Tram Road



Artist impression – indicative only

PLANNING AND ENVIRONMENT ACT 1987

BANYULE, BOROONDARA, MANNINGHAM, NILLUMBIK, WHITEHORSE,
WHITTLESEA AND YARRA PLANNING SCHEMES

CONDITION 4.9 OF THE NORTH EAST LINK PROJECT INCORPORATED
DOCUMENT DECEMBER 2019 (AMENDED SEPTEMBER 2023)

ENDORSED PLAN

SHEET 1 to 664 (ENTIRE PLAN)

SIGNED

FOR
MINISTER FOR PLANNING

DATE: 5/2/2026



Acknowledgement

The North East Link Program wishes to acknowledge the Wurundjeri Woi-wurrung people as the Traditional Owners of the land on which our work takes place.

We pay our respects to ancestors and Elders, both past and present. We value and respect the deep connection the Wurundjeri Woi-wurrung people have to Country; embedding their local knowledge is critical to the sustainability and health of the land and the environment. We also acknowledge Aboriginal and Torres Strait Islander Peoples as the Traditional Custodians and First Nations Peoples of Australia.

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Terms and Abbreviations

Term	Meaning
CEMP	Construction Environmental Management Plan
CHMP	Cultural Heritage Management Plan
CPTED	Crime Prevention Through Environmental Design
CWD	Corridor-wide Design
DDA	<i>Disability Discrimination Act 1992</i>
DTP	Department of Transport and Planning
Eastern Freeway Upgrades (the Project)	Eastern Freeway Upgrades - Burke Road to Tram Road (the Project)
Eastern Freeway Upgrades UDLP	Eastern Freeway Upgrades - Burke Road to Tram Road Urban Design and Landscape Plan
EE Act	<i>Environment Effects Act 1978</i>
EES	Environment Effects Statement
EMF	Environmental Management Framework
EPRs	Environmental Performance Requirements
EVCs	Ecological Vegetation Classes
Incorporated Document	North East Link Program Incorporated Document (December 2019, amended September 2023)
IS	Infrastructure Sustainability [Council]
ITS	Intelligent Transport System
NEL	North East Link
NELP	North East Link Program
OEMP	Operational Environmental Management Plan
PRS	Project Requirements Specification
RAP	Registered Aboriginal Party
SIZ	Southern Interface Zone
SMP	Spoil Management Plan
SuMP	Sustainability Management Plan
SUP	Shared Use Path
UDAP	Urban Design Advisory Panel
UDLP	Urban Design and Landscape Plan
UDS	[North East Link] Urban Design Strategy
WSUD	Water Sensitive Urban Design
WWCHAC	Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation

Design Development

The term 'design development' when used throughout the UDLP typically refers to the following process:

- The design development involves improving the level of detail rather than the basis for re-design.
- The design will be developed from a technical documentation perspective from Preliminary Design (PD), Detailed Design (DD), Final Design (FD) through to Issue For Construction (IFC). This process includes consultation with the relevant key stakeholders and asset owners.
- The refinement of the design is to be consistent with the UDLP and UDS and EPR requirements.
- As part of this design process, consultation will occur as required with the relevant key stakeholders, including UDAP, councils, affected residents and authorities.
- The relevant flood plain manager, drainage authority or asset owner (typically Melbourne Water) will participate, where required, in consultation during the design development process and any relevant acceptances will be obtained consistent with EPR requirements.
- If design development results in changes that are not generally in accordance with endorsed documents, an amendment would be required with an amended UDLP to be submitted to the Minister for Planning for consideration, in accordance with Clauses 4.9.8 and 4.9.9 of the Incorporated Document.
- Additional information will be obtained and analysed throughout this design phase to inform the design, such as site investigations and technical assessments.

Urban Design and Landscape Plan

UDLP

Time for submission	Review period	Update or revision interval
Prior to the commencement of development of permanent above-ground buildings or structures (excluding preparatory buildings and works under Clause 4.13.1 of the Incorporated Document), urban design and landscape plans (UDLPs) must be prepared to the satisfaction of the Minister for Planning.	Review and Approval	Review and Approval

Review and approval

A UDLP may be amended from time to time, to the satisfaction of the Minister for Planning. The Minister for Planning must require an application for approval of an amendment to a UDLP to comply with the requirements of Clause 4.9.2, Clause 4.9.3, Clause 4.9.4 and Clause 4.9.5 of the North East Link Program Incorporated Document unless, in the opinion of the Minister, the proposed amendment:

- (a) would not result in a material detriment to any person; or a person who may suffer a material detriment as a result of the Minister’s approval of the amendment has already been consulted in respect of the proposed amendment; and
- (b) any proposed amendment does not involve any change to an approved Environmental Performance Requirement.

Applicability and validity

This UDLP applies to all North East Link (NEL) personnel, suppliers, subcontractors, consultants and representatives, whose scopes of work influence, contribute to or otherwise assist in, delivering the Project activities.

The current reviewed and approved version of this UDLP is available on the collaboration system for all Project personnel to access. Downloaded documents are deemed uncontrolled and it is the responsibility of the user to ensure they are using the latest approved revision.

Document information

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Revision	Revision detail	Date	Revision	Revision detail	Date
A	Draft 1	03/04/23	0	Issued for use	21/02/2024
B	Draft 2	13/06/23	1	Issued for use	12/03/2024
C	Draft 3	11/08/23	1.03	Draft 8	14/06/2024
D	Draft 4	22/09/23	1.04	Draft 9	25/06/2024
E	Draft 5	17/11/2023	2	Issued for use	01/07/2024
F	Draft 6	22/11/2023	3	Issued for use	21/10/2025
G	Draft 7	15/02/2024			



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Foreword



The North East Link (NEL) will make travel faster and easier – connecting more people to employment, education, community and opportunity. This city-shaping program of works will connect the M80 Ring Road to an upgraded Eastern Freeway, slashing travel times by up to 35 minutes and taking 15,000 trucks off local roads daily.

Melbourne’s population is forecast to reach eight million by 2050 and the NEL will accommodate this future growth in the north eastern suburbs of Melbourne. Victorians will have better access to goods, services, employment, and education. The NEL will complete the missing link in Melbourne’s road network by improving connections between the east and north of Melbourne, providing a quicker and easier link for 135,000 vehicles a day – reducing travel times and leaving local roads for local trips.

In addition to tunnel construction, the North East Link Program (NELP) involves upgrades and improvements to key road, pedestrian and cycling infrastructure through five separate but interrelated works packages:

- Ring Road Completion
- North East Link Tunnels
- Eastern Freeway Upgrades – Hoddle Street to Burke Road
- Eastern Freeway Upgrades – Burke Road to Tram Road
- Eastern Freeway Upgrades – Tram Road to Springvale Road.

This Urban Design and Landscape Plan (UDLP) has been prepared by the consortium to design and construct the Eastern Freeway Upgrades – Burke Road to Tram Road (the Project). It outlines the design for the road upgrades, as well as bridges, noise walls and other structures, landscape design and associated improvements to adjacent open space and walking and cycling connections. It also provides a detailed assessment of how the design complies with the Project’s Environmental Performance Requirements (EPRs) and is in accordance with the Urban Design Strategy (UDS), as outlined through the relevant Project approval documents.

Key outcomes that will be facilitated through the Eastern Freeway Upgrades – Burke Road to Tram Road UDLP include:

- construction of the Burke Road to Doncaster Road section of the dedicated Eastern Express Busway, including key connections to Bulleen Park and Ride and Doncaster Park and Ride; once completed, this busway will provide fast and direct public transport connections from Doncaster Road through to Hoddle Street, reducing bus travel times by up to 30 per cent
- upgrades and new connections to the Koonung Creek Trail, completing ‘missing links’, and providing a high-quality shared path for pedestrians and cyclists and creating an integrated movement corridor through which communities are connected with open space, public transport and key facilities and services within the surrounding area
- installation of new and upgraded noise walls, reducing impacts from traffic noise to residential areas, open space and pedestrian/ cycling networks
- improvements and enhancements to Koonung Creek Reserve, adopting Water Sensitive Urban Design principles including wetland and open space facilities and extensive areas of new planting

- redevelopment of the existing pedestrian bridges at Estelle Street and Heyington Avenue, providing ample room for both cyclist and pedestrian traffic and incorporating architecturally designed features and material treatments inspired by the surrounding landscape.

This UDLP was exhibited to the public between 9 and 29 October 2023 for inspection and comment, in accordance with the requirements of the NEL Incorporated Document (December 2019, amended September 2023) and associated planning approvals. Feedback received during the exhibition process has been considered and responded to in the finalisation of this UDLP forming part of the submission to the Minister for Planning for approval.

Section 1

Introduction

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1. Introduction

1.1 Project Background

The North East Link (NEL) will fix the missing link in Melbourne’s freeway network between the M80 Ring Road and the Eastern Freeway. It will be used by 135,000 vehicles a day, cut travel times by 35 minutes and remove 15,000 trucks from local roads.

In 2016, Infrastructure Victoria – Victoria’s independent infrastructure advisors – named the NEL as the State’s priority road project.

Following more than seven years of intensive and robust strategic planning, approvals and community consultation, the NEL has developed into a truly city-shaping project, spanning improvements to roads, public transport, cycling and recreational infrastructure that will maximise long-term benefits not only for transport logistics, but for the broader community.

Specifically, the NEL will deliver:

- Victoria’s longest road tunnels – protecting sensitive environmental areas including the Yarra River and surrounding parklands and creating more land above for open space and future development opportunities
- major upgrades to the Eastern Freeway, including new lanes and smart traffic management technology
- completion of the M80 Ring Road with new lanes and smart traffic management technology
- construction of Melbourne’s first dedicated express busway between Doncaster Road and Hoddle Street, along with a new Park and Ride facility at Bulleen Road and upgrades to the existing Doncaster Park and Ride
- the North East Trail – more than 34 kilometres of new and upgraded walking and cycling paths.

The NEL will be designed and constructed as five interconnected pieces of work, as shown in Figure 1:

- Ring Road Completion
- North East Link Tunnels
- Eastern Freeway Upgrades – Hoddle Street to Burke Road
- Eastern Freeway Upgrades – Burke Road to Tram Road
- Eastern Freeway Upgrades – Tram Road to Springvale Road.

Dedicated construction partners will deliver each piece, with timing staged so the whole North East Link Program (NELP) can open around the same time.



Figure 1: North East Link Program

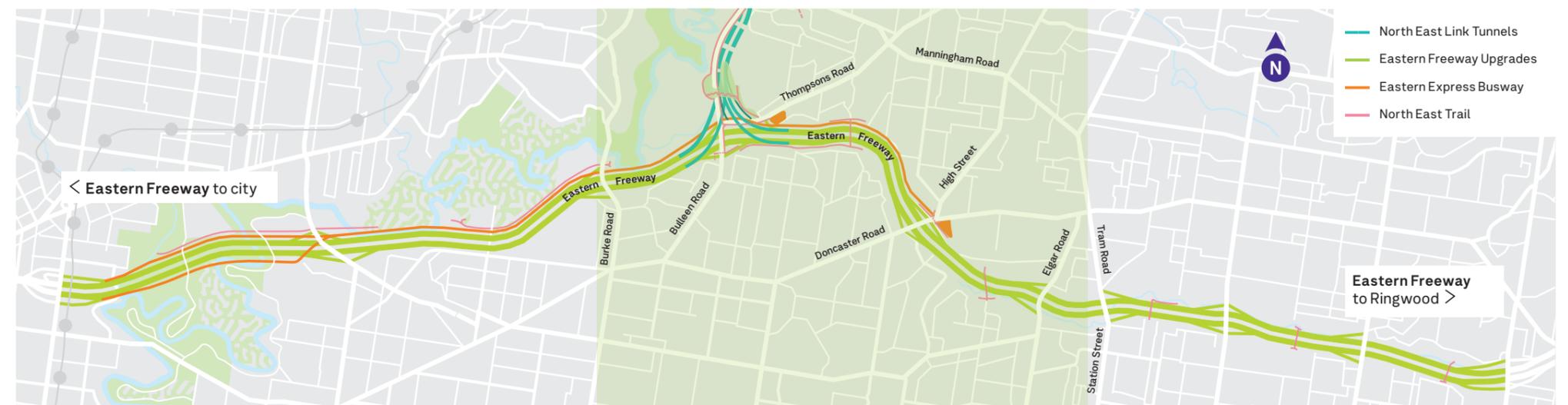


Figure 2: North East Link Eastern Freeway Upgrades and Eastern Express Busway

1. Introduction

1.1.1 Scope of this UDLP

This Urban Design and Landscape Plan (UDLP) provides the design for the Eastern Freeway Upgrades – Burke Road to Tram Road (the Project).

It specifically applies to land within the existing Eastern Freeway reserve and adjoining open space areas (as defined by the approved North East Link Project Boundary) between Burke Road and Musca Street in Balwyn North; and from the existing pedestrian bridge at Estelle Street to Tram Road.

The scope of this UDLP specifically includes the following:

- widening of the Eastern Freeway, including new express motor lanes
- delivery of the first section of the Eastern Express Busway, with dedicated bus lanes fully separated from freeway traffic
- upgrades and improvements to the Koonung Creek Reserve including new and improved water sensitive urban design elements and new open space community features and amenities
- upgrades to the Koonung Creek Trail, including improved bridge crossings at Estelle Street and Heyington Avenue
- new and upgraded noise walls to meet stringent noise standards of 63 decibels (day time) and 58 decibels (night time) in response to community feedback, noting this is in line with the best level of traffic noise protection in Victoria and making the Eastern Freeway noise standard the toughest in the State
- works located within the Southern Interface Zone, which covers land within and immediately adjacent to the future Eastern Freeway Interchange, and which constitute a change to the NEL Tunnels UDLP as approved in February 2023. For details of the approved design within the SIZ, refer to Attachment 5.

The area covered by this UDLP in the context of the broader North East Link Program is shown at Figure 1.



Artist impression – indicative only

Figure 3: Heyington Avenue Shared Use Path Bridge (looking south)



Artist impression – indicative only

Figure 4: Eastern Freeway/Express Busway facing west towards Estelle Street Shared Use Path Bridge

1. Introduction

1.2 Purpose of the Urban Design and Landscape Plan

The North East Link Project Incorporated Document, December 2019 (amended September 2023) ('the Incorporated Document') provides the overarching planning approval for NEL. This document forms part of all council planning schemes that apply to land within the NEL Project boundaries and is implemented through a Specific Controls Overlay (Schedule 12, SC012).

The Incorporated Document includes a number of conditions and requirements that must be met in the detailed planning, design, construction and operation of NEL. Pursuant to Clause 4.9.1 of the Incorporated Document, an Urban Design and Landscape Plan (UDLP) is required to be prepared to the satisfaction of the Minister for Planning prior to the commencement of development for any permanent above ground buildings or structures.

As the proposed upgrades to the Eastern Freeway include permanent above ground buildings, structures and other works – including, but not limited to, bridges, noise walls and other ancillary structures – this requirement applies. A UDLP has been prepared forming part of the submission to the Minister for Planning for approval in accordance with Clause 4.9.5 of the Incorporated Document. Once approved, the use and development of these works must be carried out generally in accordance with the approved UDLPs.

The primary purpose of this UDLP is to detail the overarching urban design and landscape concept for the design, siting and treatment for all permanent structures, buildings and other above ground works forming part of the overall package of upgrades to the Eastern Freeway within the UDLP boundary.

It also identifies, where applicable, refinements and improvements to aspects of the key design elements within the Southern Interface Zone that represent a change not generally in accordance with the approved design as detailed in Attachment 5.

The UDLP also provides a detailed assessment of how the design is consistent with the requirements of the NEL Urban Design Strategy (UDS) and Environmental Performance Requirements (EPRs).

Compliance with these documents, which form the framework and parameters for the design, construction, and management of the North East Link Program, is a requirement of the Incorporated Document.

Figure 5 outlines the environmental management and approvals process for the North East Link Program.

This UDLP includes:

- an introduction to the Incorporated Document requirements and community consultation process (Section 2)
- an analysis of the site and context (Section 3)
- a description of the Project, design response and the urban design and landscape documents (Section 4)
- an assessment against design requirements of the UDS demonstrating consistency (Section 5)
- an assessment against the EPRs demonstrating compliance (Section 6).

Public exhibition of the UDLP provided an opportunity for the community and stakeholders to view and comment on the UDLP, including design elements such as bridges, noise walls, landscaping and changes to local roads and walking and cycling paths and trails.

Feedback received during the public exhibition has been considered and responded to in the finalisation of this UDLP forming part of the submission to the Minister for Planning for approval.

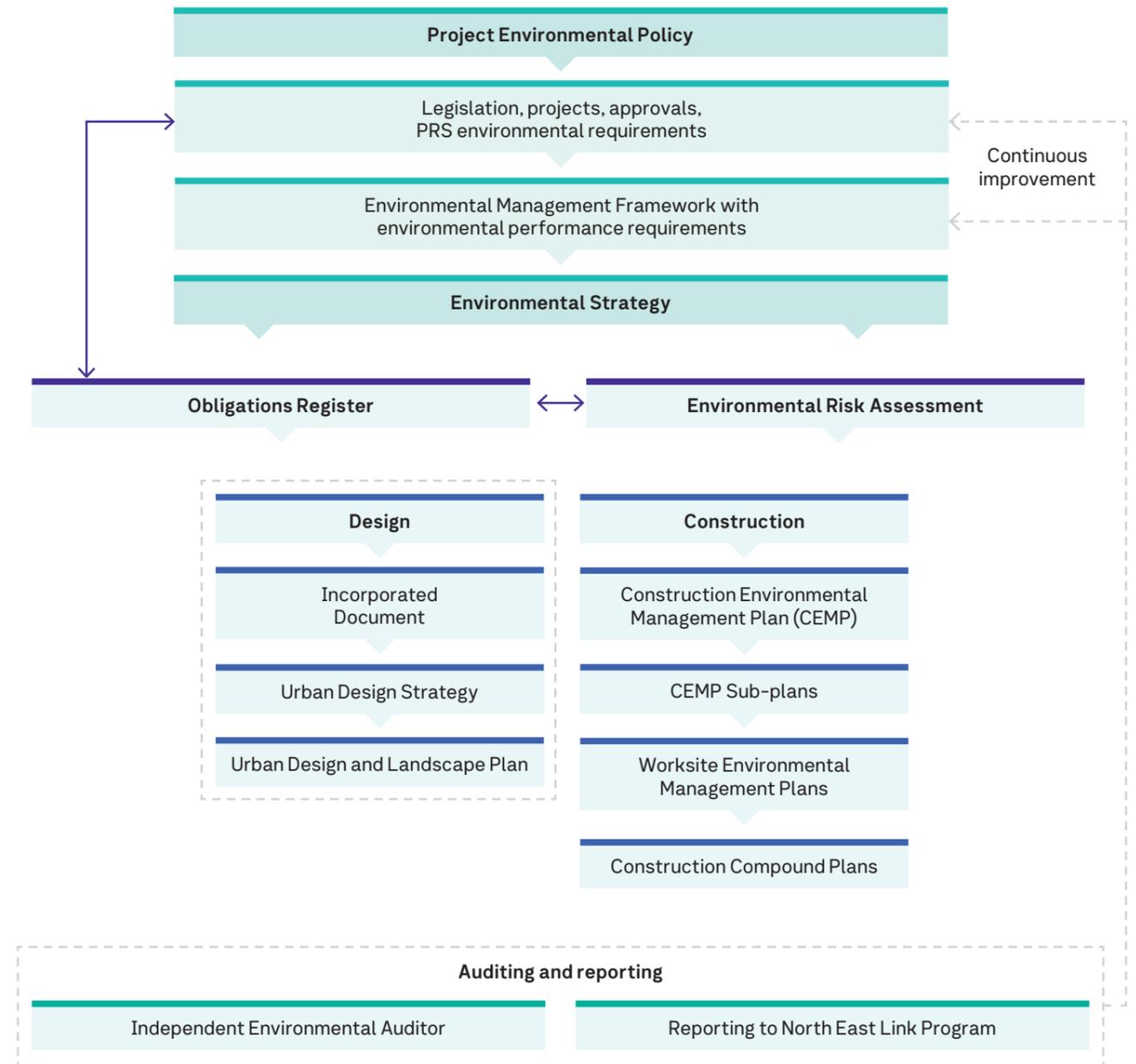


Figure 5: Eastern Freeway Upgrades Environmental Management and Approvals Process

1. Introduction

1.3 Approvals

1.3.1 Project Approvals and Key Requirements

An Environment Effects Statement (EES) was prepared for NEL under the provision of the *Environment Effects Act 1978*.

The EES process considered a wide range of potential environmental impacts associated with the NEL Reference Design and set out a comprehensive suite of EPRs detailing the minimum environmental outcomes the Project must achieve across its design, construction and operational phases.

The Minister for Planning released an assessment of the EES on 3 December 2019, which informed subsequent approval decisions including approval of the Incorporated Document.

The following environmental approvals have been obtained for NEL works:

- *Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)* – NEL is a ‘Controlled Action’. Approval of EPBC 2018/8142 issued under Part 9 of the Act, dated 12 December 2019 and as varied on 28 August 2020 and on 29 June 2021. The approval has several conditions to mitigate environmental impacts that must be undertaken in delivery of the Project.
- *Planning and Environment Act 1987* – Planning Scheme Amendment GC98 and subsequent amendments to the Banyule, Boroondara, Manningham, Nillumbik, Whitehorse, Whittlesea and Yarra planning schemes. Amendment GC98 facilitates NEL by:
 - applying the Specific Controls Overlay to land required for the Project and allowing the use and development of that land in accordance with the specific control in the Incorporated Document (the requirements of the Incorporated Document are addressed in Section 2 of this UDLP).
 - applying the Design and Development Overlay to land in Banyule and Manningham to ensure new development does not compromise the structural integrity or operation of Project infrastructure.
- *Major Transport Projects Facilitation Act 2009 (MTPFA)* – The Project Area for NEL was designated by the Minister for Planning under Section 95(2)(a) of the MTPFA by an order published in the Victorian Government Gazette on 5 February 2020. This approval facilitates the delivery of NEL by applying the delivery powers under the Act (excluding Parts 3 and 8 of the Act).



Figure 6: Estelle Street Shared Use Path Bridge (looking south)

- *Aboriginal Heritage Act 2006* – Cultural Heritage Management Plan No. 15576 (North East Link) as approved on 17 February 2020 and its subsequent amendments. The Cultural Heritage Management Plan has the purpose to assess the potential impact of NEL on Aboriginal cultural heritage and provides measures to be undertaken to manage and protect Aboriginal cultural heritage.
- NEL Environmental Management Framework (EMF), as required under Clause 4.5 of the Incorporated Document (including EPRs), was approved by the Minister for Planning on 9 February 2020 and amended on 21 July 2021 to reflect the *Environment Protection Amendment Act 2018* (Vic). This document provides EPRs, which are performance-based environmental standards and outcomes that apply to the design, construction and operation of the Project (an assessment against the EPRs contained in the EMF is detailed in Section 6 of this UDLP).
- NEL Urban Design Strategy (UDS), as required under Clause 4.8 of the Incorporated Document, was approved on 23 March 2020 (an assessment against the relevant objectives of the UDS is outlined in Section 5 of this UDLP).

The following plans have been prepared and approved by the Minister for Planning in accordance with the Incorporated Document and are relevant to this UDLP:

1. Introduction

1.3.2 Approved North East Link UDLPs

The following UDLPs have been approved under the Incorporated Document:

- Bulleen Park and Ride UDLP, approved on 28 March 2021
- Watsonia Station Telecommunications Facility Relocation UDLP, approved on 10 September 2021
- M80 Interchange Telecommunications Facility Relocation UDLP, approved on 17 May 2022
- North East Link Tunnels UDLP, approved 3 February 2023.

The location and extent of this UDLP in the context of the previously approved UDLPs outlined above is shown in Figure 7. This figure also shows the indicative extents of the Ring Road Completion UDLP, subject to future design and approval.

As per Clause 4.9.9 of the Incorporated Document, the use and development of Project works must be generally in accordance with the approved UDLPs.

This provision allows for minor refinements and improvements to the concept designs presented within a UDLP; final engineering and landscape designs can be incorporated following detailed design investigation and technical analysis.

This prevents wholesale revisions to the underlying design concepts and outcomes occurring without further approval.

Details of the works approved under these UDLPs, including links to the full documents, are publicly available at <https://northeastlink.vic.gov.au>

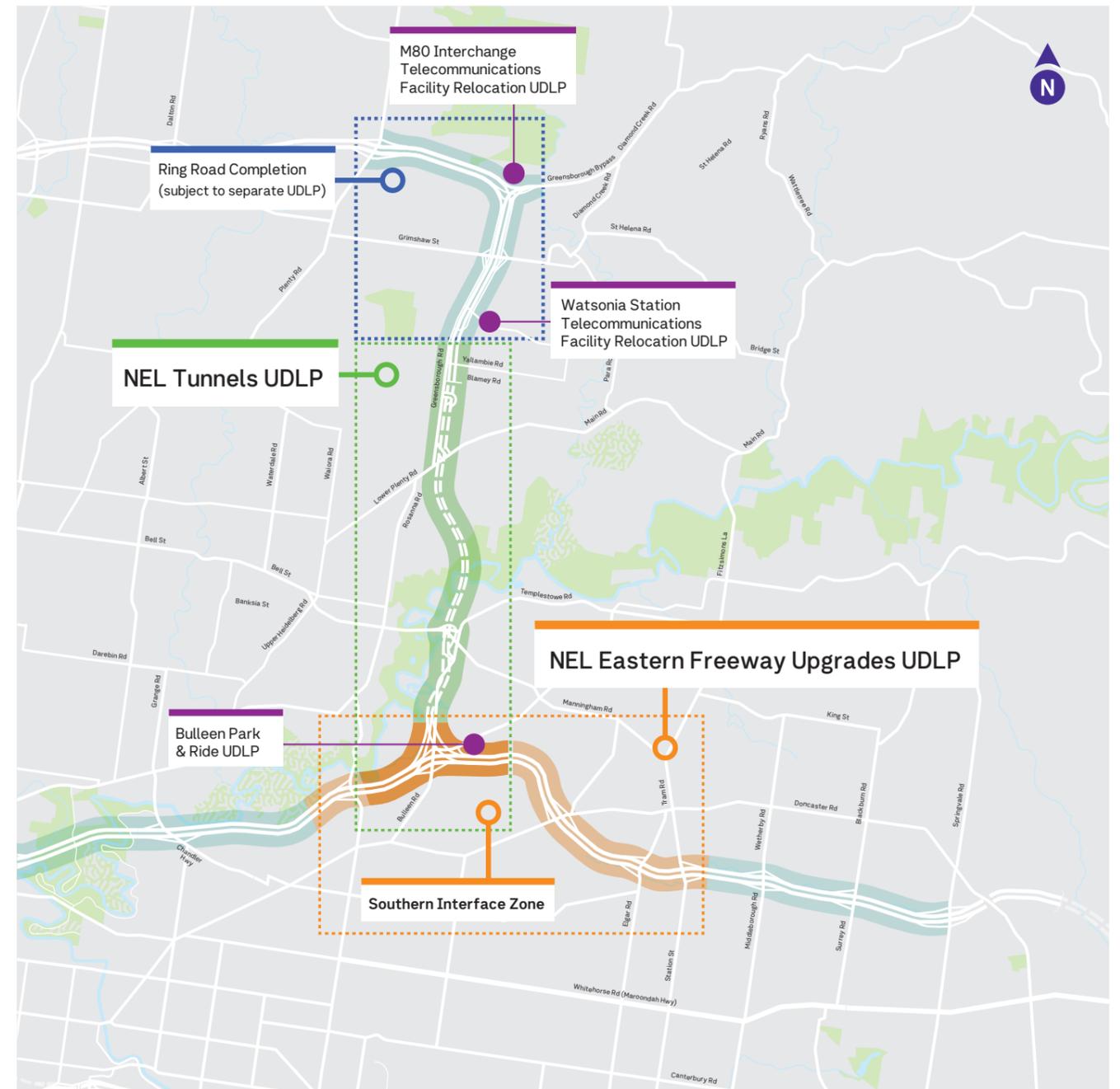


Figure 7: Eastern Freeway Upgrades UDLP and other NEL UDLPs approved or being finalised following recent public exhibition

1. Introduction

1.3.3 Bulleen Park and Ride UDLP

The Bulleen Park and Ride UDLP provides details of the Bulleen Park and Ride facility, including a green roof community park, undercover parking for up to 370 cars, walking and cycling paths that connect to the Koonung Creek Trail and a bike storage cage.

The Bulleen Park and Ride UDLP was available for public exhibition in late 2020, with submissions invited via the Engage Victoria website. In response to issues raised in the public submissions and incidental design refinements that occurred since the public exhibition period, updates were made to the UDLP that was approved by the Minister for Planning on 28 March 2021.

Construction is now complete, and the facility opened to passengers in early 2023.

The approved Bulleen Park and Ride UDLP detailed and provided approval for the interim access solution between this facility and the wider road network whereby buses enter and exit the facility via Thompsons Road utilising a temporary turnaround area at the western site boundary. This was included to allow for early construction and operation of Bulleen Park and Ride ahead of the Eastern Freeway being upgraded with express busway lanes.

The design for the final connection between Bulleen Park and Ride and the Eastern Freeway has been included in this UDLP and will be constructed as part of the broader Eastern Freeway Interchange and Express Busway works. This includes improved access to the facility following the removal of the existing temporary turnaround area. This change is discussed in further detail at Section 4.1.4.

1.3.4 NEL Tunnels UDLP

The NEL Tunnels UDLP (approved February 2023) provided the design for the tunnel portals, the interchange with the Eastern Freeway to the south, and associated infrastructure, structures, and landscape design.

The NEL Tunnels UDLP was developed by the designated delivery partner for the Tunnels scope of works. Of relevance to this UDLP is that while the NEL Tunnels UDLP included the design for the Eastern Freeway/Tunnels interchange at Bulleen Road and immediately surrounding road, walking and cycling networks and open space – referred to as the Southern Interface Zone – these works will be delivered by the consortium appointed for the Eastern Freeway Upgrades – Burke Road to Tram Road Project.

Any refinements to design within the Southern Interface Zone that are not detailed below and described further in Section 4.1.3, will be delivered generally in accordance with the approved design as detailed in Attachment 5 and do not require further planning assessment or approval.

Through the detailed design development process prior to construction, a number of improvements and enhancements to specific design elements have been identified. The majority of these changes are consistent and generally in accordance with the approved design as detailed in Attachment 5.

They are limited to minor updates that deliver better constructability and overall outcomes while ensuring the final rationalised design maintains compliance with technical standards and achieves improved efficiencies. No additional approvals or assessments are required for these changes.

Examples may include minor refinements such as realignments, small adjustments to details, quantities or dimensions and swapping pre-approved materials. These examples are rationalised based on detailed design that maintains the design intent and achieves compliance with the UDS requirements and EPRs.

Five elements of the design refinements have been assessed as representing a change not generally in accordance with the approved design as detailed in Attachment 5. These changes are summarised as follows:

- deletion of Eastern Freeway habitat corridor adjacent to Freeway Golf Course bridge;
- variation to Bulleen Road bridge path type (western side);
- deletion of boardwalk over a water treatment wetland adjacent to Koonung Creek;
- reconfiguration of shared use paths within Koonung Creek Reserve; and
- addition of a new noise wall material type.

These changes are included in this UDLP and form part of its overall scope of works to allow for a full assessment and approval against the relevant requirements of the EPRs and UDS.

This is discussed in further detail at Section 4.1.3.



Figure 8: Concept Render Showing Approved Interim Access Arrangement



Figure 9: Concept Render Showing Ultimate Access Arrangement

Section 2

Requirements for the Urban Design and Landscape Plan

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2. Requirements for the Urban Design and Landscape Plan

2.1 Incorporated Document Requirements

This section provides an overview and an assessment of the detailed requirements of the Incorporated Document for preparation and approval of a UDLP.

The relevant requirements for preparation and approval of a UDLP, including content, design and consultation requirements, are outlined at Clause 4.9 of the Incorporated Document.

An assessment of this UDLP's compliance with the Incorporated Document, with references to the relevant document sections where they are addressed, is provided in Table 1.

Table 1: North East Link Incorporated Document UDLP Compliance Matrix

Clause	Condition	Response
4.9.1	Prior to the commencement of development of permanent above-ground buildings or structures (excluding preparatory buildings and works under Clause 4.13.1), UDLPs must be prepared to the satisfaction of the Minister for Planning.	This UDLP details the design for all permanent above-ground buildings or structures in the Project area. Approval of the UDLP by the Minister for Planning is required prior to commencing the development of permanent above-ground buildings or structures. The design changes within the Southern Interface Zone, as detailed in section 4.1.3, form part of this UDLP. For details of the approved design within the SIZ, refer to Attachment 5.
4.9.2	The UDLPs must show the final built form design for the Project and include, where relevant:	
	(a) A site layout plan that shows the location of permanent above-ground buildings and structures (including but not limited to proposed bridges, elevated roads, tunnel portals, ventilation structures, flood walls, noise walls, public transport infrastructure, and walking and cycling facilities).	Site layout plans showing the location of all permanent above-ground buildings and structures are included at: <ul style="list-style-type: none"> Attachment 1: Architecture and Urban Design Attachment 2: Landscape Design
	(b) Architectural plans, including sections and elevations, with materials and finishes.	Architectural plans are located at: <ul style="list-style-type: none"> Attachment 1: Architecture and Urban Design
	(c) Landscape plans, including sections and elevations, with plant species.	Landscape plans are located at: <ul style="list-style-type: none"> Attachment 2: Landscape Design
4.9.3	An Urban Design and Landscape Plan (UDLP) must be accompanied by the following, where relevant:	
	(a) An explanation demonstrating how the UDLP is in accordance with the approved UDS including any relevant urban design framework plan	Section 5 includes an assessment of how this UDLP is in accordance with the UDS corridor-wide and place-specific requirements that apply to the Project. The Eastern Freeway Interchange Framework Plan informed the design of the Southern Interface Zone as detailed in Attachment 5. The elements of this UDLP located within the area subject to the Framework Plan are the changes to the path networks within Koonung Creek Reserve and at Bulleen Road, and the new connections between the Bulleen Park and Ride and the Express Busway. These are described and summarised in Sections 1.3.1 and 1.3.4. An assessment of these elements against the Eastern Freeway Interchange Framework Plan is provided at Sections 4.1.3 and 4.1.4.
	(b) An explanation demonstrating how the UDLP would comply with the EPRs included in the approved EMF.	Section 6 includes an assessment of how the UDLP complies with the EPRs in the approved EMF.
	(c) A plan which shows the extent of the UDLP area in relation to any publicly available or approved UDLP/s.	Section 1.3 shows the location and extent of this UDLP in relation to all relevant approved NEL UDLPs.
	(d) 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 under Clause 4.12.	Five Construction Compound Plans (CCPs) within the area covered by this UDLP have been approved by the Minister for Planning including Bulleen Interchange CCP (approved 3 November 2023), Freeway Golf Course CCP (approved 10 November 2023, amended 5 March 2024), Doncaster Park and Ride CCP (approved 19 March 2024), Doncaster Road Reserve CCP (approved 18 April 2024), and Koonung Creek Reserve CCP (approved 6 May 2024). For the locations of approved construction compounds, refer to the plans (NEL-STH-NSA-5900-UUD-DRG-9580 and 9581) in Attachment 2: Landscape Design.

2. Requirements for the Urban Design and Landscape Plan

Clause	Condition	Response
4.9.4	Prior to the submission of an UDLP to the Minister for Planning for approval, an UDLP must be:	A copy of this UDLP has been provided to UDAP and the relevant councils as part of the public exhibition process.
	(a) Provided to the UDAP [Urban Design Advisory Panel] and relevant council/s for consultation	
	(b) Provided to the Department of Transport, Roads Corporation, Public Transport Development Authority, Melbourne Water, Heritage Victoria, the Department of Environment, Land, Water and Planning (DELWP), Parks Victoria and the Head, Transport for Victoria for consultation where relevant.	A copy of this UDLP has been provided to the listed public authorities as part of the public exhibition process and as outlined in Section 2.2, noting the Department of Transport and Planning (DTP) and the Department of Environment Energy and Climate Action (DEECA) now incorporate the planning and environment functions respectively of the former Department of Environment Land Water and Planning (DELWP).
	(c) Made available for public inspection and comment on a clearly identifiable Project website. The website must set out details about the entity and contact details to which written comments can be directed during that time and specify the time and manner for the making of written comments. The minimum period for public comment must be 21 days. For the avoidance of doubt, consultation in accordance with (a) and (b) can occur prior to, during and after the public inspection and comment period in (c).	This UDLP was made available on the Engage Victoria website for public inspection and comment for a period of 21 calendar days, from 9 to 29 October 2023.
4.9.5	Before, or on the same day as an UDLP is made available in accordance with Clause 4.9.4(c), a notice must be:	The UDLP was open for public inspection and comment for 21 calendar days, from 9 to 29 October 2023.
	(a) Published in a newspaper generally circulating in the area to which an UDLP applies informing the community of the matters set out in Clause 4.9.4(c).	Notice of the UDLP public exhibition was published in The Age and the Herald Sun on Monday 9 October 2023.
	(b) Provided to owners and occupiers of land adjacent to the area/s to which an UDLP applies informing them of the matters set out in Clause 4.9.4	All owners and occupiers of land within 150 metres of the Project area to which this UDLP applies were notified of the public exhibition by letterbox drop on 7 and 8 October 2023. Absentee landowners were notified by way of letters via Express Post on 5 October 2023.
	(c) The minimum period for comment must be 21 days.	The UDLP was open for public inspection and comment for 21 days, from 9 to 29 October 2023.
4.9.6	An UDLP submitted to the Minister for Planning for approval under Clause 4.9.1 must be accompanied by:	Following completion of the public exhibition, a consultation summary report encompassing all written submissions received, and responses has been prepared. The consultation summary report accompanies this UDLP as part of the submission to the Minister for Planning for approval.
	(a) A summary of the consultation carried out under Clause 4.9.4 and Clause 4.9.5, all written comments received and a response to issues raised.	
	(b) Written advice from the UDAP addressing the extent to which the UDLP is consistent with all relevant matters set out in the Minister's Assessment dated 3 December 2019 made pursuant to the EE Act [<i>Environment Effects Act 1978</i>], the EPRs included in the approved EMF, and the approved UDS including any relevant urban design framework plan.	Written advice from UDAP has been obtained.
4.9.7	An UDLP may be prepared and approved in stages but an UDLP for any stage must be approved before commencement of development (excluding preparatory buildings and works under Clause 4.13.1) for that stage.	This UDLP has been prepared for the Project area from Burke Road to Tram Road, with minor extents in the Eastern Freeway corridor extending beyond.
4.9.8	An UDLP may be amended from time to time, to the satisfaction of the Minister for Planning. The Minister for Planning must require an application for approval of an amendment to an UDLP to comply with the requirements of Clause 4.9.2, Clause 4.9.3, Clause 4.9.4 and Clause 4.9.5 unless, in the opinion of the Minister the proposed amendment:	If changes are proposed to the design in this UDLP once approved, an assessment will determine whether conditions of Clause 4.9.8 (a) and (b) can be satisfied, including whether design changes are considered generally in accordance with this UDLP. Where these conditions are not satisfied, an amendment will be undertaken to this UDLP that will comply with the conditions of Clause 4.9.8.
	(a) would not result in a material detriment to any person; or a person who may suffer a material detriment as a result of the Minister's approval of the amendment has already been consulted in respect of the proposed amendment; and	If changes are proposed to the design, an assessment will be undertaken to determine whether the conditions of Clause 4.9.8(a) can be satisfied.
	(b) any proposed amendment does not involve any change to an approved Environmental Performance Requirement.	If changes are proposed to the design, an assessment will be undertaken to determine whether the conditions of Clause 4.9.8(b) can be satisfied.
4.9.9	The use and development of the Project must be carried out generally in accordance with the approved UDLPs.	The use and development of the Project will be carried out generally in accordance with the approved NEL UDLPs.

2. Requirements for the Urban Design and Landscape Plan

2.2 Community and Stakeholder Engagement

The statutory requirements for consultation with the community and key stakeholders as part of the preparation of the Urban Design and Landscape Plan (UDLP) are outlined at clauses 4.9.4 and 4.9.5 of the Incorporated Document.

These requirements have been incorporated into, and form part of, a broader program of engagement and awareness-raising activities undertaken to inform the preparation of this UDLP, building on previous consultation undertaken by the North East Link Program (NELP) through the Environment Effects Statement (EES) process and on previously approved UDLPs.

Pre-exhibition engagement

Key stakeholders were engaged through a series of briefings and workshops from July to September 2023, prior to the UDLP public exhibition period. Key elements of the UDLP were shared during these sessions for feedback with councils, public authorities and other stakeholders.

All pre-exhibition engagement feedback was received, considered and responded to as part of the preparation of this UDLP.

Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation

NELP recognises the land associated with the Program as the traditional lands of the Wurundjeri Woi-wurrung First Peoples. The Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation has partnered with NELP since 2018.

This partnership with Wurundjeri Woi-wurrung, and agency embedded through the preparation of the UDS and subsequent design development and review, is ongoing and will be maintained for the life of the Program.

The NEL alignment extends over and beneath Wurundjeri Woi-wurrung Country, with the Yarra River (Birrarung) and its surrounding tributaries and environs being central to the identity, spirituality and culture of Wurundjeri Woi-wurrung as the Registered Aboriginal Party and Traditional Owners of Project lands. Engagement with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation through a series of design meetings and workshops has informed the design approach and UDLP development.

Urban Design Advisory Panel

The Urban Design Advisory Panel (UDAP) for NEL was formed under Clause 4.7 of the Incorporated Document. The role of the UDAP is to provide ongoing expert guidance and advocate for high quality design outcomes through an integrated design approach for the Program.

Members include urban design specialists from the Office of the Victorian Government Architect (OVGA), the Department of Transport and Planning (DTP)*, the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation and independent design specialists.

The UDAP has provided detailed urban design advice and feedback throughout the development of this UDLP through workshops and issue of detailed written comments.

Public Authorities

Consultation has been undertaken with the Department of Transport and Planning (Transport), Department of Environment, Energy and Climate Action (DEECA)*, Melbourne Water, Heritage Victoria and Parks Victoria, through provision of pre-exhibition briefings during the development of this UDLP.

Councils

This UDLP covers land within Boroondara, Manningham and Whitehorse municipality boundaries. All three councils were consulted through a series of stakeholder workshops prior to public exhibition, for feedback on elements directly related to this UDLP and on the consultation approach with their communities.

Public exhibition

This UDLP was made available for public exhibition and comment from 9 October to 29 October 2023.

During public exhibition the UDLP was made available:

- to view and download online at the Victorian Government's Engage Victoria website: <https://engage.vic.gov.au/north-east-link>
- to view in hard copy at local council offices and libraries
- to view in hard copy at community information events

Written submissions could be made online at the Engage Victoria website:

<https://engage.vic.gov.au/north-east-link>

The Engage Victoria website provided information about how to make a submission online, and information relating to submissions closing date and contact details for community enquiries. Support to make a submission by email, post or other written method was also available if needed.

In addition to the Engage Victoria website, the UDLP exhibition was supported by a range of communication and engagement activities to promote the UDLP and assist people in understanding the information included in the UDLP and the UDLP process.

These included:

- extensive advertising through print and digital channels including social media, letterbox drops, door knocks and media
- community information events, with locations and dates extensively promoted through multiple channels
- supporting material including an interactive online map, fact sheets, artist impressions and information on the North East Link website <https://northeastlink.vic.gov.au>

All written submissions received during the public exhibition period have been considered and responded to in the finalisation of this UDLP forming part of the submission to the Minister for Planning for approval.

A report summarising all written comments received and responses to issues raised has been prepared accompanying this UDLP forming part of the submission to the Minister for Planning for approval.

Reporting on the outcomes of the UDLP process

Following the approval of the UDLP by the Minister for Planning, the Project team will report back to stakeholders and the community how issues and opportunities raised through the public exhibition process were considered and responded to, including any changes made to the final UDLP.

Ongoing engagement

Engagement with stakeholders and the community will continue throughout the life of the Project to keep people informed of its progress and to ensure community and stakeholder priorities, concerns and opportunities are considered and responded to in a timely and transparent way.

* As of 1 January 2023, the planning and environment functions of the former Department of Environment Land Water and Planning (DELWP) were incorporated into DTP and DEECA respectively. DTP also incorporates the state transport functions provided by the former Roads Corporation (VicRoads), Public Transport Development Authority and Transport for Victoria.

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Section 3

Site Analysis

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3. Site Analysis

3.1 Location and Existing Conditions

This Urban Design and Landscape Plan (UDLP) includes land within and immediately adjacent to the existing Eastern Freeway road reserve between Burke Road and Musca Street in Balwyn North, and Estelle Street and Tram Road, Doncaster.

It also covers discrete areas in proximity to the Eastern Freeway/Tunnels Interchange where changes to the approved design of specific elements within the Southern Interface Zone have been included in this UDLP for further assessment. For details of the approved design within SIZ, refer to Attachment 5.

Key landscape features, transport infrastructure, open space areas and land uses within and in proximity to the UDLP area are shown in Figure 10.



- | | | | | |
|------------------------------------|-----------------------------|------------------------------|--------------------------------|----------------------------------|
| 1 Musca Street Reserve | 6 Koonung Park | 11 Katrina Street Playground | 16 Heyington Avenue SUP Bridge | 21 Trinity Marles Playing Fields |
| 2 Columba Street Reserve | 7 Koonung Creek Reserve | 12 Elgar Park | 17 Carey Grammar Sports Field | 22 Veneto Club |
| 3 Leonis Avenue Reserve | 8 Park Avenue Reserve | 13 Frank Sedgman Reserve | 18 Belle Vue Primary School | |
| 4 Freeway Golf Course | 9 Tende Beck Scout Hall | 14 Valda Wetlands | 19 Manningham Hotel | |
| 5 Yarra River (<i>Birrarung</i>) | 10 Winfield Road Playground | 15 Estelle Street SUP Bridge | 20 Marcellin College | |

Figure 10: Locality Plan

3. Site Analysis

3.2 Landscape

The North East Link (NEL) Urban Design Strategy (UDS) identifies three distinct design character areas within the NEL corridor – Ridgeline, Yarra River Valley and Koonung Creek Valley – each of which have their own distinct social, cultural, landscape and biodiversity attributes.

This UDLP covers land within the Yarra River Valley and Koonung Creek Valley character areas.

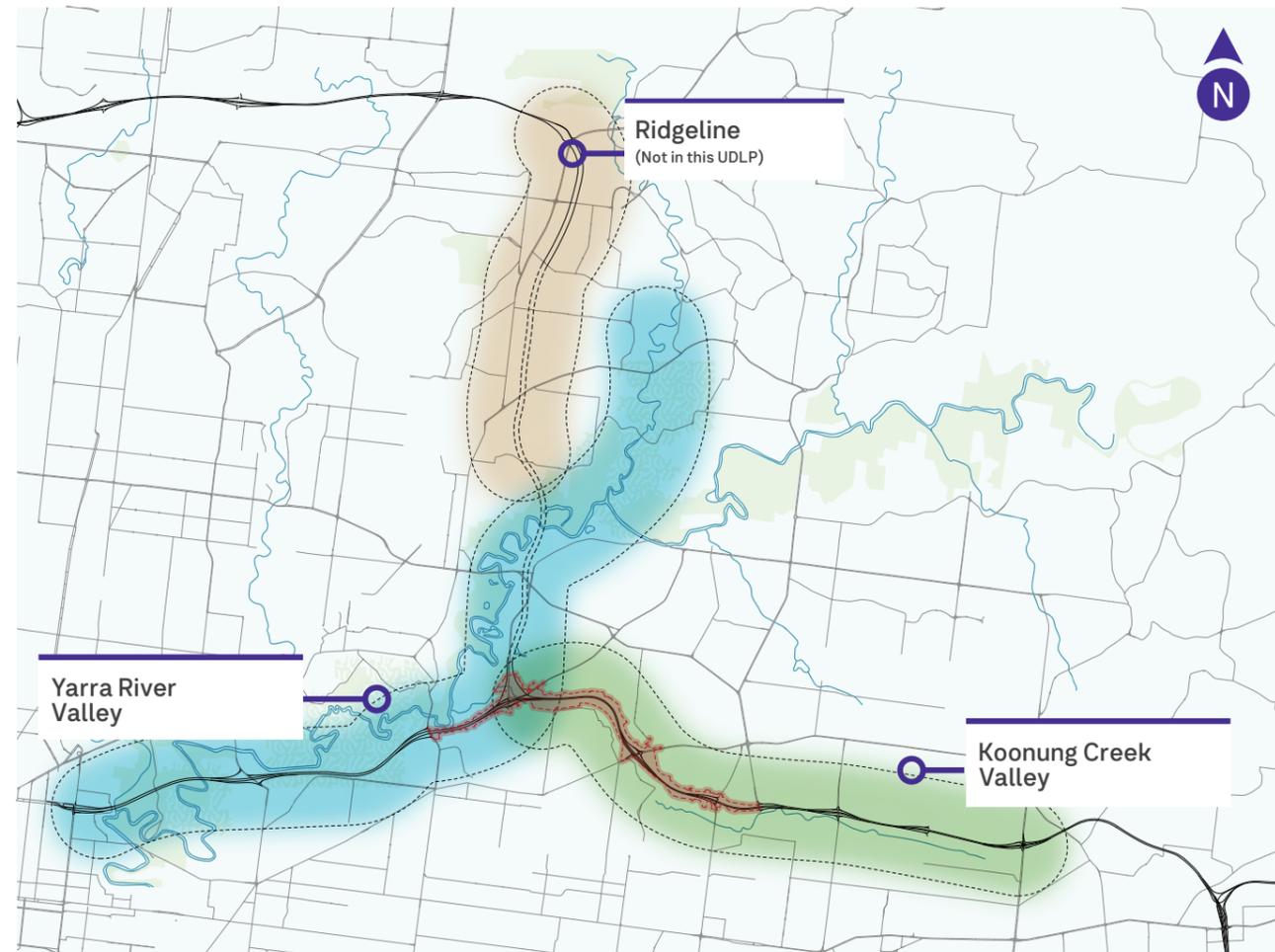


Figure 11: Eastern Freeway Upgrades – Burke Road to Tram Road and the distinctive design character areas identified in the UDS (the Project area denoted in red)



Figure 12: Yarra River Valley



Figure 13: Koonung Creek Parklands

Ridgeline

The Ridgeline has been covered by the Tunnels UDLP and is not applicable directly to this UDLP. However, this UDLP links into the NEL Tunnels UDLP and design philosophy to ensure a Project wide coordinated design response.

Yarra River Valley

The Yarra River Valley is characterised by open vegetated and naturalistic landscapes within the wide valley corridor of the Yarra River (Birrarrung). The scope of this UDLP does not cover areas north of the Eastern Freeway/Tunnels Interchange (such as the Bolin Bolin Billabong, Viewbank or the Banyule Flats), but does include sections of the Yarra River Parklands, Freeway Golf Course and Bulleen Park, through to Balwyn North. Significant natural landscapes, a golf course and small parklands and reserves also fall within or adjacent to the boundaries of this UDLP.

The Yarra River Valley also includes the significant original section of the 1970s Eastern Freeway, including mast lights and bridges, impressive rock escarpments, and an attractive naturalistic setting achieved from 'borrowed' landscapes.

Koonung Creek Valley

The Koonung Creek Valley is characterised by low density residential neighbourhoods, with wetlands and open waterways, recreational landscapes and quality parklands running parallel to the Eastern Freeway that are highly valued by local communities.

The Koonung Creek Reserve is a key linear parkland that extends from Mountain View Road in the west to Doncaster Road in the east, incorporating wetland areas, multiple ecological vegetation classes that provide high landscape amenity value and support a diversity of flora and fauna, and large open areas of exotic grass used for recreation and open space purposes.

The Koonung Creek runs west throughout and underneath the Koonung Creek Valley through the suburbs of Balwyn North, Mont Albert North, Box Hill North and Doncaster. The NEL EES identified it as an important strategic ecological corridor.

The road corridor is an attractive landscape setting, with rock escarpments and established plantings along the corridor creating a 'freeway within a landscape'. The existing award-winning sculptural curved concrete noise walls are being retained where possible as significant architectural contributions to both the motorist experience given their scale and the pedestrian experience given the high-quality double-sided textured finish.

3. Site Analysis

3.3 Local Character Precincts

Using the corridor-level design character areas as a framework, the UDLP area can be further broken down into four distinct precincts based on existing landscape, built form and land use features, as follows:

- Yarra River Valley – Burke Road to Musca Street
- Koonung Reserve – Estelle Street to Doncaster Road
- Doncaster Junction
- Koonung Wetlands – Doncaster Road to Tram Road.

The location and extent of these precincts are shown in Figure 14, with the location of this UDLP in the context of the surrounding council areas.

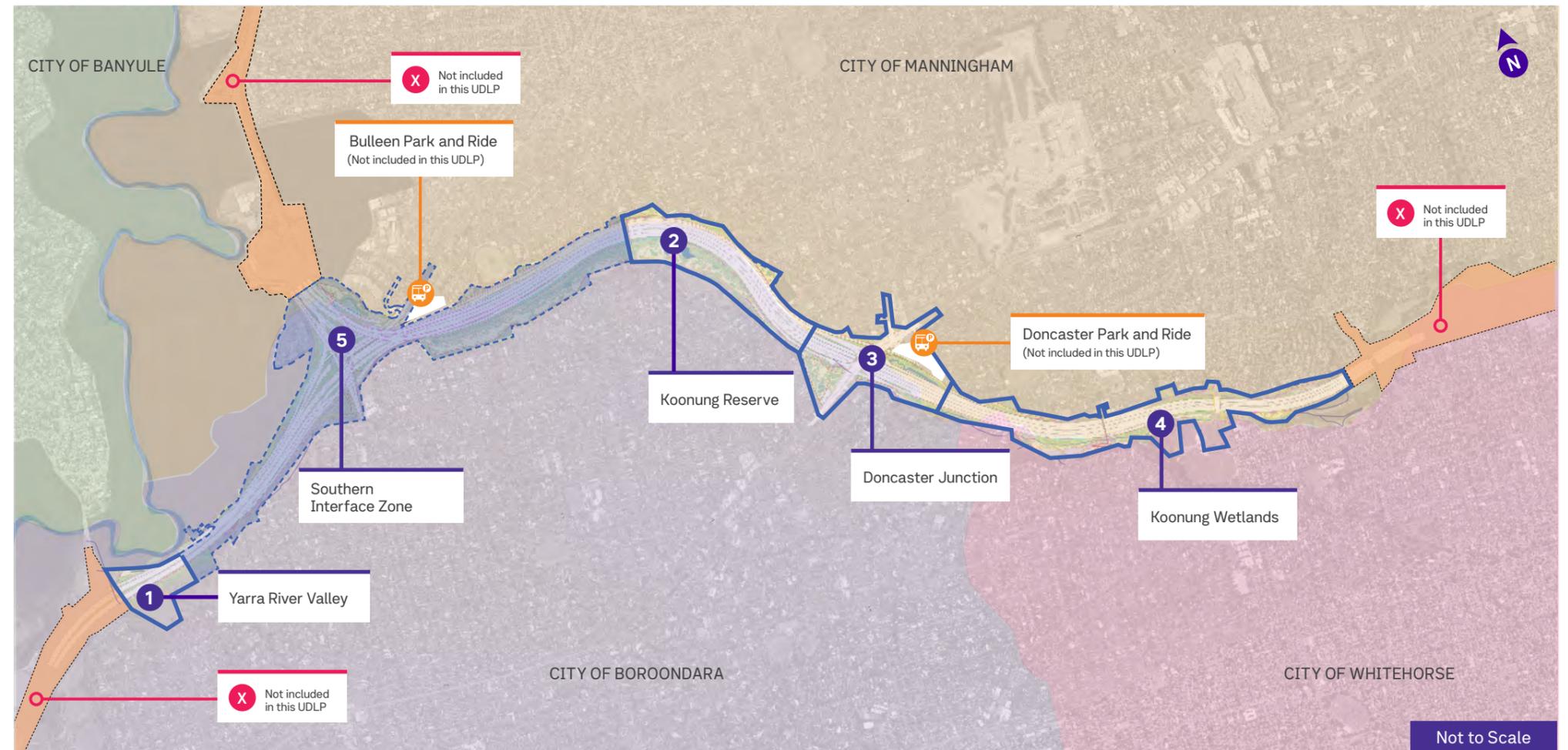


Figure 14: Local Character Precincts and Local Government Areas



Figure 15: North East Link from Bulleen Road Interchange to Tram Road

3. Site Analysis

Yarra River Valley

The Yarra River Valley precinct, despite only extending approximately 400m of land at the western edge of this UDLP area, is visually and ecologically distinct from the balance of land within this UDLP.

The only part of this UDLP located within the broader Yarra River Valley design character is surrounded and defined by open space to both north (Yarra Flats Reserve and the Freeway Golf Course) and south (Musca Street Reserve), with views from the Freeway dominated by mature canopy trees and vegetation interspersed with glimpses of open grassland.

Built form is a secondary element within this precinct; however, the distinctive mast lights within the central median and elegant concrete bridge at Burke Road are key character features relating to the original 1977 section of the Eastern Freeway.

This has been intentionally designed to provide a naturalistic setting achieved from 'borrowed' landscapes, with road infrastructure complementing rather than dominating views from within the Freeway corridor.

This precinct is largely separated, both visually and functionally, from the surrounding public and private realm. Vegetation and topography both provide an effective barrier to views from adjacent open space areas and pedestrian/cycling networks, including the Koonung Creek Trail that runs parallel to the northern edge of the Freeway through this section.

The Yarra River itself – which at its closest point comes to within approximately 30m of the Eastern Freeway through this section – and surrounding parklands are also highly valued recreational and natural assets for local communities and visitors, as well as forming an important biodiversity and habitat corridor through Melbourne's largely urbanised northeastern suburbs.

Koonung Reserve

This section of the Eastern Freeway is defined by established canopy trees and understory landscaping on both sides of the road corridor, interspersed with sections of noise walls in a mixture of materials and states of repair.

These existing walls vary in height and are particularly visible on the northern ('high') side of the road. The pedestrian bridge at Estelle Street provides visual interest to motorists, in addition to providing a landmark for navigation, due to its arched, slimline structure.

Topographically, the Freeway is largely constructed at or near grade, with changes in level largely managed through gently sloping batters that are grassed and landscaped. As a result, drivers' views are generally enclosed and channelled towards the road ahead, framed by 'green ribbons' of landscaping on either side.

The Koonung Creek Reserve abuts and runs adjacent to the Freeway to the south for the full length of this section and is highly valued by nearby communities for its recreational, environmental and landscape values.

In particular, the wide open grassed and landscaped biodiversity areas with a network of formal and informal paths are a key focus for passive recreation activities and opportunities to directly connect with nature.

Views to the Freeway from nearby existing residences and immediately adjacent streets are largely screened by a combination of mature landscaping, batters/mounds and low noise walls. These elements are generally set back from residential boundaries within a series of interconnected linear open spaces that accommodate the northern section of the Koonung Creek Trail.



Figure 16: Yarra River Valley facing Freeway Golf Course

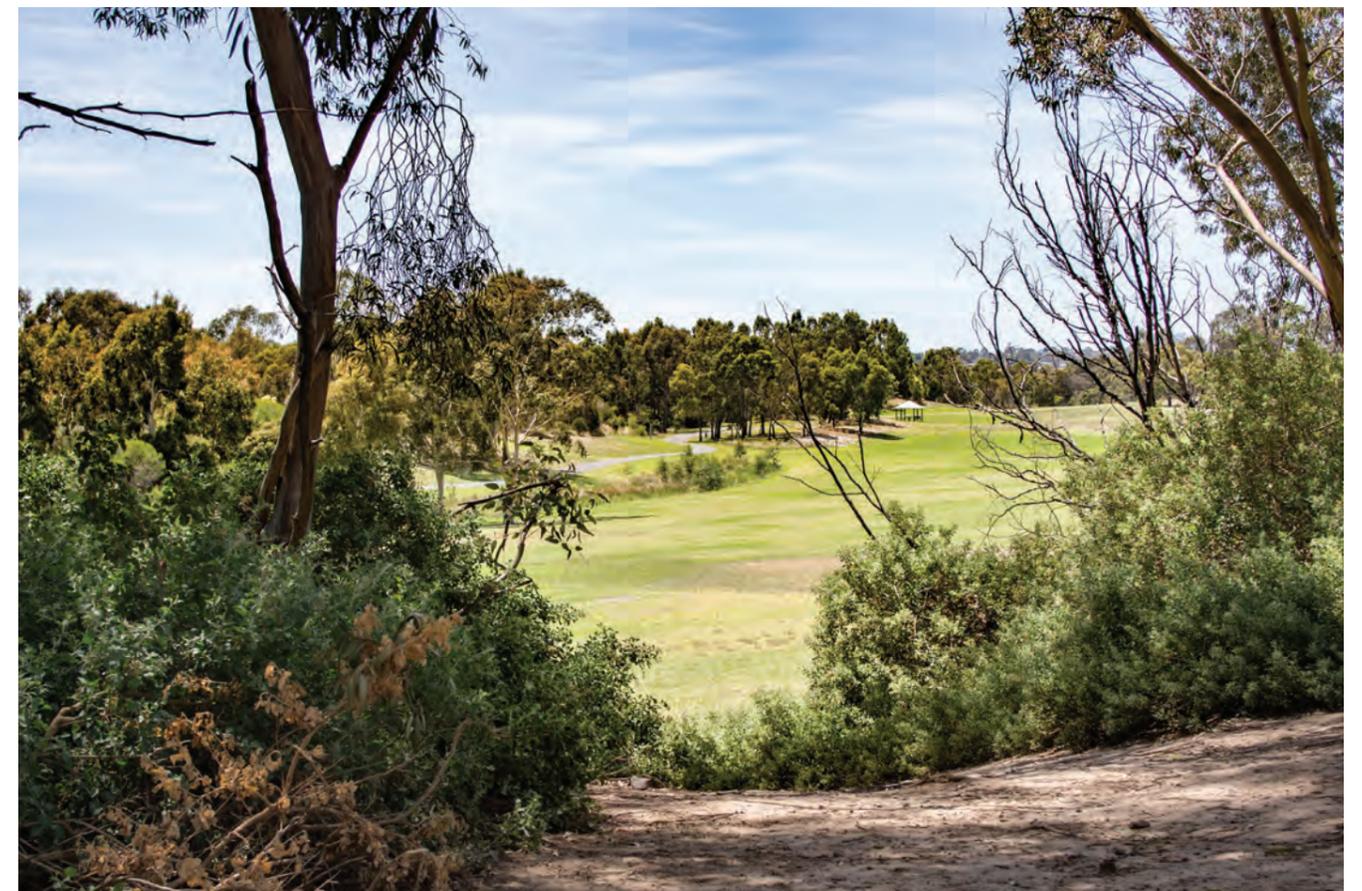


Figure 17: Koonung Creek Reserve

3. Site Analysis

Doncaster Junction

The section of Freeway immediately adjacent to the Doncaster Road interchange and road bridge represents a point of visual transition within the broader corridor. In contrast to the green, landscape-dominated sections further west, the colour and texture of this section is dominated by rock and stone.

Framed by high brick retaining walls and cut rock embankments on both sides, the existing bridge and its abutments are distinctly urban in character and appearance, incorporating heavy concrete struts and strong horizontal lines.

The interchange also represents a point of connection for broader vehicular movement networks within Melbourne’s eastern suburbs, with the Doncaster Park and Ride being located at its northeastern corner and Doncaster Road providing a critical connection to employment and other commercial facilities within central Doncaster.

It also represents the main ‘gateway’ to the City of Manningham, as visually represented by the 13m high ‘Sentinel’ public sculpture located within the Doncaster Road intersection. Due to the elevation of the bridge and surrounding topography, clear long-range views are available along the Freeway corridor at this point.

The southern end of Koonung Creek Reserve, located directly south-west of the interchange, provides a ‘green pocket’ within this road-dominated precinct that is visually and physically separated from traffic by vegetation and topography. Primarily a space for passive recreation, it also functions as a rest node and landmark for cyclists using the Koonung Creek Trail, which directly connects through to the reserve via an existing underpass.

Koonung Wetlands

The key features of the Koonung Wetlands precinct are the open sections of Koonung Creek and the Valda Wetlands, which in combination with the Elgar Park sports fields, Frank Sedgman Reserve (west of Station Street) and Eram Park provide a riparian corridor connected by the Koonung Creek Trail.

Weaving north and south of the Freeway, it provides both a landscape buffer and highly valued recreational corridor for adjoining suburban development. The existing pedestrian bridge at Heyington Avenue, a distinctive landscape element in its own right due to its gently curved form and statement red mast, directly connects communities on the northern side of the Freeway to this corridor.

Within the Freeway corridor itself, due to a combination of topography and proximity of residential property boundaries, the section between Doncaster and Elgar roads is narrower and therefore more visually constrained.

While the grassed verges and landscaped batters that characterise sections further east and west are still present, they are narrower and disconnected, being interspersed by noise and retaining walls set close and in some cases, directly adjacent to the road pavement. These structures are primarily constructed in textured concrete or stone-look panels in mixed greys and pale browns, with the exception of a distinctive curved wall incorporating clear acrylic panels held in a black metal frame near Doncaster Road.

A high, exposed rock cutting also runs along much of the northern side of the Eastern Freeway through this section. Access and views from abutting residential properties and the Koonung Creek Trail, which sit approximately 10 metres above the level of the Freeway, are largely prevented through physical barriers such as walls and fences and associated landscaping. East of Elgar Road, the topography becomes gentler with wide, low landscaped batters on each side of the road and noise walls set behind canopy tree landscaping.



Figure 18: Doncaster Junction

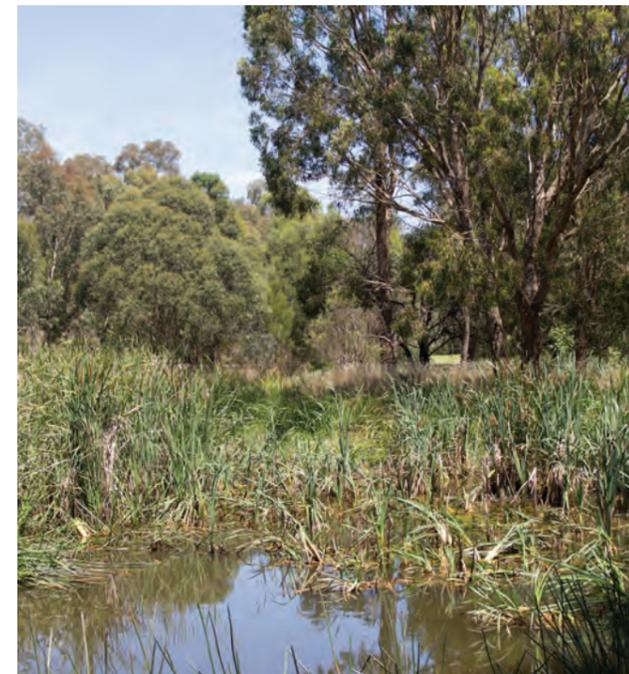


Figure 19: Koonung Wetlands



Figure 20: Doncaster Junction

3. Site Analysis

3.4 Wurundjeri Woi-wurrung Country

North East Link extends over and beneath the heart of Wurundjeri Woi-wurrung Country. The Yarra River (Birrarung) and its surrounding environs is central to the identity of the Wurundjeri Woi-wurrung, as the Registered Aboriginal Party and Traditional Owners of the Project lands.

The Yarra River's lands and waterways have high spiritual and cultural significance to the Wurundjeri Woi-wurrung, and remain an important place for gathering, ceremony and celebration of, Koonung Creek (Koonung Koonung Creek), as a tributary of the Yarra River, forming an intrinsic part of this broader cultural landscape.

The relationship between Wurundjeri Woi-wurrung and Birrarung is a reciprocal one and brings with it a deep cultural responsibility for its care and stewardship. This is not limited to purely the river itself, but its broader catchment encompassing its tributaries, streams and branches, the landscapes that surround and have been formed by its passage, and the plants, animals and people that live within it.

We are now developing a place-specific design response for the Project that uses the cultural strength of the three pillars to reveal opportunities and histories, enable truth telling and identify place-specific design responses that incorporate the endorsed Project theme.



Figure 21: Koonung Creek Reserve Wetlands

3. Site Analysis

Everything begins with Country, and everything we are building and shaping is Country. The Project is on Wurundjeri Woi-wurrung Country. This Country has a history through Deep Time, and its people – the Wurundjeri Woi-wurrung have cared for this Country since time immemorial.

Care comes first – if we care for Country, she will care for us. Country is not defined as a physical space – it is all connected. We understand that when people talk about Country it is spoken of like a person: We speak to Country, worry for Country and, importantly, sing to Country.

Songlines, or the dreaming, play a significant role in traditional knowledge systems. Country is experienced and understood through the senses. It holds everything, including human and non-human, memory and knowledge.

Indigenous space is not empty; it is full of Country – meaning that it is full of memory, of knowledge, of culture, of history. Indigenous space carries an embedded story of place.

Research indicates that Koonung Koonung Creek was a travel and trade route. Highways in Melbourne were historically built on Indigenous Songlines, the paths of least resistance, on the ridgelines, waterways, rivers and creeks that had been cared for through Deep Time.

“When we don’t take care of ourselves, we harm our bodies. When we don’t take care for our waterways, we harm our eco-system; our flora, fauna and Country suffer.”

- Wurundjeri Elder, Ron Jones

Water is a Wurundjeri life force that is linked to ceremony, songs, lore and survival. People set up camps along the streams, and that these waterways Connect People. Every element is connected – the flora, fauna, medicine, food, and all resources are reliant on healthy Country.

Wurundjeri moves with the seasons. Each season is marked by the movement of the stars in the night sky and changes in the weather coinciding with the life cycles of plants and animals. Practising culture and caring for Country is aligned with understanding of seasonality.

Learning from and working with Wurundjeri, and building on the years of engagement, we have co-designed the theme exploring Wurundjeri way of life – Journey to the Birrarung: Revealing Histories and Healing Country by Revitalising Waterways, the Bloodlines of Country.

Endorsement of the theme gives us an opportunity to weave Wurundjeri-specific narrative into each of the character areas and precincts and ensure that within the ecotones of the urban environment, the Wurundjeri Songlines of a way of life, of culture and knowledge can be embedded and kept alive. Every object is built on, and built from, Country.

The revitalisation of Koonung Koonung Creek is an opportunity to heal the old waterways, to Heal Country.



Figure 22: Munsell Soil Colour Classification



Figure 23: William Barak, Painting of Dancers (Tanderrum), c. 1990

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Section 4

Project Description and Design Response

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4. Project Description and Design Response

4.1 Project scope

4.1.1 Overview

This Urban Design and Landscape Plan (UDLP) provides the design of all permanent above-ground buildings and structures associated with the broader package of upgrades to the Eastern Freeway approved as part of North East Link (NEL) Program.

The Project covers an area between Burke Road and Musca Street (Balwyn North) in the west, Estelle Street (Bulleen) centrally and to the west of Tram Road (Doncaster) in the south-east. In addition, changes to aspects of specific design elements within the Southern Interface Zone (SIZ) from the approved NEL Tunnels UDLP (February 2023) and the approved Bulleen Park and Ride UDLP are detailed in Sections 4.1.3 and 4.1.4.

The scope of works in the Project covered by this UDLP includes the Freeway widening as well as its associated buildings and works, and urban design, landscape and other treatments required as part of the design response.

The scope is summarised as follows:

Roads

- construction of six additional motor lanes to the existing Freeway
- extension of road pavement to tie in with future Freeway upgrades and widening beyond the Project extents at Burke Road (Balwyn North) and to the west of Tram Road (Doncaster)
- construction of a two-lane dedicated express busway between Burke Road (Balwyn North) and Doncaster Road (Doncaster) on the north side of the Freeway, including construction of the connection to Bulleen Park and Ride in replacement of the existing interim access arrangement (bus turnaround area).



Figure 24: Manningham Park Shared Use Path



Figure 25: Doncaster Road Shared Use Path Underpass (South)

Bridges

- replacement of the existing road bridge at Doncaster Road (Doncaster) to accommodate the Freeway widening, including reconfiguration of the access ramps, improved pedestrian paths and additional landscaping
- replacement of the existing pedestrian bridge crossings at Estelle Street (Bulleen) and Heyington Avenue (Doncaster) to accommodate the Freeway widening, as well as facilitating shared pedestrian and cyclist movements.

Noise Walls

- provision of new, retained or upgraded noise walls along the Freeway corridor, with the exception of the section directly abutting the Freeway Golf Course and Yarra Flats Reserve at the western end of the UDLP boundary. The walls have been designed and sited to reduce freeway noise to adjacent residential properties, to a maximum of 63 decibels during the day and 58 decibels at night, in line with the NEL Environmental Management Framework (EMF). Noise walls will also be provided to new areas including Musca Street Reserve, Koonung Creek Reserve in Balwyn North, Valda Wetlands and Elgar Park in Mont Albert North.

Walking and Cycling

- ‘completing the gaps’ in the Koonung Creek Trail to provide a continuous cycling route through to the Main Yarra Trail and other key destinations
- provision of upgraded paths within Koonung Creek Reserve to facilitate movements
- construction of a new grade-separated underpass on the northern side of the Doncaster Road bridge, providing a continuous path of travel along the Koonung Creek Trail, and upgrades to the underpass on the southern side
- modifications to existing path networks that may be affected by the new works to maintain or enhance connectivity and continuity (as appropriate and practical)
- establishment of new and upgraded points of connection between and within open space, shared paths and the local street network to facilitate walking and cycling to key local destinations.

4. Project Description and Design Response

Waterways and Open Space

- introduction of new Water Sensitive Urban Design (WSUD) features, including the creation of an open swale (dry creek bed) and supporting water quality treatments within Koonung Creek Reserve between Doncaster Road (Doncaster) and the existing wetlands opposite Wilburton Parade (Balwyn North) to connect through the downstream wetland system, with riparian and aquatic species planted along the creek to create permanent and ephemeral pond areas and carry storm flows during heavy rain events
- redevelopment of the existing Valda Wetlands (Mont Albert North) within the Koonung Creek corridor, including additional stormwater treatment areas and landscape plantings
- upgrades and improvements to existing open space areas adjacent to the Freeway corridor, including additional community features and amenities in Koonung Creek Reserve near Wilburton Parade (Balwyn North) and as part of the Valda Wetlands (Mont Albert North) redevelopment
- piping of limited sections of Koonung Creek between Sweyn Street (Balwyn North) and Elgar Road (Doncaster) to a maximum length of approximately 150 metres. This will minimise the overall footprint and impact of the Freeway widening on Koonung Creek Trail and abutting residential properties to the south of the UDLP boundary and provide opportunities for tree planting.

Other

- provision of overhead gantries along the Freeway corridor to support road signage, traffic monitoring systems and similar operational infrastructure
- dedicated staging area west of Doncaster Road on the Eastern Freeway for management of incidents and emergencies
- Yarra Valley Water Pressure Reducing Station (PRS) at Koonung Creek Reserve (Balwyn North), directly north of Doncaster Road
- safety fencing, screening and barriers along bridges and paths, where necessary
- flood and retaining walls adjacent to the Freeway corridor, where required due to topography or drainage conditions.

No acquisition of private land is required for the construction of the above works, as all will primarily be located within the existing Freeway reserve or abutting public land.

This UDLP does not apply to, nor describe the design of any temporary and/or below ground structures or construction compounds. The design, treatment and management of these works are considered separately through the Construction Compound Plans (required to be approved) under the Incorporated Document, and/or management plans prepared in response to the Environmental Performance Requirements (EPRs) as relevant.

Figure 28 provides a high level overview of the design of key infrastructure items delivered through this UDLP.

For full details of proposed architectural and landscape designs, including dimensions, elevations, colours and material treatments, refer to the UDLP plan sets included at Attachment 1: Architecture and Urban Design and Attachment 2: Landscape Design.



Artist impression – indicative only

Figure 26: Valda Wetlands – General Landscaping



Artist impression – indicative only

Figure 27: Jocelyn Avenue Shared Use Path

4. Project Description and Design Response

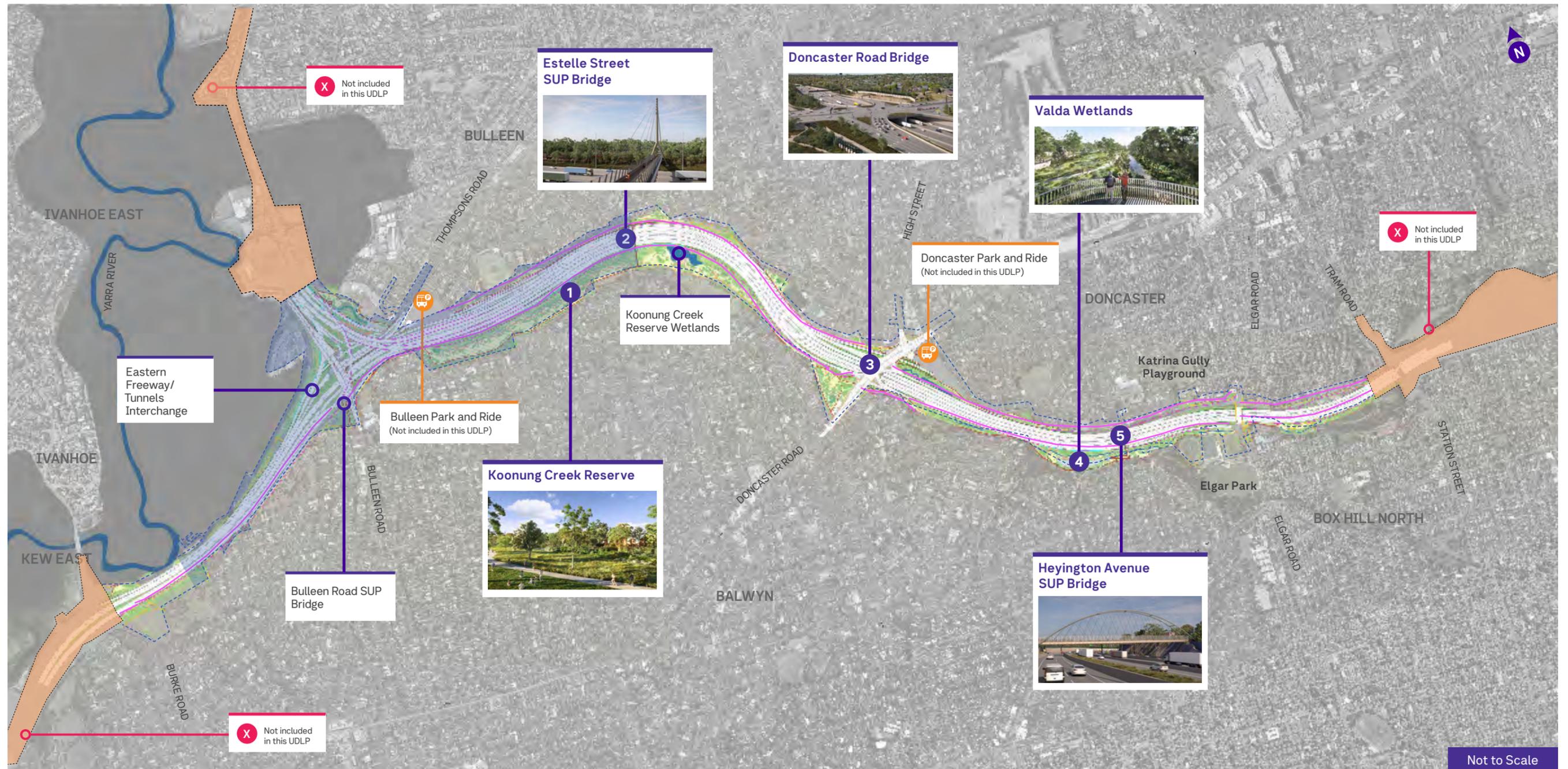


Figure 28: Locations of Key UDLP Landmarks and Infrastructure Facilities

- 1 Koonung Creek Reserve
 - 2 Estelle Street SUP Bridge
 - 3 Doncaster Road Bridge
- 4 Valda Wetlands
 - 5 Heyington Avenue SUP Bridge
 - Park and Ride Facility

4. Project Description and Design Response

4.1.2 Design changes from the Environment Effects Statement (EES) Reference Design

This section provides a summary of the design elements presented in this UDLP that warrant variations from the EES Reference Design.

These changes were developed following a rigorous review of the Reference Design, which identified potential options for improved and enhanced urban design outcomes while remaining compliant and/or aligned with the Environmental Performance Requirements (EPRs), Urban Design Strategy (UDS), and any relevant sections of the Minister’s Assessment of the North East Link (NEL) EES.

General elements of the Reference Design that are unchanged or improved upon in this UDLP include:

- an increase from the EES Reference Design in the total length of walking and cycling paths
- delivering Melbourne’s first dedicated express busway
- open space, including recreational and wetland areas
- noise attenuation thresholds at private properties.

This UDLP does not involve any changes to the overall road footprint shown in the Reference Design, outside a minor reduction adjacent to the Elgar Road westbound on ramp. This is discussed further under the section for ‘Heyington Avenue SUP bridge’.

Doncaster Road Bridge and Interchange

The design for Doncaster Road differs from the EES Reference Design in the following manner:

- The proposed grade-separated shared use path (SUP) through the Doncaster Road underpass to the north is designed to realign with existing walking and cycling paths forming part of the Koonung Creek Trail, noting that the Reference Design anticipated the shared use path to be positioned between the express busway and the Freeway; and connect with the accessway serving the existing Doncaster Park and Ride. The design now strengthens the connectivity of the walking and cycling paths resulting in a reduced number of switchbacks and direct and safe access to Doncaster Park and Ride.
- The existing SUP underpass on the southern side of the Freeway, shown as retained in its current condition in the Reference Project, will be upgraded by increasing its dimensions. This will improve visibility and passive surveillance to and from the underpass, in line with Crime Prevention through Environmental Design (CPTED) principles.
- The posted vehicle speed for motorised vehicles at the interchange with the Eastern Freeway will be reduced to 60 km/h prior to construction of the new bridge, following a detailed technical review by the Department of Transport and Planning (DTP). This is a change to the design speed assumed in the Reference Design but is necessary for improved safety at this intersection for pedestrians and cyclists, and the road alignment further to the northwest. Importantly, this change will significantly minimise disruption during the construction of the new bridge as the existing bridge will remain operational through the construction period.
- The access between Winfield Road and Doncaster Road (Balwyn North) is designed to permit left turn-in and left turn-out traffic movements only, in response to safety concerns.



Figure 29: Doncaster Road Interchange, looking east towards eastern suburbs



Figure 30: Doncaster Road Interchange, looking south-west, at grade

4. Project Description and Design Response

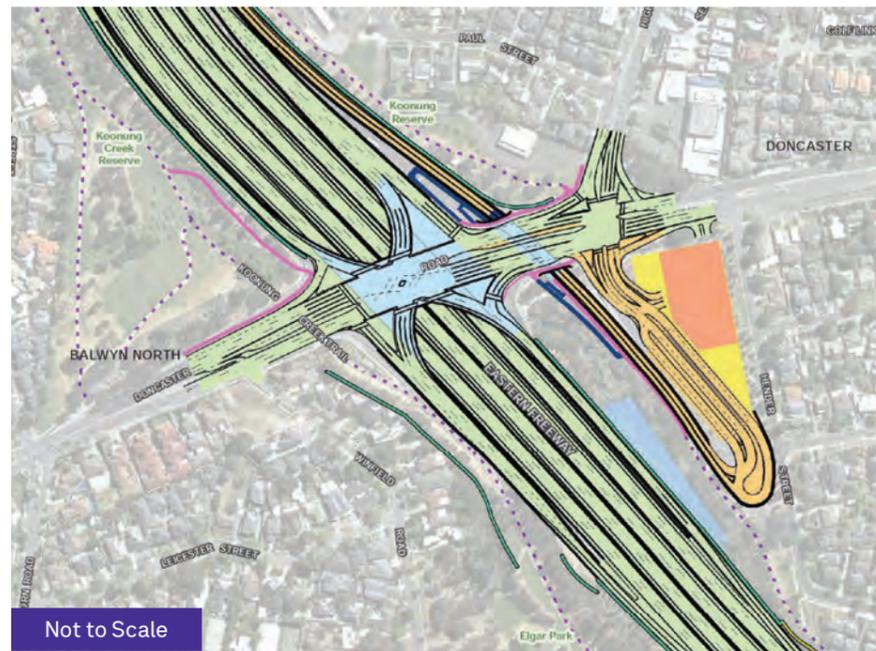


Figure 31: EES Reference Design Response – Doncaster Road



- | | | | | |
|--------------------------------|--|-------------------------------|-----------------------|--------------------------------|
| Shared use pathways | Mixed scrub planting and garden beds | Existing vegetation | Paving/gravel | Flood wall |
| Existing path (to be retained) | Mixed grass planting | Not in this UDLP | NEL Project Boundary | Retaining wall/bridge abutment |
| Crossings and boardwalks | Water sensitive urban design (WSUD) features | Southern Interface Zone (SIZ) | UDLP Boundary | New infill fencing |
| Secondary pathways | | Existing/proposed tree canopy | Noise wall (proposed) | Noise wall (retained) |

Figure 32: Design Response in this UDLP – Doncaster Road

4. Project Description and Design Response

Heyington Avenue SUP Bridge

The design of the Heyington Avenue SUP bridge makes the following improvements to the Reference Design:

- The Elgar Road westbound on-ramp to the Eastern Freeway has been shifted further north, minimising the overall freeway footprint through to the west. As a result, the rebuilt Heyington Avenue SUP Bridge has been reduced in length and can now be constructed to a single span length, rather than two (as presented in the Reference Design). This results in improved road safety through removing the need for a pier to be constructed near lanes to support a second span.
- Clearance between the Freeway and adjacent SUP has been increased as a result of a reduction in bridge length, providing additional space for landscape planting.
- Alignment with the bridge has been improved due to the reduction in length so as to provide a more direct route across the Freeway and reduce overall travel times.
- The scale and footprint of the access ramp has been reduced as a result of the above changes, resulting in improved visual and physical integration of this structure within adjacent open space and nearby wetland.
- Accessibility and safety for visitors and commuters have been improved through DDA-compliant ramps, noting that the EES Reference Design may result in ramps with gradients that are not user friendly for all due to the lack of transitioning points of connection.

Figure 36 shows the EES Reference Design Response for the Heyington Avenue SUP Bridge.

Figure 37 shows the design response for the Heyington Avenue SUP Bridge in this UDLP.



Figure 33: Valda Wetlands/Eastern Freeway Interface



Figure 34: Heyington Avenue Shared Use Path Bridge (looking south)



Figure 35: Eastern Freeway westbound approaching Heyington Avenue Shared Use Path Bridge

4. Project Description and Design Response



Figure 36: EES Reference Design Response – Heyington Avenue Shared Use Path Bridge



Figure 37: Design Response in this UDLP – Heyington Avenue Shared Use Path Bridge

4. Project Description and Design Response

4.1.3 Southern Interface Zone

This section provides an assessment of the proposed changes to the design of the NEL Program works within the Southern Interface Zone (SIZ) approved under the NEL Tunnels UDLP (February 2023). These proposed changes have been included in this UDLP for approval as they are not considered to be generally in accordance with the NEL Tunnels UDLP (February 2023).

Unless specifically referenced or exempt from the need for approval under a UDLP, the use and development of all NEL Program works within the SIZ will be generally in accordance with the approved design as detailed in Attachment 5.

Bulleen Road Shared Use Path

The landscape in the approved design of the SIZ (provided in Attachment 5) shows a shared use path (SUP) on the west side of Bulleen Road bridge over the Eastern Freeway. However, a review of preliminary design was carried out, which indicated that the existing bridge would not have the capacity to accommodate a SUP due to its insufficient width. This finding has informed the preparation of this UDLP; and as a design resolution, the path is accurately described as a pedestrian path in this UDLP.

Based on the design of the immediately surrounding SUP network, it is evident that the path in the western section is not critical for either connectivity or wayfinding. An equal if not better level of service is provided by the SUP directly to the east, which is fully separated from traffic by a dedicated bridge crossing.

It is also noted that immediately north and south of the Bulleen Road bridge, these paths merge back into a single route, meaning there is no material benefit gained from maintaining SUPs on both sides of the bridge in the absence of an east-west route or similar.

The Figures below (Figures 38 and 39) show a comparison of the path in the approved design of the SIZ (provided in Attachment 5) and as accurately described in this UDLP respectively, illustrating the consistency in terms of location, the overall length, points of entry and exit; and most importantly, the functionality it carries in this location.

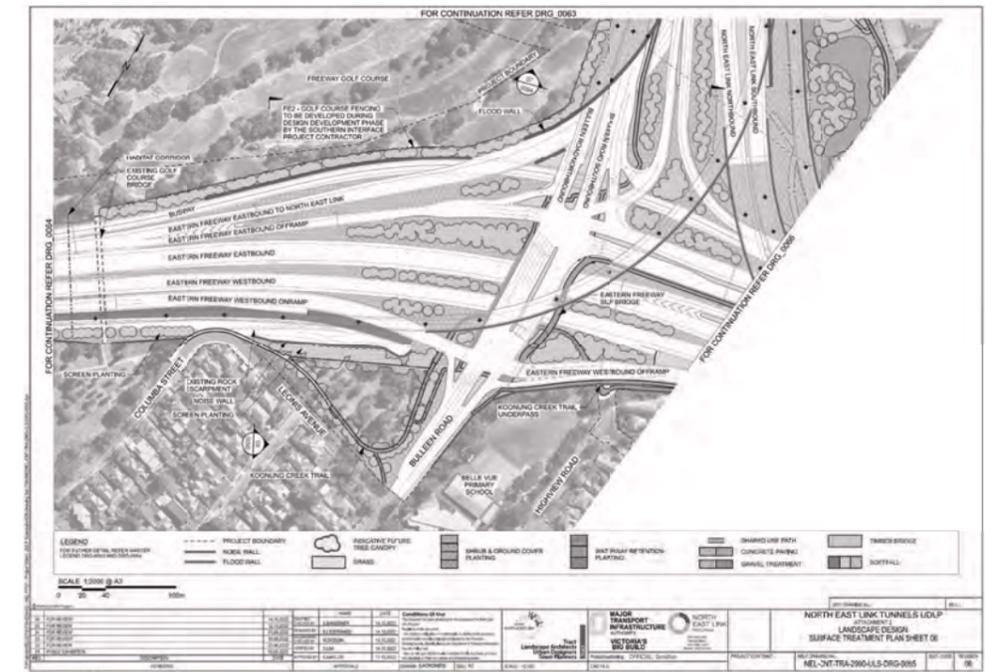


Figure 38: Approved NEL Tunnels UDLP Design Response – Southern Interface Zone

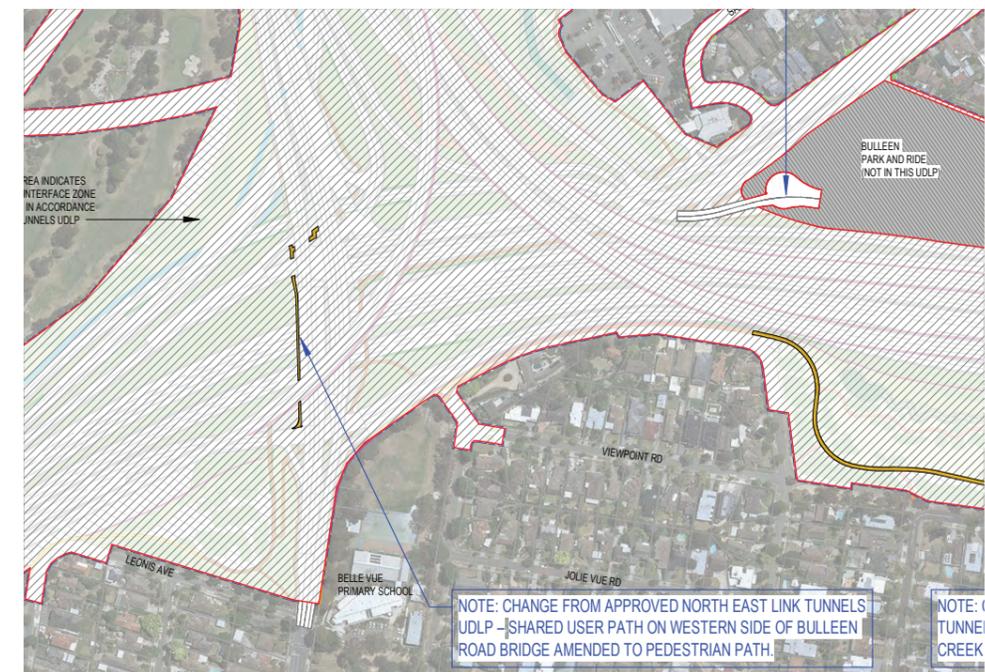


Figure 39: Design Response in this UDLP – Southern Interface Zone

4. Project Description and Design Response

Koonung Creek Reserve – Alignment of Koonung Creek Trail

The landscape plans in the approved design of the SIZ (provided in Attachment 5) depict the realignment of Koonung Creek Trail through this section of the reserve due to the required road widening works. Effectively, this section of Koonung Creek Trail is positioned to run parallel to the Freeway corridor and adjacent to the northern end of the reserve; and the existing gravel path close to the southern end of the reserve is to be retained.

The design response in this UDLP shows that these two paths are designed to be switched in location, with the Koonung Creek Trail located to the south and the secondary path to the north. This is considered a design improvement as it brings the secondary path network closer to areas that are likely to be a focal point for passive recreation and enjoyment. It also provides borrowed lighting from the adjacent street lamps along Kosciusko Road onto the shared use path forming part of Koonung Creek Trail, enhancing safety.

Other landscaping changes occurring in this area are generally immaterial in nature as the overall design outcome (particularly having regard to path connectivity, landscaping provision and enhanced open space) is generally in accordance with the approved design of the SIZ.

Overall, this UDLP continues to integrate the shared use path and secondary path within the reserve and remains compliant with the design intent contemplated in the approved design as detailed in Attachment 5.

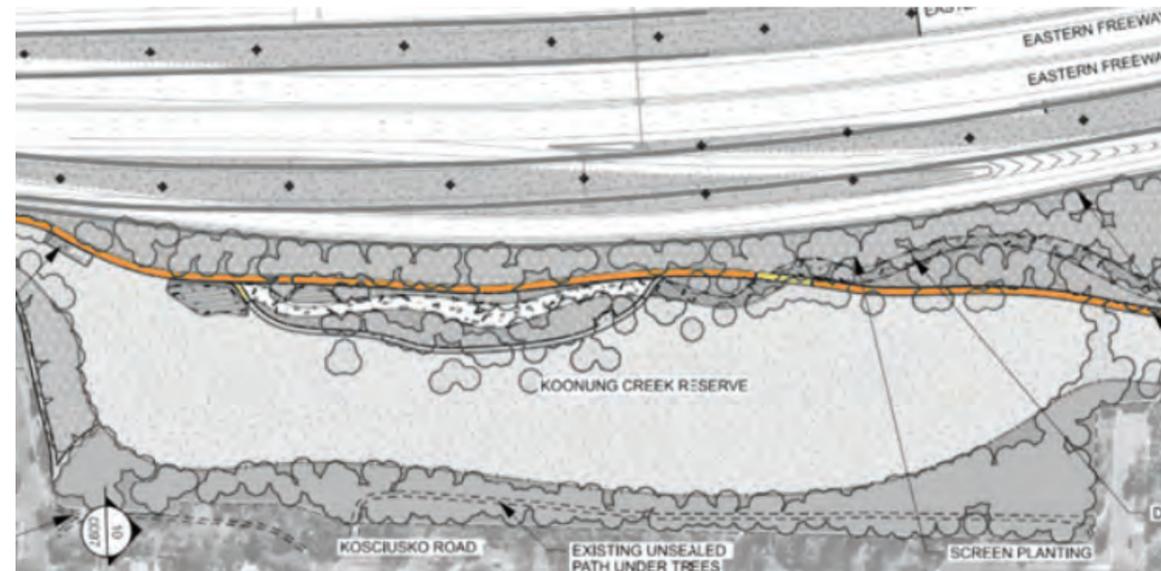


Figure 40: Approved Design Response (contained in Attachment 5) – Southern Interface Zone

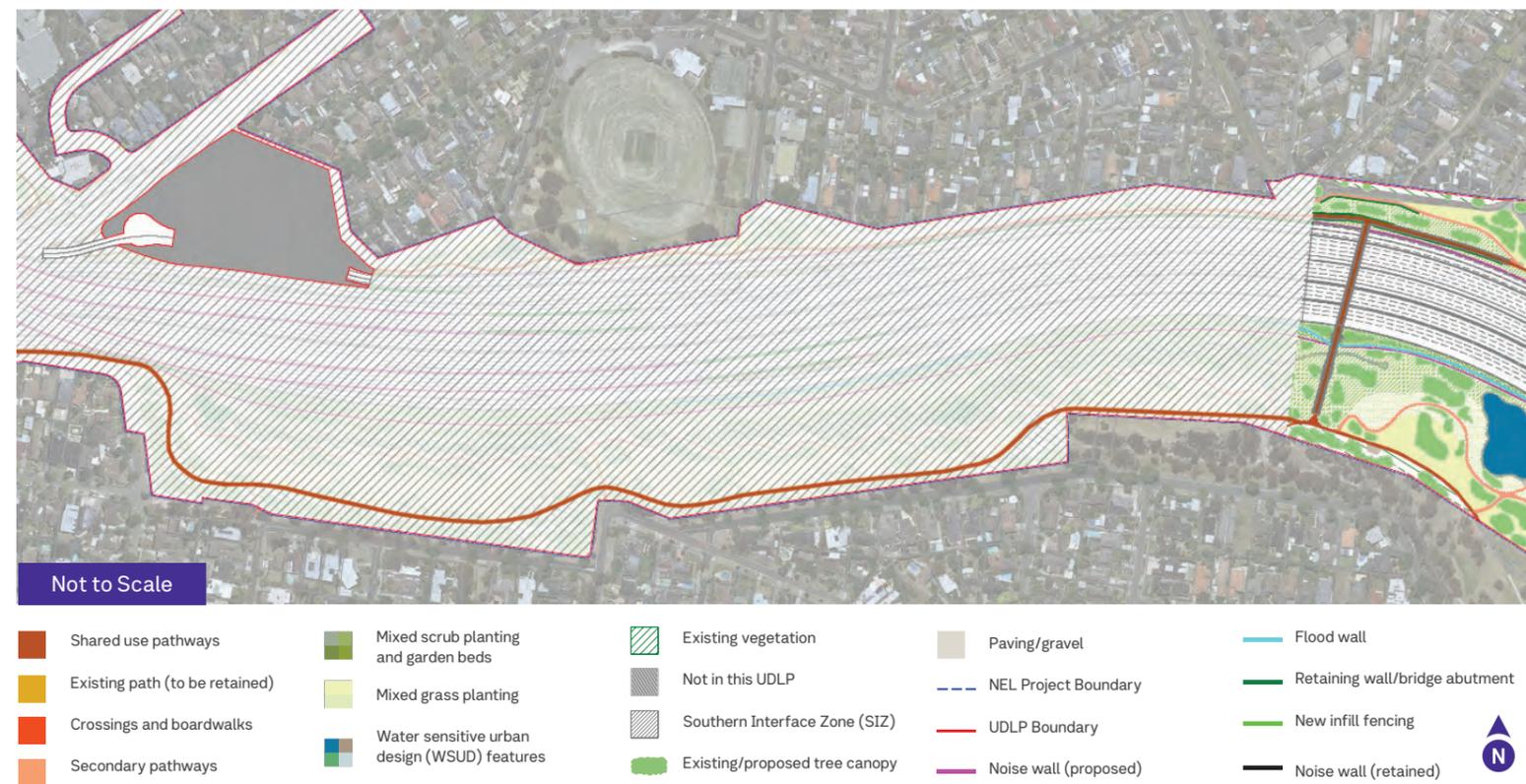


Figure 41: Design Response in this UDLP – Koonung Creek Reserve

4. Project Description and Design Response

Additional Noise Wall Types

The approved noise wall locations and types within the SIZ are depicted in Figure 42 (refer to Attachment 5, Road Infrastructure Marking Plan, NEL-CNT-WMI-2990-UUD-DRG-0104). This includes noise wall types D2 and E2. This UDLP proposes to introduce an additional noise wall type within the SIZ that is respectful of the surrounding environment and consistent with corridor-wide design principles for the North East Link Program.

Type E3 noise walls are proposed to be included in this UDLPs material palette to deliver greater variety and a nod to the Yarra River Valley precinct context, with the use of muted tones and textured finishes such as weathered steel and acrylic panels. Each noise wall segment responds to its context, creating a faceted rhythm of solid elements interspersed with acrylic transparency for views beyond and to draw natural light into adjacent parklands. The warm tones of weathered steel within the road corridor reference existing cuttings and cutting repairs.

This change is consistent with the UDS and relevant EPRs (including LV1), through the use of weathered steel as a high-quality finish with texture and colour. These noise walls effectively address solar access, overlooking, overshadowing and landscape view concerns through the combination of solid elements at the lower level and transparent acrylic panels above. This change focuses on noise wall types and does not propose to vary noise wall heights.

In light of the above, noise wall type schedules are proposed to be updated to include Type E3 within this UDLP to deliver improved outcomes while maintaining consistency with overall Program safety, design and environmental requirements.

Comparisons of the approved noise wall types and the design solution in this UDLP are provided in this section.

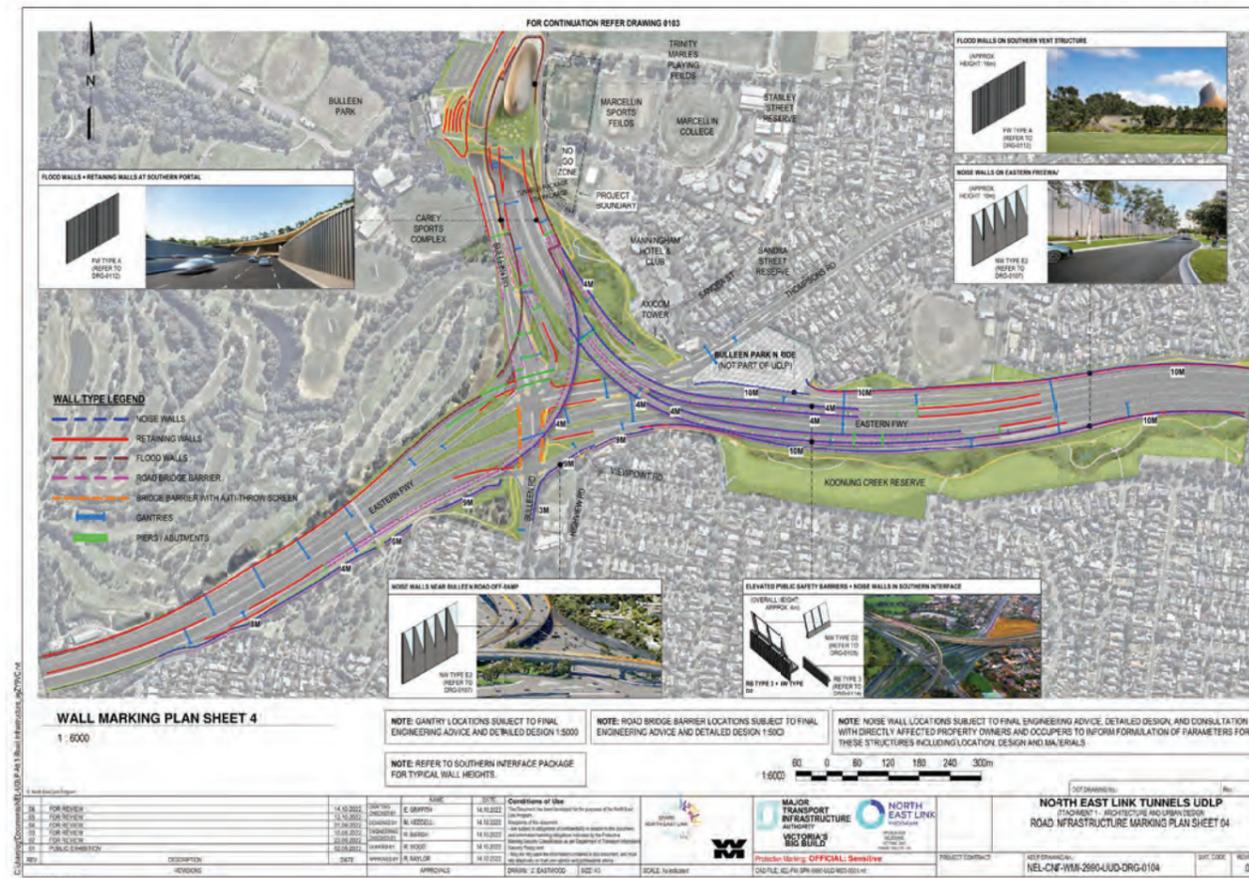


Figure 42: Approved Design Response (contained in Attachment 5) – Overview of SIZ Noise Walls

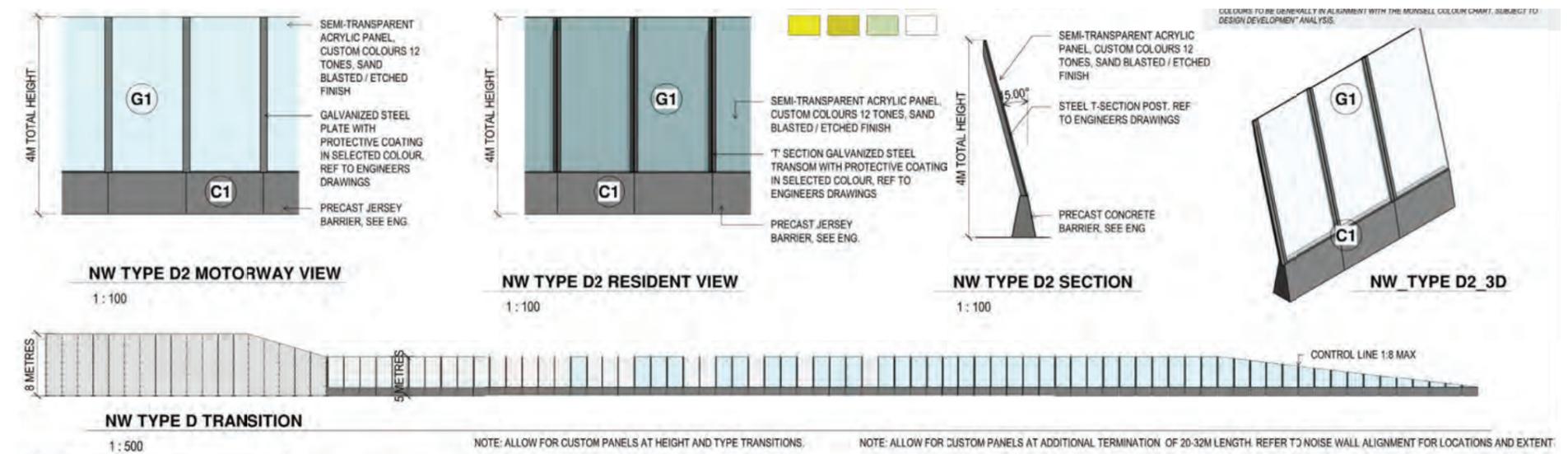


Figure 43: Approved Design Response (contained in Attachment 5) – Noise Wall D2

4. Project Description and Design Response

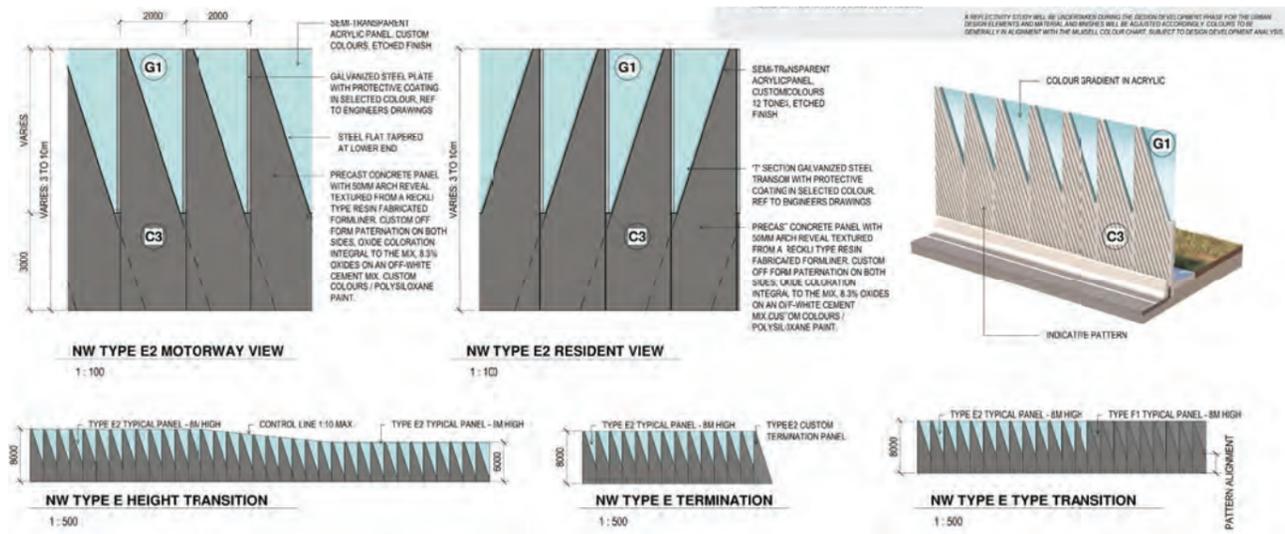


Figure 44: Approved Design Response (contained in Attachment 5) – Noise Wall E2

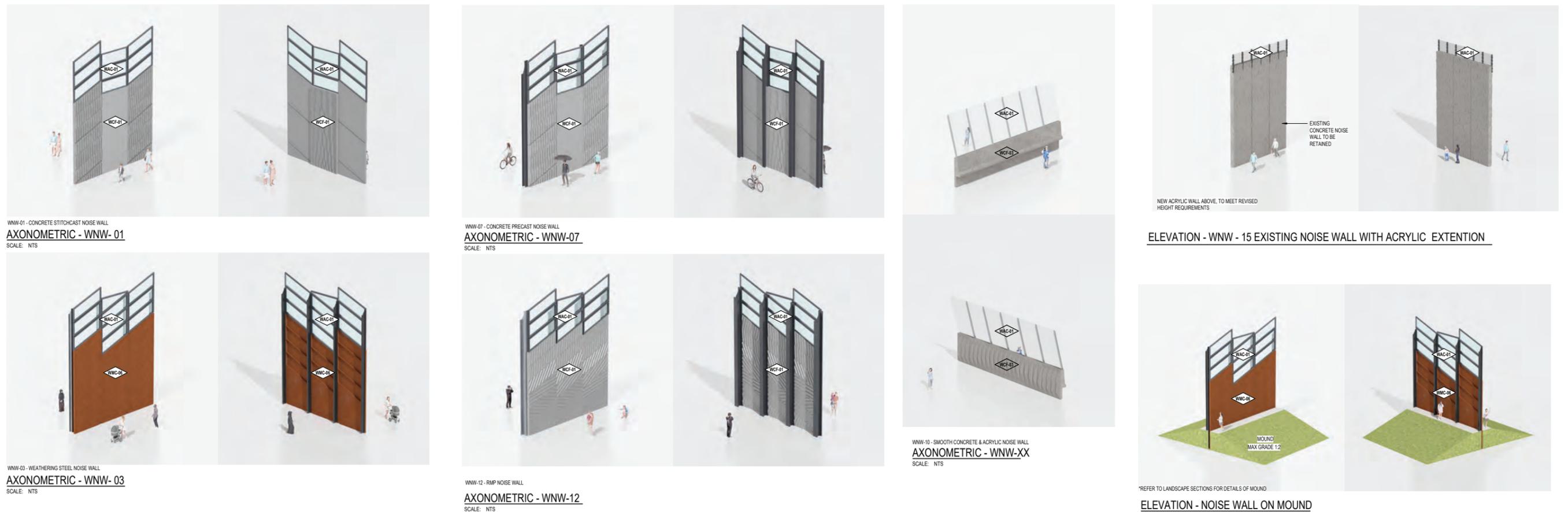


Figure 45: Design Response in this UDLP – Noise Wall Design

4. Project Description and Design Response

Removal of boardwalk adjacent to Koonung Creek

The landscape plans in the approved design of the SIZ (provided in Attachment 5) show a boardwalk over the proposed wetland adjacent to the Bulleen Road/Koonung Creek and Marcellin College Playing Fields/Manningham Club Hotel (Bulleen).

Having considered the principles, strategies and requirements of water sensitive urban design (WSUD), the design response in this UDLP is further developed resulting in the removal of the boardwalk from the landscape design.

Benefiting from this design variation, the construction footprint in this area will be reduced. The Project will provide a simplified layout, creating more available space for vegetation planting; and thus, it remains compliant with the UDS and relevant EPRs (including LV1).

This UDLP remains generally aligned with the design intent in the approved design of the SIZ (provided in Attachment 5), which is to enhance connectivity across the Koonung Creek, provide safe access to schools and encourage active transport, as required by the place-specific needs of the UDS (2I) for this area.

Additionally, the elevated shared use path (including seating subject to detailed design) in this area is designed to ensure safe and convenient access for the community. With the improvement works to Koonung Creek, the community will be able to continue experiencing the riverine landscape for refuge and recreation.



Figure 46: Approved Design Response (contained in Attachment 5) – Koonung Creek Landscape Design



Figure 47: Design Response in this UDLP – Koonung Creek Landscape Design

4. Project Description and Design Response

Removal of habitat corridor adjacent to Freeway Golf Course bridge

The approved NEL Tunnels UDLP (February 2023) nominated a habitat corridor directly west of the bridge to the Freeway Golf Course over the Eastern Freeway, which was included in response to an optional requirement under the NEL Urban Design Strategy. However, the approved NEL Tunnels UDLP (February 2023) did not provide any design details or explain how the corridor could function in practice.

The feasibility and effectiveness of a habitat link or corridor in this location, either over or under the Freeway, has been comprehensively reassessed in great detail through the design development process, which involved (but was not limited to) engagement with ecological specialists and a subsequent review and consideration of their professional advice.

The reassessment indicated that known fauna populations and habitat in proximity to this link would be unlikely to use it or receive any meaningful benefits. Furthermore, the approved landscape design (as detailed in Attachment 5) would establish a direct connection between the proposed planting and existing areas of vegetation thereby enhancing the existing habitat links.

As such, this UDLP proposes to delete this element.



Figure 48: Approved Design Response (contained in Attachment 5)
– Habitat Corridor indicated by purple dash line



Figure 49: Design Response in this UDLP – Habitat Corridor to be deleted with improved landscaping in respective areas

4. Project Description and Design Response

4.1.4 Bulleen Park and Ride

This section provides an assessment of the proposed changes to the design of North East Link Program (NELP) works within Bulleen Park and Ride that have been approved under the Bulleen Park and Ride UDLP. The proposed changes have been included in this UDLP for approval, as they are not considered to be generally in accordance with the approved Bulleen Park and Ride UDLP.

The approved Bulleen Park and Ride UDLP outlines the concept and associated renders of the interim access arrangements (Figure 50), indicating that buses may gain access to the facility via the entry point at the intersection of Thompson Road and Kampman Street to the north, leading to the bus turnaround area in the south-west.

As it is critical to connect this facility with the express busway (to be delivered in this UDLP), the bus turnaround area is intended to be temporary and will be amended to form direct and permanent connections with the express busway as the design response is developed in this UDLP.

The express busway will provide a dedicated and direct bus link between Hoddle Street and Doncaster Road (noting that this UDLP only extends to Burke Road). Figure 51 outlines the ultimate access arrangements proposed in this UDLP, providing a direct, safe and efficient linkage between Bulleen Park and Ride and the dedicated busway.



Figure 50: Approved in Bulleen Park and Ride UDLP – Interim Access Arrangement

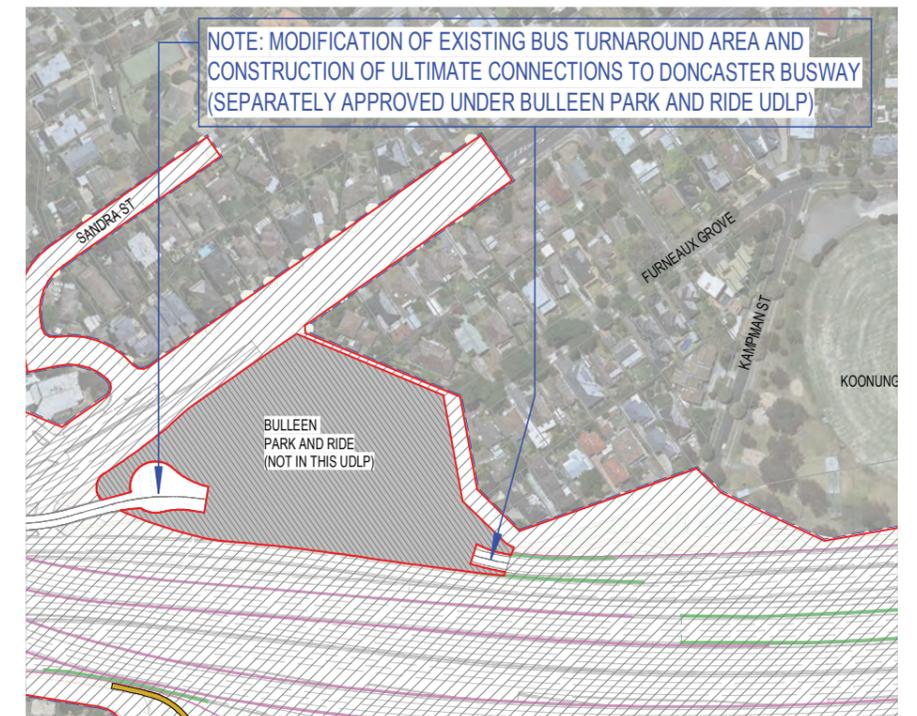


Figure 51: Design Response in this UDLP – Ultimate Access Arrangement

4. Project Description and Design Response

4.2 Design Intent and Approach

4.2.1 Overview

The design response presented through this Urban Design and Landscape Plan (UDLP) builds on the significant work already undertaken by the North East Link Program (NELP) in partnership with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC), in establishing the overall urban design vision and framework for North East Link (NEL).

This section provides an overview of the staged design process through which these principles have informed and will be represented through built form and landscape outcomes in this UDLP.

1. Framework

The NEL Urban Design Strategy (UDS) outlines the principles, objectives and design directions for the entire NEL Program and includes a comprehensive suite of place-based requirements and design benchmarks. As compliance with the UDS is a NELP requirement, this document provides the baseline parameters of what the design must include and the outcomes to be achieved in this stage.

Complementing the UDS, three core ‘pillars’ – Connection to Country, Caring for Country and Connecting People – have been adopted by NELP as the overarching vision and statement of design intent for the Program. Co-designed with the WWCHAC, these pillars express at a high level their aspirations for the design process.

The three pillars work in tandem with the UDS by providing the overarching vision and design intent across the Program as a whole, rather than dictating specific outcomes. Picking up on the themes identified in the three pillars, the co-design package has been refined. A significant opportunity has been identified through repairing the Koonung Koonung Creek – a historical Songline, a trade route, which carried and supported the Wurundjeri way of life.

This will be expressed through three cultural zones that relate to Wurundjeri ways of life and tell a story of a Journey to the Birrarung and also directly align with the three pillars, providing specific co-design outcomes that link to place based cultural values. The three zones are ‘Making on Country’, ‘Cultivating Country’, and ‘Confluence of Country’.

2. Design Inputs

As the basis for the broader framework of approvals, requirements and guidance that apply to NELP, the Reference Design was a key input into the design process for this UDLP. One of the first steps in developing the design response was to reassess the Reference Design within the framework developed in the first stage of design, with the overarching objective of elevating it from a purely traffic-based engineering solution to one equally focused on achieving superior environmental, social and landscape outcomes.

This process was further informed by detailed assessment and analysis of the Freeway corridor and surrounding context, and the relationships – physical, visual and functional – between them, as well as technical inputs from a broad range of disciplines. An urban design-led analysis of these inputs led to the development of place and context-specific design requirements and solutions.

This included review of, and response to, the approved design for the SIZ, particularly regarding colours, materiality and forms, to ensure that a consistent and coordinated design narrative will be achieved at its interfaces with this UDLP and the broader Eastern Freeway corridor as a whole.

3. Key Drivers and Themes

Through integration and assessment of the information collated through the second stage of design, three overarching design drivers, or themes, were identified to guide development of the design response.

Each of these themes – materials, landscape and experience – also directly aligns with one of the three pillars, providing additional clarity and focus as to how these principles will be interpreted and implemented in the final design.

4. Final Outputs

Following establishment of the three design themes, these were then applied to the design inputs and baseline assessments to identify how these would be translated into specific design treatments and outcomes across the UDLP area – taking into account ongoing feedback from key stakeholders. This process also involved detailed review of how these treatments could be applied at a more granular, place-specific level within the four ‘design precincts’ described in Section 3.3, resulting in the creation of integrated, context-specific design ‘palettes’ that directly reference and enhance the unique character of these areas. Through our co-design response, we have the opportunity to properly embed Wurundjeri culture and Traditional Knowledge into the Project Design.

A summary of this design process is provided in Figure 52.

4. Project Description and Design Response

North East Link Design Process

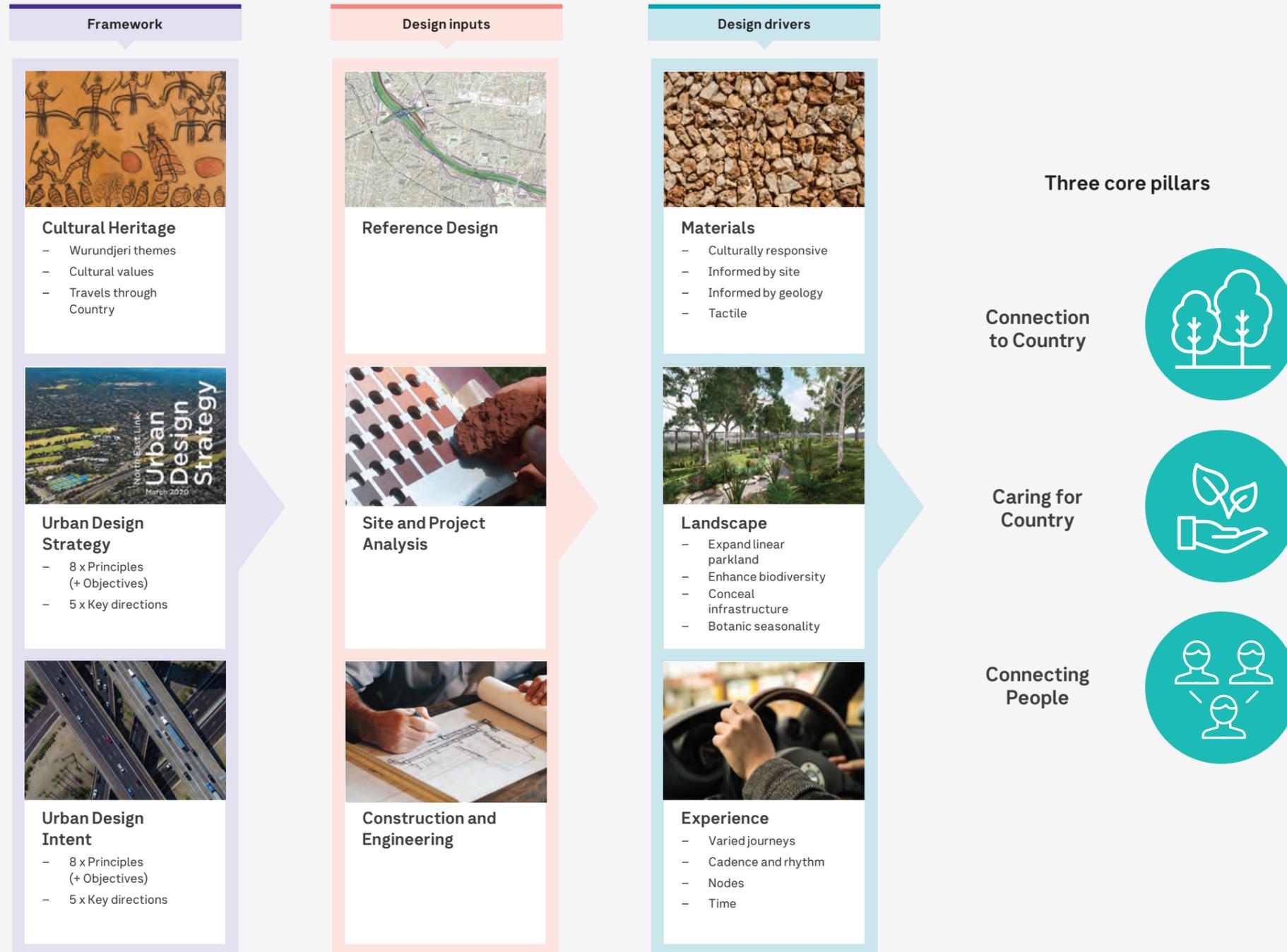


Figure 52: North East Link Design Process

4. Project Description and Design Response

4.2.2 The Three Pillars

The three pillars – Connection to Country, Caring for Country, and Connecting People – express the overarching design intent and vision for the NELP as a whole, as well as providing a framework for the development of design solutions. Co-designed with the WWCHAC as the Registered Aboriginal Party (RAP) for the land on which the Project will be delivered, the pillars express the key aspirations and design sensibilities of the Traditional Owners for the Project land.

The pillars build on the overarching design objectives, principles and requirements outlined in the NEL UDS by providing the conceptual ‘lenses’ through which these requirements will be translated into a coordinated, whole-of-corridor design outcome across the five primary Program design packages (as detailed in Section 1.1).

The following sections provide a summary of how each pillar has been interpreted and implemented throughout the design response in this UDLP.



Connection to Country

We are all part of Country, and each place has a story - an ancient story and one that will emerge. For best-practice urban design, the stories of the past, present and future should be woven together.



Caring for Country

Caring for Country is true stewardship of place. It is the reciprocal relationship we have with our environment. If we maintain it, remediate it and respect it, it sustains us. We only take what we need, allowing for replenishment and ongoing enjoyment of the land.



Connecting People

North East Link connects people. It connects people to economic opportunity, relieving the congestion burden of north eastern Melbourne and making it faster and easier to travel for work, business, education, and leisure. It also offers opportunities to bring people together.

Figure 53: Intent of the Three Pillars

4. Project Description and Design Response



Connection to Country

Connection to Country is much more than connection to place – it encapsulates the full web of relationships and interactions between land, water, plants, animals and people – as well as the stories and cultural connections that give them meaning.

The nature of a freeway corridor is that it is often visually, physically and functionally disconnected from surrounding land uses, lacking a distinct sense of place or identity. This has been a key design challenge for this UDLP; in particular, the section between Doncaster and Elgar roads provides a clear example of this – noise walls, retaining walls and other structures are all sited close to the road, creating a ‘tunnelling’ effect with motorists essentially channeled through, rather than connecting with Country.

The design has sought to reconnect the Freeway corridor into the surrounding landscape through the development of a series of place-specific design palettes incorporating colour, material and architectural treatments. Drawn from analysis of immediately surrounding vegetation, rock and other natural features, these also incorporate colours and tones derived from a series of cultural reference materials provided by the Wurundjeri Woi-wurrung.

The Munsell soil colour classification system is used as a tool to simplify and rationalise the colour palettes, referencing its use for conservation of Indigenous artefacts and subtly underlining the intrinsic connection to Country embodied in the reference materials (for example, pigmentation derived from soil).

Wayfinding, informational signage and creative treatments along walking and cycling routes also provide opportunities to enhance understanding of Country.

Within open space, new and upgraded path connections have been designed to promote multiple forms of engagement and interaction with Country, with routes carefully planned around key view lines or landscape vignettes, areas for pause or quiet immersion in nature, or engagement with heritage or cultural elements.

Connection to Country – further design opportunities

- incorporate design elements that communicate and/or promote deeper understanding of the ‘story’ of a place
- actively and respectfully embed Wurundjeri Woi-wurrung culture, traditions, and histories at all design scales
- reflect on the cultural zones of ‘Making on Country’ and ‘Cultivating Country’.



Caring for Country

Water defines and is central to the design response provided through this UDLP. The Eastern Freeway corridor tracks the historic path of the flood plains of the Yarra River (Birrarung) and Koonung Creek.

With much of the Koonung Creek degraded or underground as a result of previous Freeway works, alignment to Caring for Country principles requires design solutions not only for upgrades to the Freeway corridor but also to actively consider and respond to the waterway corridor.

This UDLP provides an opportunity to improve and enhance Koonung Creek as an integrated riparian corridor incorporating both above and below ground elements.

Stormwater runoff and flood flows will be retained and treated within the landscape through a chain of wetland and bioretention systems, linked by open swales west of Doncaster Road. East of Doncaster Road, short sections of the creek will be incorporated into culverts to minimise the overall area required for Freeway widening, with dense, complementary landscaping plantings (including dedicated riparian and aquatic planting zones) providing a natural buffer and filter for pollutants and supporting improvements to downstream water quality and environmental conditions.

The Valda Wetlands will be expanded and enhanced to create an amenity and biodiversity-rich landscape ‘node’ for passive recreation, with increased planting connecting to existing habitat corridors along the length of Koonung Creek Reserve.

The landscape response throughout this UDLP has been designed to promote and enhance biodiversity outcomes at all scales – from small micro-habitats at the base of noise walls or in road medians, to large scale reimagining of open space and linear corridors.

Planting mixes are place-specific, largely based on historic Ecological Vegetation Classes (EVCs) and climatic conditions, with canopy trees incorporated wherever possible to provide shade, weather protection and mitigate the urban heat island effect within the Freeway corridor.

Built form within this UDLP has been designed to ‘touch the earth lightly’ through minimising overall footprint and visual bulk. In particular, the overall visual impact of noise walls – the length and extent of which are significantly increased over existing conditions to comply with noise limits – have been minimised and the structures ‘stripped back’ through the inclusion of acrylic panels, allowing views and light penetration through to surrounding landscape features.

Caring for Country – further design opportunities

- maximise biodiversity values through selection of plant species and planting locations, including extension of existing habitat, with Wurundjeri Woi-wurrung consultation
- use recycled and low carbon materials
- promote education and knowledge sharing through inclusion of educational or interpretive signage and/or materials in design, particularly in areas with specific environmental or ecological significance
- reflect on the cultural zones of ‘Making on Country’ and ‘Cultivating Country’.

4. Project Description and Design Response



Connecting People

The Freeway corridor has been reimagined and transformed into a single integrated movement corridor, physically and functionally connected to its surrounding context through improved bridge crossings, new and upgraded path networks connecting into the Koonung Creek Trail and delivery of a critical section of the express busway and its connection to the Bulleen Park and Ride facility.

The rebuilt Heyington Avenue and Estelle Street SUP bridges will improve connectivity across the Freeway corridor, providing an opportunity for new journeys and connections. Enhanced landscaping treatments, sensitively designed architectural interventions and improved pavements will increase visual amenity and user experience for cyclists and pedestrians using the Koonung Creek Trail, enhancing its overall recreational value.

Delivery of a new, at-grade underpass on the northern side of the Doncaster Road bridge will also provide a direct and uninterrupted link between Burke Road and Tram Road for commuter cyclists.

The design response has also prioritised Connecting People through enhanced existing open space areas with additional landscaping, facilities and other park infrastructure and furniture, creating opportunities for new connections to be made by broadening the scope of activities and potential interactions that could occur.

Connecting People – further design opportunities

- human-centred design for pathways and connections
- integration of place-specific elements into detailed design and landscaping
- reflect on the cultural zone of ‘Confluence of Country’.



Figure 54: Koonung Creek Reserve Wetlands

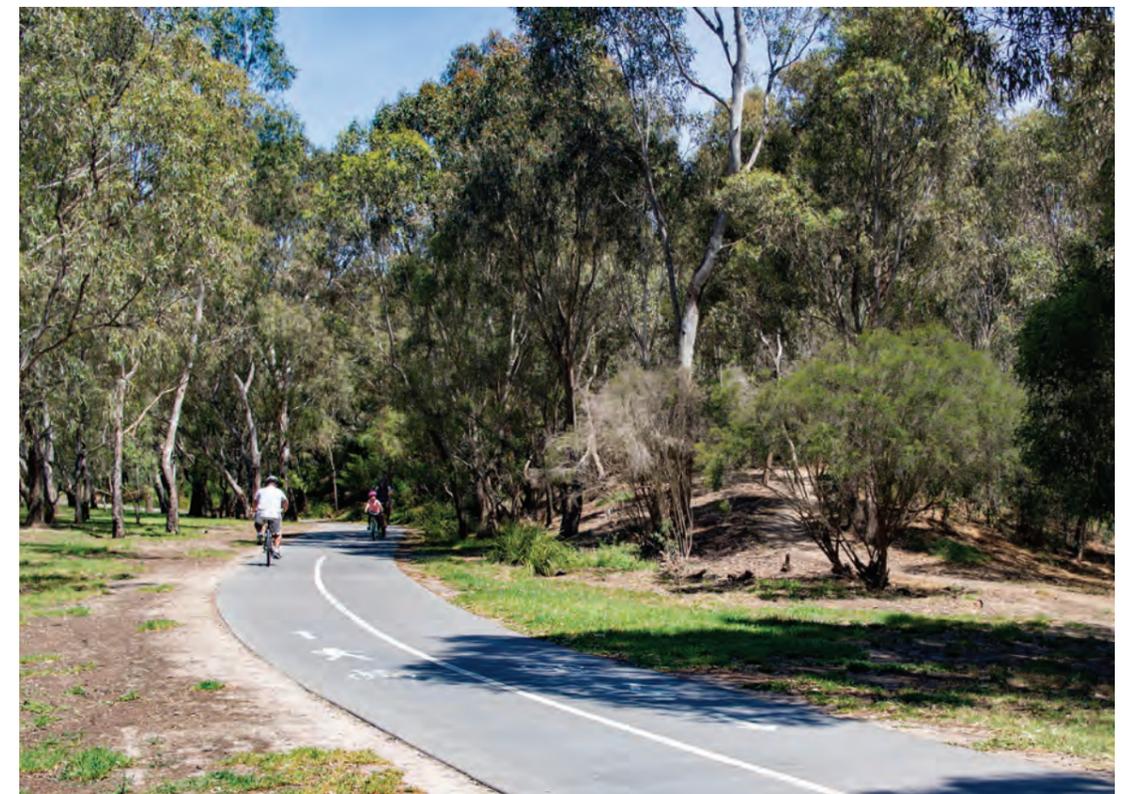


Figure 55: Koonung Creek Trail

4. Project Description and Design Response

Embedding Wurundjeri Woi-wurrung Knowledge and Values

Through their ongoing partnership and collaboration on NELP, Wurundjeri Woi-wurrung voice and agency have been structurally embedded into the design at a number of levels.

In addition to their leading role in co-designing the three pillars as the overarching statement of design intent for the Program, WWCHAC were also actively involved in the preparation of the Urban Design Strategy, through which a series of key cultural themes were identified to inform development of design responses and treatments.

Wurundjeri Woi-wurrung input and cultural authority has also deeply informed development of initial designs for key Program infrastructure and other elements.

More broadly, Wurundjeri Woi-wurrung have generously shared their deep knowledge of the land and cultural histories through workshops, guided walks on Country and other communications.

The design response presented through this UDLP acknowledges the contribution already made by the Wurundjeri Woi-wurrung in support of NEL and the Project Design has respectfully incorporated a number of specific themes and priorities expressed through previous design processes, in addition to embedding Connection to Country, Caring for Country, and Connecting People as the key drivers behind the design response.

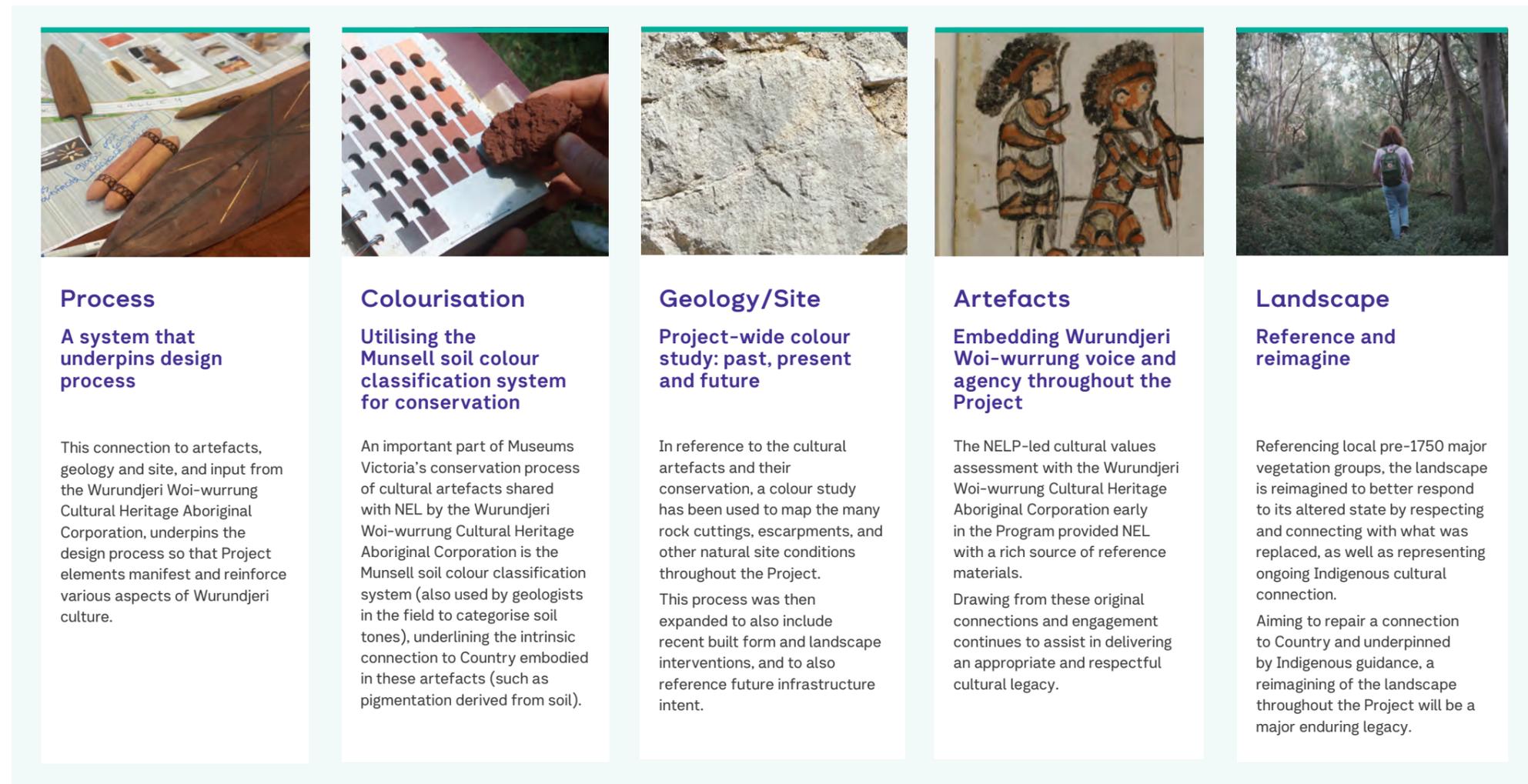


Figure 56: Wurundjeri Knowledge and Values

An example of this is the selection of colours, materials and design treatments for built form elements across the Project. Artefacts and artwork previously shared by Wurundjeri Woi-wurrung to the North East Link Program to inform design development were used as the basis for developing place-specific design palettes in combination with the study of existing landscape and geological features using the Munsell soil colour classification.

Figure 56 provides a summary of this process.

As the design is further developed and refined through the UDLP approvals process and subsequent detailed design investigation phase, Wurundjeri Woi-wurrung input and cultural authority will be actively sought to ensure the final design outcome is culturally appropriate, as well as identifying opportunities to further embed and/or communicate contemporary Indigenous design sensibilities and connection to culture.

4. Project Description and Design Response

Cultural Zones

Making on Country

Moving east along Koonung Koonung Creek towards a landscape that was more plentiful for resources dedicated to tool making, such as Red gums, Iron Bark, this section of the Journey highlights Wurundjeri Ingenuity in craftsmanship, taking only what was needed, utilising the naturally occurring resources without causing irreparable damage to the sensitive ecosystem.

- shields
- spears
- coolamon
- boomerangs
- digging sticks (Koonung/ Kannan) - Green Stone Axes
- clap sticks.

Cultivating Country

The extensive space between Bulleen Road Interchange and Doncaster Road is an opportunity to showcase the unique role Woman played in Wurundjeri Culture.

The landscapes of Koonung Koonung Creek were conducive to a vast array of cultural responsibilities:

- shelters / Mia Mia
- edible foods, seeds, berries, roots (medicinal foods)
- plants for weaving
- basket, eel trap, duck net weaving
- jewellery making
- dam and pond making
- seasonal burning
- practicing culture
- cultural use of fire
- generosity and leaving behind markers.

Confluence of Country

The meeting point of the Birrarung and Koonung Koonung Creek, a tributary creek to the important water body that leads up to Bolin Bolin and Banyule flats.

This is an opportunity to acknowledge:

- water
- eels
- tadpole season
- canoes
- duck nets
- eel traps
- seasonal movement towards Bolin Bolin and Banyule Flats Reserve.

4. Project Description and Design Response

4.2.3 Sustainability

The North East Link Program is the first major infrastructure project in Australia to adopt the Infrastructure Sustainability Council's IS v2.1 Design and As Built Rating Tool, which provides best practice guidance on, and evaluation of, sustainability integration into urban design outcomes through its Pla-2 credit (Urban and Landscape Design).

A level 3 outcome for the credit, representing a world leading outcome, is targeted as a stretch target for the Project with a climate and natural hazards treatment plan being developed to support delivery of a future-proofed outcome.

Sustainability is a guiding principle for the development of this UDLP, centered on the three pillars of Connection to Country, Caring for Country and Connecting People. The design will drive sustainability outcomes, improve the active travel network and reinstate landscapes and wetland systems throughout the corridor.

Particular attention is paid to reimagining Koonung Creek through application of Integrated Water Management principles to improve downstream water quality, retain water in the landscape for habitat and minimise irrigation requirements. The design incorporates swales, bioretention wetlands and open wetlands, and the refurbishment and expansion of existing wetland systems to optimise water treatment of road runoff where possible and improve the quality of local watershed runoff.

Where feasible, measures to increase permeability will be adopted by preferencing permeable surfaces over impermeable; for example, within urban design elements such as public resting areas. These elements have been incorporated into adjacent parklands to provide habitat value, improve biodiversity, contribute to urban ecology and add value to passive open spaces for local communities. A robust planting schedule is being developed that considers future climate risk, comprising drought-tolerant planting and prioritising native species that are resilient to higher temperatures.



Artist impression – indicative only

Figure 57: Valda Wetlands – Secondary Path

Materials will be specified that minimise environmental impacts and contribute to circular economy principles, supporting the Program objectives of reducing embodied carbon and optimising recycled content.

This will include reduced Portland cement in concrete and maximising the use of reclaimed asphalt pavement in the pavement design. Design optimisation has achieved significant materials reductions for the Project, and ongoing identification and pursuit of opportunities to reduce material quantities is being undertaken throughout design development.

The potential for the reuse of timber generated by vegetation removal for construction of park seating, and excavated soil for landscaping works, is also under active investigation.

Lighting and signals comprise the primary operational energy demand for the Eastern Freeway upgrades. The proposed lighting design reduces operational energy by bringing lighting from the central median to the perimeter of the Freeway, resulting in taller but fewer light poles that provide an overall reduction in operational energy compared to the Reference Design and an increase in borrowed lighting for SUP pinch points.

Initiatives to reduce the urban heat island effect are incorporated into the design and include increasing canopy cover and strategic positioning of canopy cover and other shade-casting features to provide shade to hard surfaces such as SUPs. The design also considers surface reflectance in the specification of hardscape materials, such as pavements and SUPs, favouring lighter coloured (higher reflectance) surfaces where feasible.

4. Project Description and Design Response

4.3 Design Response

This Urban Design and Landscape Plan (UDLP) has reimagined the Eastern Freeway as a single, integrated landscape corridor, seamlessly weaving together transport, open space and waterway elements that are visually and physically linked to their surrounding context, minimising impacts on existing communities and promoting cross-corridor connectivity.

Koonung Creek, reinterpreted through new open swales, short sections of culverts and expanded wetland systems within Koonung Creek Reserve, has been brought to the forefront of this response, which in combination with overall increases in landscaping and canopy tree cover will provide a direct visual reference and connection between the Freeway and the broader creek valley within which it sits.

The urban design complements the original architectural and landscape design of the Eastern Freeway, celebrating the ribbon-like character of the existing noise walls, the naturalistic landscape qualities, striking bridges and imposing road cuttings. A suite of colours and materials has been considered as part of the urban design approach to develop context-rich design solutions.

New elements promote unique responses through colour, texture and form across all scales and speeds – from intimate landscape moments experienced in parks and on trails by pedestrians, to large infrastructure interventions and bold design statements with Freeway traffic.

Enhanced landscape plantings have been used to create 'green corridors' framing views within the Freeway corridor and linking through to adjacent open space, visually and functionally connecting road and landscape into a single integrated system.

Architectural and landscape interventions are carefully choreographed to draw in and reflect contextual elements from the immediate surrounding area, creating a strong sense of place. A series of curated planting palettes have been developed for specific design settings and outcomes – such as habitat corridors, wetlands and Freeway medians and verges.

These include a broad range of species to allow for diversified planting mixes to create an enhanced local biodiversity solution.

The design response has used the Freeway expansion as an opportunity to create a truly integrated movement corridor for ease of use and enjoyment across all transport modes. Reimagined pedestrian and cycling path networks, new connections through to enhanced open space areas and upgraded cross-corridor bridges make getting around more purposeful and directly connected to place and Country.



Artist impression – indicative only

Figure 58: Koonung Creek Reserve – east of Estelle Street

4. Project Description and Design Response

4.3.1 Four precincts

1 Yarra River Valley

A 'light touch' is applied to this unique and sophisticated 1970s section of the Eastern Freeway. Respecting existing landscape condition, the design retains sweeping views across parklands, accentuates dramatic rock cutaways and references the bold forms and materiality of its modernist infrastructure.

Landscape

The landscape design will reinstate areas that have been impacted by the Project. The new landscape will consist of open grass and native planting, including canopy trees. Plant species are selected from the local Ecological Vegetation Classes (EVCs) and, where possible, will be used to provide visual screening of the noise walls.

Colours, Materials and Form[^]

New noise walls lining the southern side of the Eastern Freeway to minimise noise impacts from Freeway traffic to nearby properties are drawn from a suite of appropriate materials and types.

Each noise wall segment responds to its context, creating a faceted rhythm of solid elements interspersed with acrylic transparency for views beyond and to draw natural light into adjacent parklands. The warm tones of weathered steel within the road corridor reference existing cuttings and cutting repairs.

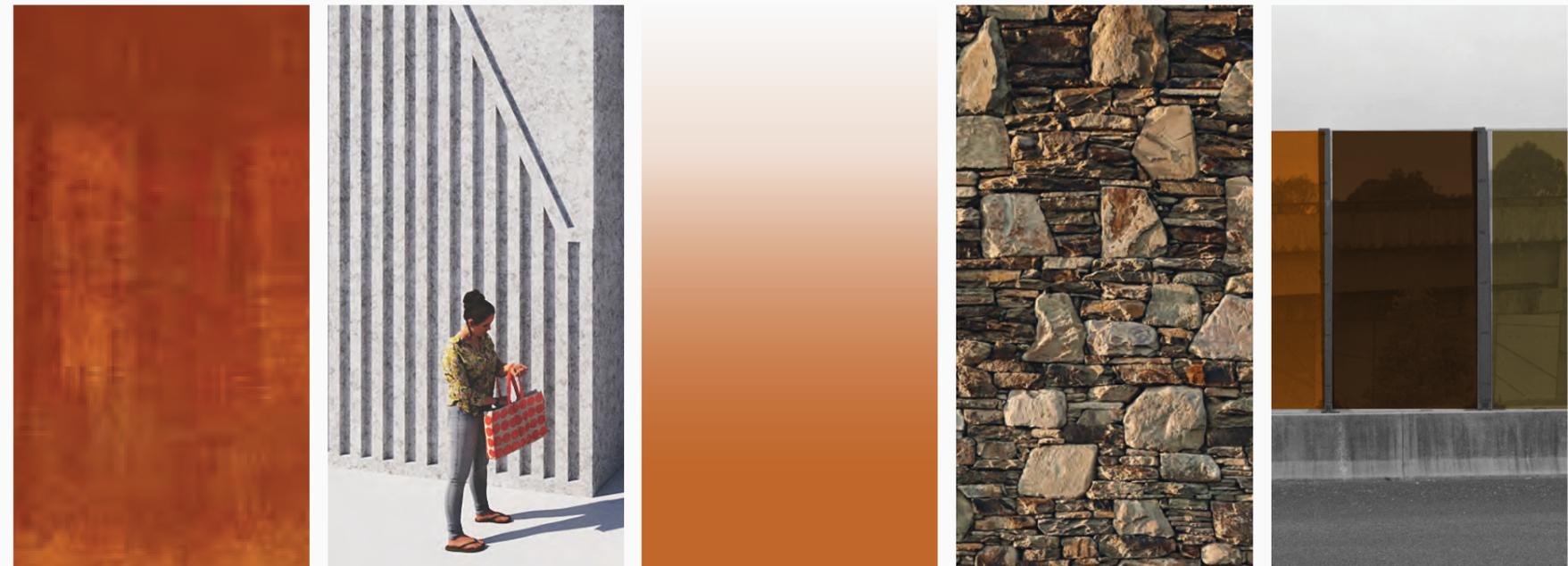
Infrastructure colours, textures and the broader material palette are drawn from studies undertaken on site, Wurundjeri Woi-wurrung cultural artefacts, and the Munsell soil colour classification system, connecting to Country. Acrylic panels have the opportunity to feature a bespoke etching through colouration or other means connecting to Country.



Landscape



Munsell Colours



Materials



Acrylic Colours



[^]Colours, materials and details are to be confirmed in Detailed Design

Figure 59: Yarra River Valley – Colours, Materials and Form

4. Project Description and Design Response

2 Koonung Reserve

The key design focus within this precinct is to reduce the overall impact of the Freeway widening on adjacent open space by improving the quality of existing landscape treatments and all road infrastructure.

Landscape

Landscape amenity, both within Koonung Creek Reserve as well as when viewed from adjoining residential areas, will be enhanced and improved through the construction of open swales linking a chain of wetland and bioretention areas, along with dense corridors of new landscape and canopy tree plantings to screen and soften views to noise walls. Additional amenity and upgraded cycle and walking infrastructure include new seating, water fountains, picnic tables, bike hoops and bike repair stations.

Colours, Materials and Form[^]

The response proposes significant areas of acrylic and fine-grain articulation to the new noise walls to break down the mass of the walls, connect to landscape beyond and allow natural light to penetrate into adjacent landscapes. The colour palette draws from the pale greens and yellows, which characterise open space through the vegetated valley floor.

The rebuilt Estelle Street SUP Bridge marks the centre of the sweeping arc of the Eastern Freeway, providing a Connection to Country moment through this significant wayfinding marker in the wider Freeway corridor.

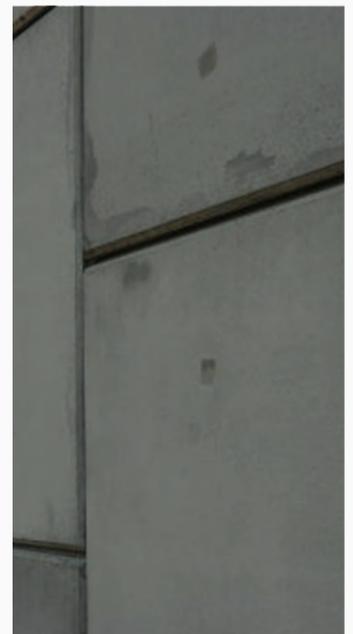
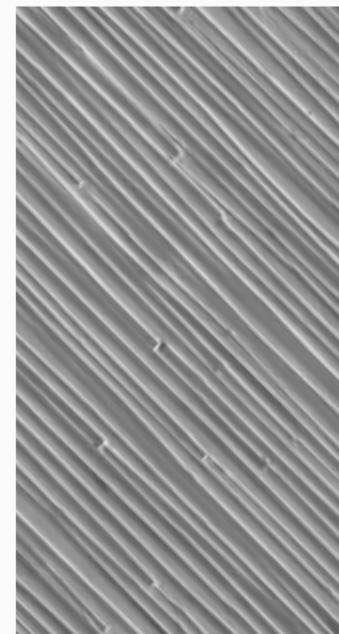
At this significant landscape moment, the noise walls peel back to reveal landscape and the bridge's anchoring structure. As a piece of urban infrastructure, the bridge is a key connecting element for the adjacent communities, providing a direct, clear and meaningful way to cross the Freeway corridor.



Landscape



Munsell Colours



Materials



Acrylic Colours

Concrete Oxides

[^]Colours, materials and details are to be confirmed in Detailed Design

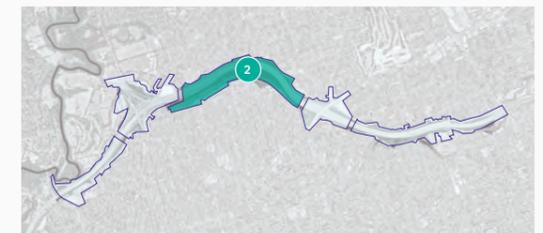


Figure 60: Koonung Reserve – Colours, Materials and Form

4. Project Description and Design Response

3 Doncaster Junction

This busy road interchange along the Eastern Freeway includes Doncaster Park and Ride and Doncaster Road bridge crossing the Eastern Freeway, with the Koonung Creek running beneath the Freeway. The Doncaster Road bridge is rebuilt to accommodate the widened Eastern Freeway corridor, with new ramp structures and other infrastructure included to service a future upgraded Doncaster Park and Ride.

Landscape

The existing creek and associated landscape adjacent to Doncaster Park and Ride will be enhanced via native planting and a bioswale at the top of the embankment to treat stormwater runoff from the Doncaster Park and Ride facility.

Colours, Materials and Form[^]

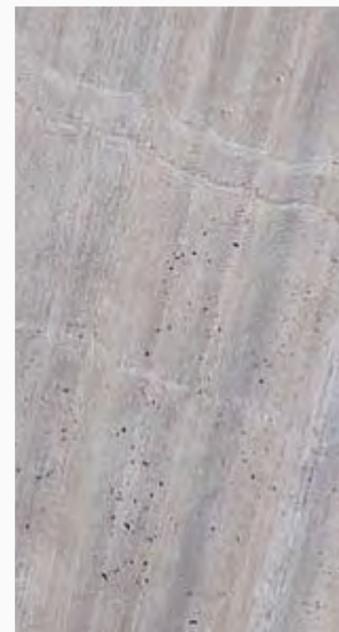
The rebuilt Doncaster Road bridge features an expanded and enhanced SUP network. New noise walls are proposed adjacent to residential properties, public open space and on top of existing rock cuttings. These will be embedded into the existing landscape through acrylic panels and textured concrete, informed by the existing sculptural noise walls commencing in this precinct (and retained wherever possible).



Landscape



Munsell Colours



Materials



Acrylic Colours

Concrete Oxides



[^]Colours, materials and details are to be confirmed in Detailed Design

Figure 61: Doncaster Junction – Colours, Materials and Form

4. Project Description and Design Response

4 Koonung Wetlands

In this precinct, the Project requires extensive road widening, significant new noise walls, removal of planting within the Freeway corridor and adjacent parkland, rebuilding of the Heyington Avenue SUP bridge and reinstatement of the Valda Wetlands.

The landscape design achieves Caring for Country outcomes by improving stormwater treatment, rehabilitating the wetlands, and maximising habitat and green canopy. Improved pedestrian and cycling networks and more opportunities for recreation and engagement with nature are provided.

Landscape

The design includes reconstruction and extension of the existing Valda Wetlands and extensive replanting and revegetation to mitigate construction impacts in this location, which includes tree removal associated with the Freeway widening. The large-scale, densely planted wetland system sustainably treats and retains stormwater before it enters Koonung Creek, with additional landscape treatments along flood and noise walls adjacent to the Freeway corridor improving landscape and visual amenity when viewed from adjacent residential areas, as well as from within the reserve itself.

Colours, Materials and Form[^]

A site-responsive and fine-grain approach to new noise walls minimises impact on adjacent neighbourhoods and reads as a continued architectural contribution of the existing noise walls as sculptures in the landscape wherever possible. The design works to mitigate the Freeway widening through a sensitive approach to texture, colour and rhythm, and a site-specific approach to landscape conditions.

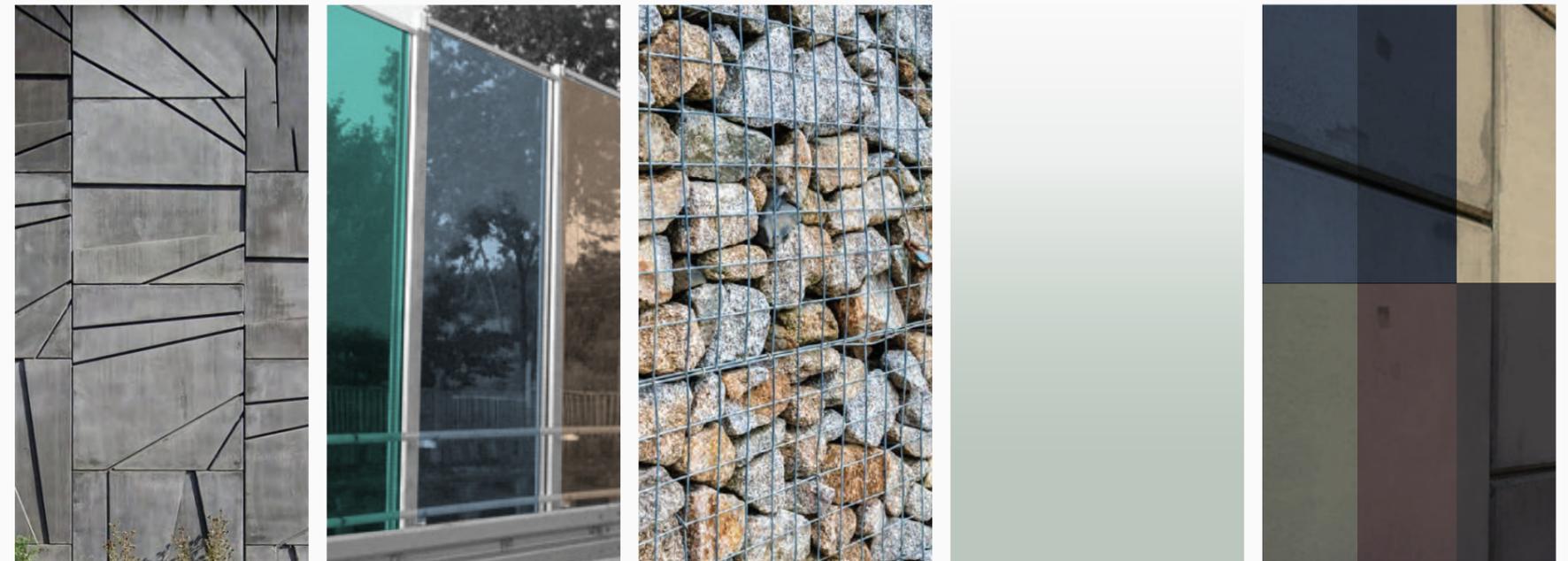
The colour palette is both a response to previous precincts and a departure, drawing out cooler tones in the landscape that abstract colours in the adjacent wetlands as well as greyer tones to acknowledge the upcoming Mullum Mullum Creek in future works at the eastern end of the Freeway.



Landscape



Munsell Colours

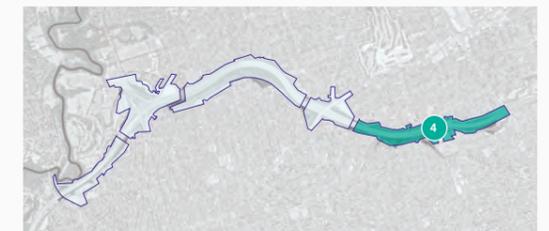


Materials



Acrylic Colours

Concrete Oxides



[^] Colours, materials and details are to be confirmed in Detailed Design

Figure 62: Koonung Wetlands – Colours, Materials and Form

4. Project Description and Design Response

4.3.2. Walkability and Activation Nodes

The Project design supports connected and walkable neighbourhoods, improving access and connections between public transport, schools, shopping strips, playgrounds and other infrastructure in local communities. This supports the Program's Connecting People and Connection to Country pillars.

Noting that within Koonung Creek Reserve and the open space along Koonung Creek Trail public amenities and facilities are in place, the Project design seeks to upgrade the Reserve and open spaces by way of:

- development of a finely modified network that brings the existing, upgraded and new walking and cycling paths together supporting active modes of travel
- installation of planting and canopy trees not only throughout the open spaces but also along the shared use paths where the space permits
- provision of additional recreational facilities and public amenities, such as 'stop and rest' nodes, benches, water foundations, picnic tables, a new BBQ area, new bicycle hoops and an updated bike repair station.

These upgrade works will create opportunities for visitors to pause for rest and recreational activities, and connect, which in turn provide for an enhanced open space experience. Planting trees and plants assists in screening views of noise walls and freeway ramps for residents and park users. Along Estelle Street in Bulleen, the SUP has been set back from the wall to allow for planting between path and wall.

The Project design creates a connected intermodal transport network, improving people's ability to move across and along the corridor. Ample, efficient and quality links cater for pedestrians, cyclists, motorists and public transport users. Local, neighbourhood and regional access points into the Project area from adjacent communities are seamless.

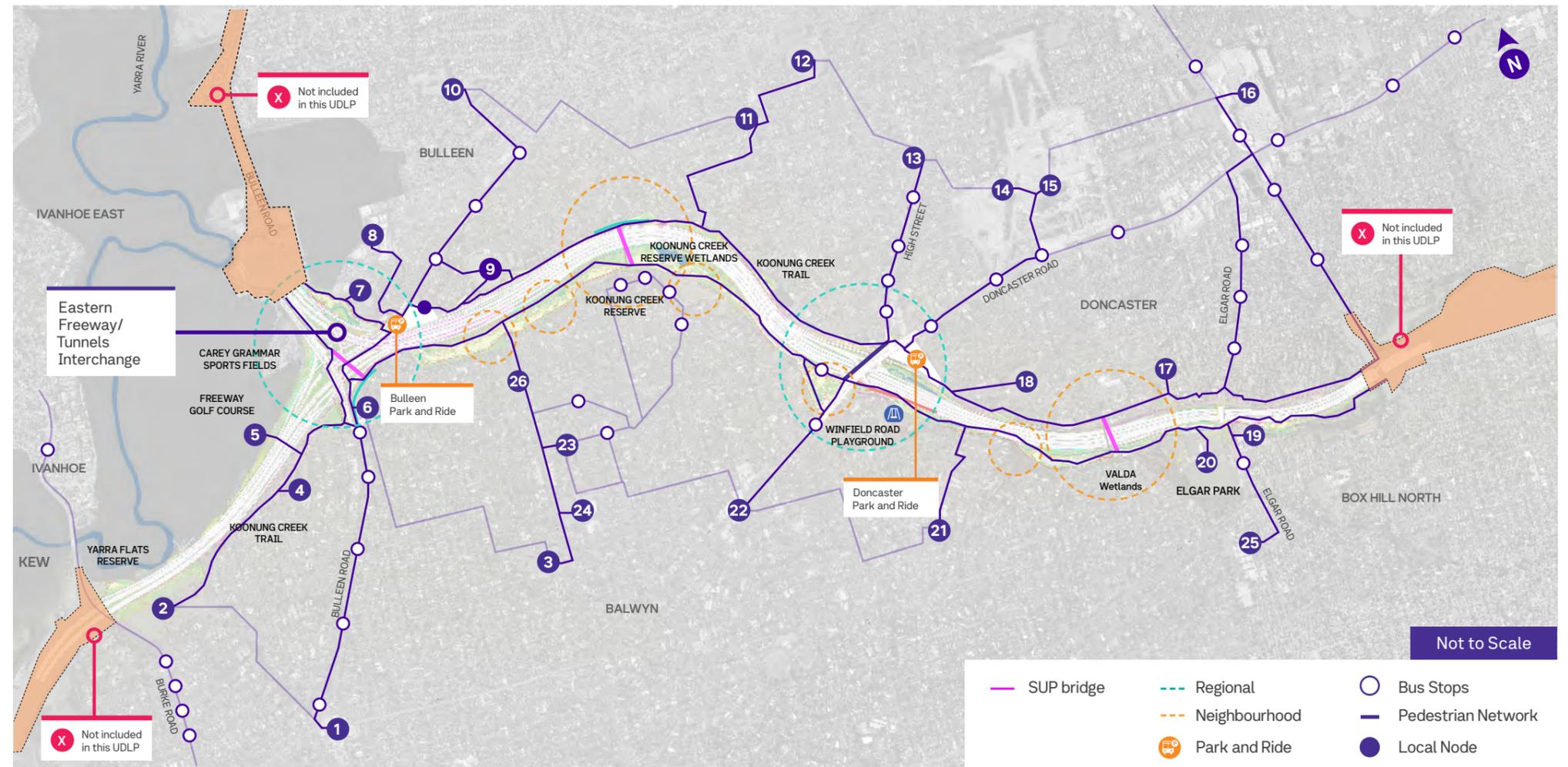


Figure 63: Key Walking Routes and Activation Nodes

Regional

Regional activation nodes are major corridor crossings, including road interchanges. These navigational nodes or wayfinding markers along the Freeway experience are key landmarks for marking place and strengthening the pillar of Connection to Country.

Neighbourhood

Neighbourhood activation nodes are key intermodal and interconnection points that encourage diverse social interaction, respond to local conditions and community needs and promote amenity and landscape quality.

Local

Local activation nodes are moments of connection between local streets, footpaths and other community-level movement networks. They provide opportunities to pause or engage with the surrounding space and create a diverse range of incidental moments offering multiple ways to connect people and connect to Country.

Examples of local nodes include nature play places such as water features at Koonung Creek, fitness stations and shaded park benches with attractive viewpoints.

- | | |
|-------------------------------|-------------------------------------|
| 1 North Balwyn Village | 14 Verdant Park Playground |
| 2 Musca St Reserve | 15 Heritage Boulevard Park |
| 3 Leigh Park | 16 Westfield Doncaster |
| 4 Columba St Reserve | 17 Katrina St Playground |
| 5 Freeway Golf Course | 18 Wilsons Rd Reserve |
| 6 Belle Vue Primary School | 19 Presbyterian Theological College |
| 7 Manningham Club Hotel | 20 Elgar Park South East Oval |
| 8 Marcellin College | 21 St. Bridget's Primary School |
| 9 Koonung Park | 22 Greythorn Central Shopping Strip |
| 10 Morris Williams Reserve | 23 Boroondara Preschool |
| 11 Vista Valley Kindergarten | 24 Boroondara Park Primary School |
| 12 Timber Ridge Reserve | 25 Koonung Secondary College |
| 13 Village Ave Shopping Strip | 26 Boroondara Shopping Centre |

4. Project Description and Design Response

4.3.3 User Experience

In addition to incorporation of new and upgraded walking, cycling and public transport connections, the design enhances the quality and experience for users of these connections.

More specifically, the motorist journey along the Freeway corridor creates a memorable urban design and landscape experience; and the reimagined SUPs, a separate cycling commuter path and all architectural and landscape treatments along the corridor make getting around more purposeful and celebrate sense of place.

Upgraded pathways along and over the Eastern Freeway cater for pedestrians wanting to drop off children at school, walk to the shops or catch up with friends at local playgrounds. Feature planting helps to connect people with nature.

An uninterrupted commuter SUP runs along the southern side of the Eastern Freeway allowing commuter cyclists to travel from Burke Road to the west of Tram Road (the UDLP boundary). For recreational cyclists or those travelling short distances within their neighbourhood, rebuilt SUP bridges improve crossings over the Freeway. Upgraded pathways through the linear parklands make it safer and easier to travel around and through neighbourhoods.

The Project has developed a high-quality road user experience along the Eastern Freeway. The design is carefully choreographed to provide texture, colour and wayfinding markers – to connect to Country and ensure a memorable and sequential travel experience.

Noting that the spatially constrained Freeway reserve has limited opportunities for landscaping to minimise negative impacts on communities, the design carefully acknowledges the critical role of every design element – noise wall, embankment, interchange and bridge – to the overall quality of the Freeway corridor.

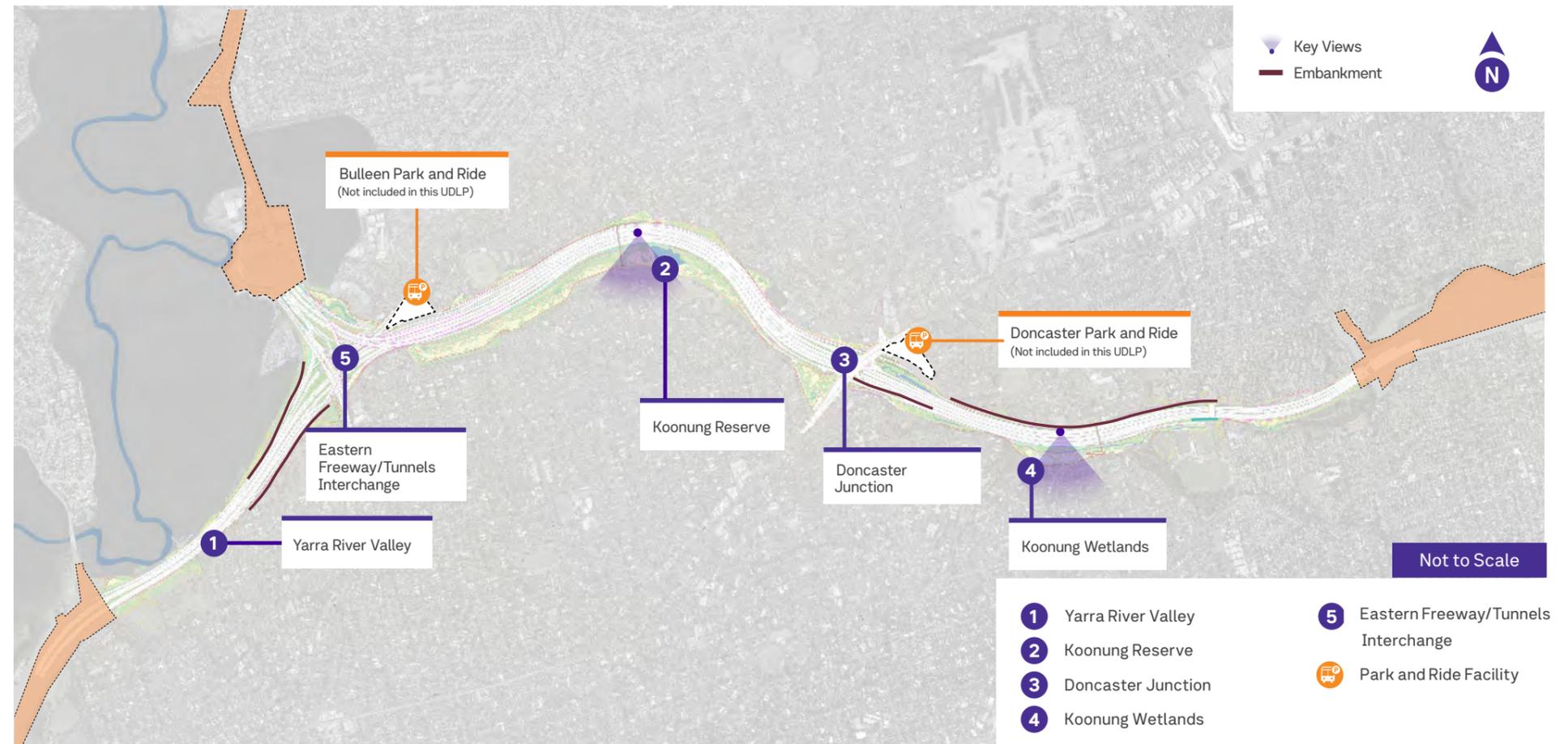


Figure 64: Vehicular and Active Transport Diagram

Wayfinding markers

For the community and motorists, the bridges and interchanges along the Eastern Freeway are identifiable place markers along the journey. The primary markers of the Eastern Freeway/Tunnels Interchange (approved under the NEL Tunnels UDLP) and Doncaster Road Interchange consider their important function as points of connections with other major roadways and entry markers to renewed bus facilities.

These are supported by the new SUP bridges at Estelle Street and Heyington Avenue, which include bold yet lightweight architectural treatments that float above the Freeway corridor, providing a visual statement for motorists but also a clear landmark and destination for pedestrians and cyclists moving along and across the corridor.

Noise walls

Noise walls are predominantly solid, transparent (acrylic) or weathered steel along the Eastern Freeway corridor. Where required, noise walls are constructed on top of existing exposed rockface embankments facing the Freeway corridor.

The location and design of noise walls will continue to evolve through ongoing consultation and collaboration with Wurundjeri Woi-wurrung, local councils and other stakeholders.

Views

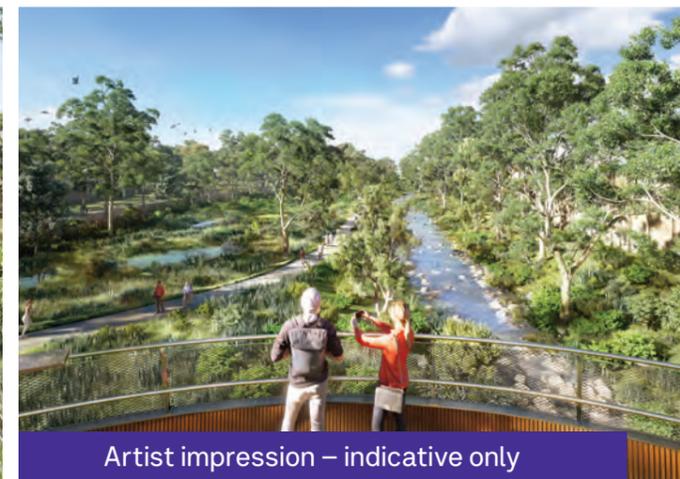
There are two vital opportunities for major views along the Eastern Freeway for the Project, primarily concerning Koonung Creek Reserve and Valda Wetlands. At these expanses along the Freeway corridor, there are either no noise walls or transparent noise walls.

The design draws in landscape qualities – sunlight, green, movement – and improves the road experience for motorists, their passengers and bus travellers.

4. Project Description and Design Response



Figure 65: Valda Wetlands Precinct



Water and Landscape

Biodiversity and Ecology

As a result of the Eastern Freeway widening, there will be unavoidable impacts on existing areas of vegetation to the north and south of the Freeway corridor, including canopy trees and areas of habitat. Plans detailing the location and expected extent of vegetation removal are included in the landscape plan set at Attachment 2.

Through the core pillars of Caring for Country and Connection to Country, the landscape design for the Project will reinstate sections of the linear parklands along the Eastern Freeway, re-establish waterways and wetland and build upon existing and historic landscape characters.

Ecology and biodiversity will be enhanced through planting and vegetation within parklands and areas impacted by the Project. Removal of existing trees and vegetation is minimised where possible.

All proposed planting mixes will maximise local native biodiversity, as they are based on detailed understandings of existing habitats and historic Ecological Vegetation Classes (EVCs).

The proposed tree species and planting mixes have been carefully selected to be hardy, low maintenance and drought tolerant to ensure long term survival and respond to a changing climate.

Plant species will be strategically located to maximise habitat creation and ensure they are appropriate for the surrounding climatic conditions, considering localised shading, soil conditions and moisture. They will offer a variety of interest throughout the year, and flowering and colour changes will tell stories of seasonality through the landscape.

Green corridors will maximise opportunities for the movement of pollinators and local animal species and provide sustainable links between existing animal habitats.

Minor greening between road barriers and new tree plantings adjacent to the road where safe and practical will enhance the roadway landscape and motorist experience.

Better visual outcomes through more buffer plantings and trees near noise wall and retention of wall features have been prioritised both within the Freeway corridor and on the residential and parklands side of noise walls. Where possible, views to the broader landscape are maintained for both the motorist and people on the residential/ parkland side of the walls.

Waterways, Wetlands and Open Space

The Eastern Freeway corridor tracks the historic path of the flood plains of the Yarra River (Birraring) and Koonung Creek (Koonung Koonung Creek). The movement of water holds a strong cultural significance to the local landscape and tells an important story of the area's past as well as defining its future resilience.

Koonung Creek flows through and under the Project area, carrying cultural and geographic meanings to key open spaces that will be upgraded through this Project. For instance, new noise walls and complementary landscaping, shared use paths and/or secondary paths to be incorporated in Musca Street Reserve, Yarra Flats Reserve to the north and Leonis Avenue Reserve to the south where appropriate and practical.

The Project design reinterprets Koonung Creek with open swales and new riparian and aquatic planting, creating an integrated corridor linking water and open space. The open swale is designed to sit at the natural low point with the Koonung Creek Reserve; together with landscaping, will support the drainage function of the reserve and contribute to the reimagined creek.

Improving the waterway health and stormwater management of Koonung Creek provides an opportunity for people to connect with the Creek as a living waterway. These functional improvements will be complemented through improvements to the surrounding open space, with more places to sit, play and connect.

The Valda Wetlands will be significantly impacted by the widening of the Freeway corridor and associated construction footprint directly to the north, with short sections of Koonung Creek to the east and west diverted through culverts due to the narrow width of the existing Freeway reserve at this location.

These impacts will be mitigated through the redevelopment and enhancement of the wetland system, with extensive new plantings and additional Water Sensitive Urban Design (WSUD) treatments creating a habitat-rich environment that supports a range of local plant life, aquatic and semi-aquatic animal species and invertebrates. The landscape design actively brings people into the space through the careful alignment of new elevated paths, seating nodes and viewing platforms, creating opportunities for a layered series of experiences and direct connection with water.

More broadly, the design has offset the impact of additional runoff from the Freeway widening throughout the Koonung Creek corridor through a series of sustainable drainage and flood mitigation treatments based on WSUD principles. These include bioretention areas (that slow down, filter and clean water before it enters the drainage system) and areas of open landscape where flood waters can be retained.

The design also includes areas of landscape to retain water in the event of flooding to ensure local flooding risks are sustainably managed, and appropriate selection of additional soft landscape vegetation and tree planting to slow down the flow of water and improve infiltration.

Section 4.4

Urban Design and Landscape Plan Documents

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4. Design Statement and Design Response

4.4 Urban design and landscape plan documents

The following UDLP design documents in Table 2 support this report.

UDLP attachment documents

The UDLP design documents are included in the following attachments:

Attachment 1: Architecture and Urban Design

Attachment 2: Landscape Design

Attachment 3: Urban Design Visualisations

(Artistic renderings and images as shown are indicative and provided for context only and will not form part of the UDLP approval.)

Attachment 4: Urban Design Overshadowing Assessment

Attachment 5: Southern Interface Zone

(Approved SIZ content and design detail from NEL Tunnels UDLP transferred to this UDLP - Refer to contents list contained in Attachment 5)

The attachments contain design information such as:

- site plans
- elevations
- sections
- materials and planting schedules
- visualisations.

These documents have been prepared in line with the Project design response to comply with the UDS (refer to Section 5) and the EPRs (refer to Section 6).

The UDS and EPRs are performance-based to ensure design changes are assessed and result in appropriate outcomes.

Table 2: UDLP drawing list

Drawing Code	No	Title
Attachment 1: Architecture and Urban Design		
NEL-STH-NSA-5900-UUD-DRG-	9000	COVER SHEET
NEL-STH-NSA-5900-UUD-DRG-	9001	DRAWING LIST & SYMBOLS - URBAN DESIGN
CORRIDOR PLANS - BY ZONE		
NEL-STH-NSA-5900-UUD-DRG-	9010	OVERALL CORRIDOR ZONING PLAN - ZONES A-E
NEL-STH-NSA-5900-UUD-DRG-	9011	CORRIDOR PLAN - ZONE A
NEL-STH-NSA-5900-UUD-DRG-	9012	CORRIDOR PLAN - ZONE B
NEL-STH-NSA-5900-UUD-DRG-	9013	CORRIDOR PLAN - ZONE C
NEL-STH-NSA-5900-UUD-DRG-	9014	CORRIDOR PLAN - ZONE D
NEL-STH-NSA-5900-UUD-DRG-	9015	CORRIDOR PLAN - ZONE E
ROAD INFRASTRUCTURE PLAN - BY ZONE		
NEL-STH-NSA-5900-UUD-DRG-	9020	OVERALL ROAD INFRASTRUCTURE ZONING PLAN - ZONES 0-11
NEL-STH-NSA-5900-UUD-DRG-	9021	ROAD INFRASTRUCTURE PLAN - ZONE 0 - BURKE ROAD
NEL-STH-NSA-5900-UUD-DRG-	9022	ROAD INFRASTRUCTURE PLAN - ZONE 1 - BURKE ROAD
NEL-STH-NSA-5900-UUD-DRG-	9027	ROAD INFRASTRUCTURE PLAN - ZONE 6 - ESTELLE STREET
NEL-STH-NSA-5900-UUD-DRG-	9028	ROAD INFRASTRUCTURE PLAN - ZONE 7 - DONCASTER ROAD
NEL-STH-NSA-5900-UUD-DRG-	9029	ROAD INFRASTRUCTURE PLAN - ZONE 8 - DONCASTER ROAD - EAST
NEL-STH-NSA-5900-UUD-DRG-	9030	ROAD INFRASTRUCTURE PLAN - ZONE 9 - HEYINGTON AVENUE
NEL-STH-NSA-5900-UUD-DRG-	9031	ROAD INFRASTRUCTURE PLAN - ZONE 10 - ELGAR ROAD
NEL-STH-NSA-5900-UUD-DRG-	9032	ROAD INFRASTRUCTURE PLAN - ZONE 11 - TRAM ROAD
URBAN DESIGN SECTIONS		
NEL-STH-NSA-5900-UUD-DRG-	9047	URBAN DESIGN SECTION - ZONE 6 - EASTERN FREEWAY NEAR ESTELLE ST SUP BRIDGE
NEL-STH-NSA-5900-UUD-DRG-	9048	URBAN DESIGN SECTION - ZONE 7 - EASTERN FREEWAY NEAR DONCASTER ROAD
NEL-STH-NSA-5900-UUD-DRG-	9049	URBAN DESIGN SECTION - ZONE 8 - EASTERN FREEWAY NEAR SWEYN STREET
NEL-STH-NSA-5900-UUD-DRG-	9050	URBAN DESIGN SECTION - ZONE 9 - EASTERN FREEWAY NEAR HEYINGTON AVE SUP BRIDGE
DETAILED PLANS - DONCASTER ROAD BRIDGE		
NEL-STH-NSA-5900-UUD-DRG-	9141	DONCASTER ROAD BRIDGE UPPER LEVEL PLAN
NEL-STH-NSA-5900-UUD-DRG-	9142	DONCASTER ROAD BRIDGE LOWER LEVEL PLAN
NEL-STH-NSA-5900-UUD-DRG-	9143	DONCASTER ROAD BRIDGE ELEVATIONS 01
NEL-STH-NSA-5900-UUD-DRG-	9144	DONCASTER ROAD BRIDGE ELEVATIONS 02
NEL-STH-NSA-5900-UUD-DRG-	9145	DONCASTER ROAD BRIDGE SECTIONS 01
NEL-STH-NSA-5900-UUD-DRG-	9146	DONCASTER ROAD BRIDGE SECTIONS 02
NEL-STH-NSA-5900-UUD-DRG-	9147	DONCASTER ROAD BRIDGE OVER BUSWAY
NEL-STH-NSA-5900-UUD-DRG-	9148	DONCASTER ROAD SUP UNDERPASS
NEL-STH-NSA-5900-UUD-DRG-	9149	DONCASTER UNDERPASS ELEVATIONS
NEL-STH-NSA-5900-UUD-DRG-	9150	DONCASTER ROAD INCIDENT RESPONSE AREA & WATER PRESSURE REDUCING STATION
NEL-STH-NSA-5900-UUD-DRG-	9151	DONCASTER ROAD RELOCATED TELECOMMUNICATIONS TOWER
DETAILED PLANS - ELGAR ROAD BRIDGE		
NEL-STH-NSA-5900-UUD-DRG-	9161	ELGAR ROAD BRIDGE PLAN
NEL-STH-NSA-5900-UUD-DRG-	9162	ELGAR ROAD BRIDGE ELEVATIONS

4. Design Statement and Design Response

Drawing Code	No	Title
DETAILED PLANS - ESTELLE STREET SUP BRIDGE		
NEL-STH-NSA-5900-UUD-DRG-	9171	ESTELLE STREET SUP BRIDGE PLAN
NEL-STH-NSA-5900-UUD-DRG-	9172	ESTELLE STREET SUP BRIDGE EAST ELEVATION
NEL-STH-NSA-5900-UUD-DRG-	9173	ESTELLE STREET SUP BRIDGE WEST ELEVATION
NEL-STH-NSA-5900-UUD-DRG-	9174	ESTELLE STREET SUP BRIDGE NORTH ELEVATION
NEL-STH-NSA-5900-UUD-DRG-	9175	ESTELLE STREET SUP BRIDGE SECTION DETAILS
NEL-STH-NSA-5900-UUD-DRG-	9176	ESTELLE STREET SUP BRIDGE OVERLOOKING SECTION
DETAILED PLANS - HEYINGTON AVENUE SUP BRIDGE		
NEL-STH-NSA-5900-UUD-DRG-	9181	HEYINGTON AVENUE SUP BRIDGE PLAN
NEL-STH-NSA-5900-UUD-DRG-	9182	HEYINGTON AVENUE SUP BRIDGE EAST ELEVATION
NEL-STH-NSA-5900-UUD-DRG-	9183	HEYINGTON AVENUE SUP BRIDGE WEST ELEVATION
NEL-STH-NSA-5900-UUD-DRG-	9184	HEYINGTON AVENUE SUP BRIDGE SOUTH ELEVATION
NEL-STH-NSA-5900-UUD-DRG-	9185	HEYINGTON AVENUE SUP BRIDGE SECTION DETAIL
NEL-STH-NSA-5900-UUD-DRG-	9186	HEYINGTON AVENUE SUP BRIDGE OVERLOOKING SECTION
TRAM ROAD BRIDGE		
NEL-STH-NSA-5900-UUD-DRG-	9191	TRAM ROAD BRIDGE PLAN
ROAD INFRASTRUCTURE		
NEL-STH-NSA-5900-UUD-DRG-	9201	ROAD INFRASTRUCTURE - NOISE WALL HEIGHT PLAN - ZONE A
NEL-STH-NSA-5900-UUD-DRG-	9202	ROAD INFRASTRUCTURE - NOISE WALL HEIGHT PLAN - ZONE B
NEL-STH-NSA-5900-UUD-DRG-	9203	ROAD INFRASTRUCTURE - NOISE WALL HEIGHT PLAN - ZONE C
NEL-STH-NSA-5900-UUD-DRG-	9204	ROAD INFRASTRUCTURE - NOISE WALL HEIGHT PLAN - ZONE D
NEL-STH-NSA-5900-UUD-DRG-	9205	ROAD INFRASTRUCTURE - NOISE WALL HEIGHT PLAN - ZONE E
NEL-STH-NSA-5900-UUD-DRG-	9206	ROAD INFRASTRUCTURE - NOISE WALL TYPES 01
NEL-STH-NSA-5900-UUD-DRG-	9207	ROAD INFRASTRUCTURE - NOISE WALL TYPES 02
NEL-STH-NSA-5900-UUD-DRG-	9208	ROAD INFRASTRUCTURE - NOISE WALL TYPES 03
NEL-STH-NSA-5900-UUD-DRG-	9210	ROAD INFRASTRUCTURE - RETAINING WALL TYPES
NEL-STH-NSA-5900-UUD-DRG-	9212	ROAD INFRASTRUCTURE - FLOOD WALLS TYPE
NEL-STH-NSA-5900-UUD-DRG-	9213	ROAD INFRASTRUCTURE - GANTRY TYPES
NEL-STH-NSA-5900-UUD-DRG-	9214	ROAD INFRASTRUCTURE - BARRIER TYPES
Attachment 2: Landscape Design		
LANDSCAPING - OVERALL		
NEL-STH-NSA-5900-UUD-DRG-	9500	COVER SHEET - LANDSCAPE
NEL-STH-NSA-5900-UUD-DRG-	9501	DRAWING LIST & SYMBOLS - LANDSCAPE
LANDSCAPING - PLANTING SCHEDULES		

Drawing Code	No	Title
NEL-STH-NSA-5900-UUD-DRG-	9511	PLANTING SCHEDULE - SHEET 01
NEL-STH-NSA-5900-UUD-DRG-	9512	PLANTING SCHEDULE - SHEET 02
NEL-STH-NSA-5900-UUD-DRG-	9513	PLANTING SCHEDULE - SHEET 03
NEL-STH-NSA-5900-UUD-DRG-	9514	PLANTING SCHEDULE - SHEET 04
NEL-STH-NSA-5900-UUD-DRG-	9515	PLANTING SCHEDULE - SHEET 05
NEL-STH-NSA-5900-UUD-DRG-	9516	PLANTING SCHEDULE - SHEET 06
NEL-STH-NSA-5900-UUD-DRG-	9517	PLANTING SCHEDULE - SHEET 07
NEL-STH-NSA-5900-UUD-DRG-	9518	PLANTING SCHEDULE - SHEET 08
NEL-STH-NSA-5900-UUD-DRG-	9519	PLANTING SCHEDULE - SHEET 09
NEL-STH-NSA-5900-UUD-DRG-	9520	PLANTING SCHEDULE - SHEET 10
NEL-STH-NSA-5900-UUD-DRG-	9521	PLANTING SCHEDULE - SHEET 11
NEL-STH-NSA-5900-UUD-DRG-	9522	PLANTING SCHEDULE - SHEET 12
NEL-STH-NSA-5900-UUD-DRG-	9523	PLANTING SCHEDULE - SHEET 13
NEL-STH-NSA-5900-UUD-DRG-	9524	PLANTING SCHEDULE - SHEET 14 - IMAGES
NEL-STH-NSA-5900-UUD-DRG-	9525	PLANTING SCHEDULE - SHEET 15 - IMAGES
NEL-STH-NSA-5900-UUD-DRG-	9526	PLANTING SCHEDULE - SHEET 16 - IMAGES
LANDSCAPING REFERENCE PLANS		
NEL-STH-NSA-5900-UUD-DRG-	9528	OVERALL LANDSCAPE ZONING PLAN - ZONES A-E
NEL-STH-NSA-5900-UUD-DRG-	9529	LANDSCAPE PLAN - ZONE A
NEL-STH-NSA-5900-UUD-DRG-	9530	LANDSCAPE PLAN - ZONE B
NEL-STH-NSA-5900-UUD-DRG-	9531	LANDSCAPE PLAN - ZONE C
NEL-STH-NSA-5900-UUD-DRG-	9532	LANDSCAPE PLAN - ZONE D
NEL-STH-NSA-5900-UUD-DRG-	9533	LANDSCAPE PLAN - ZONE E
NEL-STH-NSA-5900-UUD-DRG-	9535	OVERALL LANDSCAPE ZONING PLAN - ZONES 0-11
NEL-STH-NSA-5900-UUD-DRG-	9536	LANDSCAPING PLAN - ZONE 0 - BURKE ROAD
NEL-STH-NSA-5900-UUD-DRG-	9537	LANDSCAPING PLAN - ZONE 1 - BURKE ROAD
NEL-STH-NSA-5900-UUD-DRG-	9542	LANDSCAPING PLAN - ZONE 6 - ESTELLE STREET
NEL-STH-NSA-5900-UUD-DRG-	9543	LANDSCAPING PLAN - ZONE 7 - DONCASTER ROAD
NEL-STH-NSA-5900-UUD-DRG-	9544	LANDSCAPING PLAN - ZONE 8 - DONCASTER PARK AND RIDE
NEL-STH-NSA-5900-UUD-DRG-	9545	LANDSCAPING PLAN - ZONE 9 - HEYINGTON AVENUE
NEL-STH-NSA-5900-UUD-DRG-	9546	LANDSCAPING PLAN - ZONE 10 - ELGAR ROAD
NEL-STH-NSA-5900-UUD-DRG-	9547	LANDSCAPING PLAN - ZONE 11 - TRAM ROAD
LANDSCAPING SITE SECTIONS		

4. Design Statement and Design Response

Drawing Code	No	Title
LANDSCAPING SITE SECTIONS		
NEL-STH-NSA-5900-UUD-DRG-	9551	LANDSCAPE SECTION 01 - ZONE 1 - EASTERN FREEWAY NEAR BURKE ROAD
NEL-STH-NSA-5900-UUD-DRG-	9552	LANDSCAPE SECTION 02 - ZONE 6 - EASTERN FREEWAY NEAR ESTELLE STREET
NEL-STH-NSA-5900-UUD-DRG-	9553	LANDSCAPE SECTION 03 - ZONE 6 - EASTERN FREEWAY NEAR KOONUNG CREEK RESERVE WETLANDS
NEL-STH-NSA-5900-UUD-DRG-	9554	LANDSCAPE SECTION 04 - ZONE 7 - KOONUNG CREEK RESERVE NEAR DONCASTER ROAD
NEL-STH-NSA-5900-UUD-DRG-	9555	LANDSCAPE SECTION 05 - ZONE 7 - KOONUNG CREEK RESERVE NEAR DONCASTER ROAD
NEL-STH-NSA-5900-UUD-DRG-	9556	LANDSCAPE SECTION 06 - ZONE 7 - KOONUNG CREEK CORRIDOR NEAR DONCASTER ROAD
NEL-STH-NSA-5900-UUD-DRG-	9557	LANDSCAPE SECTION 07 - ZONE 8 - EASTERN FREEWAY NEAR DONCASTER ROAD
NEL-STH-NSA-5900-UUD-DRG-	9558	LANDSCAPE SECTION 08 - ZONE 8 - KOONUNG CREEK CORRIDOR NEAR DONCASTER ROAD
NEL-STH-NSA-5900-UUD-DRG-	9559	LANDSCAPE SECTION 09 - ZONE 9 - KOONUNG CREEK CORRIDOR NEAR DONCASTER ROAD
NEL-STH-NSA-5900-UUD-DRG-	9560	LANDSCAPE SECTION 10 - ZONE 9 - VALDA WETLANDS NEAR HEYINGTON AVE SUP BRIDGE
NEL-STH-NSA-5900-UUD-DRG-	9561	LANDSCAPE SECTION 11 - ZONE 9 - VALDA WETLANDS NEAR HEYINGTON AVE SUP BRIDGE
NEL-STH-NSA-5900-UUD-DRG-	9562	LANDSCAPE SECTIONS 12 - ZONE 10 - EASTERN FREEWAY NEAR ELGAR ROAD
TREE RETENTION AND REMOVAL PLANS		
NEL-STH-NSA-5900-UUD-DRG-	9570	TREE RETENTION AND REMOVAL PLAN - ZONE A-E
NEL-STH-NSA-5900-UUD-DRG-	9571	TREE RETENTION AND REMOVAL PLAN - ZONE A
NEL-STH-NSA-5900-UUD-DRG-	9572	TREE RETENTION AND REMOVAL PLAN - ZONE B
NEL-STH-NSA-5900-UUD-DRG-	9573	TREE RETENTION AND REMOVAL PLAN - ZONE C
NEL-STH-NSA-5900-UUD-DRG-	9574	TREE RETENTION AND REMOVAL PLAN - ZONE D
NEL-STH-NSA-5900-UUD-DRG-	9575	TREE RETENTION AND REMOVAL PLAN - ZONE E
CONSTRUCTION COMPOUND PLAN		
NEL-STH-NSA-5900-UUD-DRG-	9580	PROPOSED CONSTRUCTION COMPOUND PLAN - SHEET - 01
NEL-STH-NSA-5900-UUD-DRG-	9581	PROPOSED CONSTRUCTION COMPOUND PLAN - SHEET - 02

Drawing Code	No	Title
Attachment 3: Urban Design Visualisations		
Attachment 4: Urban Design - Overshadowing Assessment		
OVERSHADOWING ASSESSMENT		
NEL-STH-NSA-5900-UUD-DRG-	9700	COVER SHEET
NEL-STH-NSA-5900-UUD-DRG-	9701	DRAWING LIST
NEL-STH-NSA-5900-UUD-DRG-	9720	OVERSHADOWING ASSESSMENT ZONING PLAN - ZONES 0-11
NEL-STH-NSA-5900-UUD-DRG-	9721	OVERSHADOWING ASSESSMENT - ZONE 0
NEL-STH-NSA-5900-UUD-DRG-	9722	OVERSHADOWING ASSESSMENT - ZONE 1
NEL-STH-NSA-5900-UUD-DRG-	9727	OVERSHADOWING ASSESSMENT - ZONE 6
NEL-STH-NSA-5900-UUD-DRG-	9728	OVERSHADOWING ASSESSMENT - ZONE 7
NEL-STH-NSA-5900-UUD-DRG-	9729	OVERSHADOWING ASSESSMENT - ZONE 8
NEL-STH-NSA-5900-UUD-DRG-	9730	OVERSHADOWING ASSESSMENT - ZONE 9
NEL-STH-NSA-5900-UUD-DRG-	9731	OVERSHADOWING ASSESSMENT - ZONE 10
NEL-STH-NSA-5900-UUD-DRG-	9732	OVERSHADOWING ASSESSMENT - ZONE 11
NEL-STH-NSA-5900-UUD-DRG-	9734	OVERSHADOWING ASSESSMENT - ZONE 8 CALLOUT
NEL-STH-NSA-5900-UUD-DRG-	9735	OVERSHADOWING ASSESSMENT - ZONE 9 CALLOUT
NEL-STH-NSA-5900-UUD-DRG-	9741	OVERSHADOWING ASSESSMENT - 142 WINFIELD RD
NEL-STH-NSA-5900-UUD-DRG-	9742	OVERSHADOWING ASSESSMENT - 144B WINFIELD RD
NEL-STH-NSA-5900-UUD-DRG-	9743	OVERSHADOWING ASSESSMENT - 146 WINFIELD RD
NEL-STH-NSA-5900-UUD-DRG-	9744	OVERSHADOWING ASSESSMENT - 148 WINFIELD RD
NEL-STH-NSA-5900-UUD-DRG-	9745	OVERSHADOWING ASSESSMENT - 150 WINFIELD RD
NEL-STH-NSA-5900-UUD-DRG-	9746	OVERSHADOWING ASSESSMENT - 152 WINFIELD RD
NEL-STH-NSA-5900-UUD-DRG-	9747	OVERSHADOWING ASSESSMENT - 152A WINFIELD RD
NEL-STH-NSA-5900-UUD-DRG-	9748	OVERSHADOWING ASSESSMENT - 154 WINFIELD RD
NEL-STH-NSA-5900-UUD-DRG-	9749	OVERSHADOWING ASSESSMENT - 370-372 DONCASTER RD
NEL-STH-NSA-5900-UUD-DRG-	9751	OVERSHADOWING ASSESSMENT - 12 JOCELYN AVE

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