

Appendices

Appendix A – Local government plans and policies

Policy document	Relevance
Nillumbik Shire Council	
Council Plan 2017-2021	<ul style="list-style-type: none"> The Nillumbik Council Plan outlines the priorities for the Nillumbik Shire over the next four years. The goals of the plan include engaged, connected communities and active, creative people living in safe and healthy environments. A strong focus of the plan is protecting the lifestyle and amenity of the Shire, which is informally named the Green Wedge Shire, including its reserves, natural bushland and farming land while developing the Shire's economy.
Recreation Strategy 2011-2019	<ul style="list-style-type: none"> The Recreation Strategy outlines the key priorities for recreation provision and actions for the Nillumbik Shire. The key findings and focus of the strategy include recognising high levels of recreation participation, prioritisation of funding unstructured activities (such as walking, swimming, bike riding), ensuring and improving equitable access to all sectors of the community.
Nillumbik Trails Strategy 2011	<ul style="list-style-type: none"> The Trails Strategy provides a basis for achieving the vision for the Shire to be recognised for the quality and diversity of its trail network. Nillumbik has an established and extensive network of trails, including 25 kilometres of urban trail and 18 kilometres of rural trails widely used by the local community and the broader region in terms of tourism.
Health and Wellbeing Plan 2017 – 2021	<ul style="list-style-type: none"> The Health and Wellbeing is required by the Victorian <i>Public Health and Wellbeing Act 2008</i>. It outlines the priorities for health and wellbeing in the Shire to 2021. Focus areas of the plan include: <ul style="list-style-type: none"> Promoting healthy and sustainable food Encouraging active living Promoting gender equality and respectful relationships Preventing harm from alcohol, other drugs and gambling Improving sexual and reproductive health Promoting healthy aging. Enhancing mental wellbeing is highlighted as a priority area. Actions to achieve this are allocated under three main categories: <ul style="list-style-type: none"> Building a resilient community Increasing social connections through community participation Supporting equitable access to economic resources.
Banyule City Council	
Council Plan 2017-2021	<ul style="list-style-type: none"> The Banyule City Council Plan provides the strategic objectives, strategies and indicators to achieve the vision for a green, sustainable and vibrant place for a healthy, connected and inclusive community. Banyule has 466 hectares of council-owned open space as well as parkland managed by Parks Victoria. There are sport and recreation facilities including indoor aquatics and fitness centres. There are also sites of ecological and heritage significance, including aboriginal archaeological sites. These features provide recreational, environmental and tourism opportunities for the region. Cycling and walking through Banyule are popular due to bicycle and pedestrian trails throughout the municipality, particularly along the Yarra River and Plenty River and the Darebin Creek. The municipality is primarily a residential area and retaining the character of individual neighbourhoods is important to the local community. Banyule has a number of commercial centres including Greensborough, Heidelberg and Ivanhoe. There are significant industrial areas in Heidelberg West, Greensborough, Briar Hill and Bundoora. Banyule's main industries are health care, retail, education, construction and manufacturing. Banyule's population is expected to increase and age over the next decade, with the greatest growth occurring in the over 60s age group.

Policy document	Relevance
	<ul style="list-style-type: none"> • To support a connected, inclusive and involved community, the Council Plan identifies the following focus areas: <ul style="list-style-type: none"> – Ensure council facilities, activities and services are accessible, inclusive and provide equity – Deliver integrated transport solutions – Provide shared trails that help to link key public open spaces and community infrastructure facilities – Encourage walking, cycling and public transport use. • The plan's People objective identifies the following priority areas: <ul style="list-style-type: none"> – Support and promote health and wellbeing – Provide a range of services for people at important life stages – Support a connected, inclusive and involved community – Enhance quality of life and connection through arts and culture – Stimulate business, employment and investment opportunities • Continue to partner with local mental health providers in the delivery of programs and services for young people.
Banyule Integrated Transport Plan 2015-2035	<ul style="list-style-type: none"> • The vision of the Integrated Transport Plan is for Banyule to have accessible, sustainable and active communities, with good access to jobs, education, shopping and community opportunities within a safe transport network. • Growing pressures facing the Banyule community include a growing and ageing population, congestion, growth of freight movements on roads, accessibility, safety and parking. • The Transport Plan seeks to prioritise other transport modes over private vehicle usage and reduce the community's reliance on cars. • The objectives of the Transport Plan include providing an accessible transport network, concentrating development to activity centres and along public transport routes, improving walking and cycling connections across Banyule, and managing roads to promote sustainable transport, reduce congestion, ensure safety of all road users, and improve parking opportunities. • Ensuring safety and amenity on arterial roads is important to the community as well as ensuring these connections are managed to protect residential areas.
Banyule Bicycle Strategy 2010-2020	<p>Objectives of the Bicycle Strategy include:</p> <ul style="list-style-type: none"> • Increasing transport sustainability in Banyule and minimising the impacts of private vehicles, traffic congestion and pollution • Providing a safe, continuous, direct and convenient bicycle network and related infrastructure • Promoting linkages between cycling and other modes of transport.
Banyule Safe Travel Plan 2016-2026	<ul style="list-style-type: none"> • The Safe Travel Plan aims to improve the safety across all modes of travel, including managing real and perceived risks that pedestrians and cyclists face on roads, giving priority to people on local streets by slowing cars down near places where there is high pedestrian and cyclist traffic, reducing the volume of cars on the road, and reducing road accidents, injuries and fatalities. • Challenges for the Banyule community include cumulative population growth of Banyule and neighbouring areas including Whittlesea and Nillumbik. • Council wants to ensure that arterial roads within Activity Centres prioritise pedestrians, cyclists and public transport. Outside these areas, arterial roads such as Bell Street and Greensborough Highway will provide priority for cars and freight traffic. • Community aspirations include more accessible railway stations and public transport interchanges, ability to walk and cycle safely to key community infrastructure facilities and activities, and reducing congestion caused by freight and private vehicles on arterial roads. There were community concerns about the speed of vehicles on all roads in Banyule. • Themes and objectives include removing barriers to safe, convenient and confident local journeys on foot, bicycle, bus, tram and train; and reducing the number, distance and speed of vehicular journeys within Banyule.

Policy document	Relevance
Banyule Public Open Space Plan 2016-2031	<ul style="list-style-type: none"> • The Public Open Space Plan aims to improve the municipalities open space areas. Access to high quality public open space is important to the community. Considerations include the distance that residents need to travel, paths of travel to parks and playgrounds, and barriers to travel. Barriers to access include roads with 7,000 or more daily traffic movements, roads with speed limits above 50 kilometres per hour, divided roads, and roads with substantial volumes of large trucks. • Growth and development will place additional pressures on Banyule’s public open space and play spaces. Banyule has a number of areas targeted for high density development including Greensborough, Heidelberg and Ivanhoe. The La Trobe National Employment Innovation Cluster (NEIC) which includes parts of Banyule will also undergo growth.
Older Adults Strategic Plan 2017-2021	<ul style="list-style-type: none"> • The Older Adults Strategic Plan aims to improve the municipality for people over 50 years who represent 36 per cent of the total Banyule population. The largest populations of older adults in Banyule live in Greensborough, Ivanhoe and Bundoora suburbs. • Banyule’s policy direction is to enable people to actively participate in their community and treat everyone with respect, regardless of age. Banyule will be a place that enables and encourages older people to stay connected to their community, helps people stay healthy and active at all ages, and provides support and advocacy. • Goals of the Older Adults Strategic Plan include: <ul style="list-style-type: none"> – Providing older residents with opportunities to maintain and improve their health and wellbeing, such as providing opportunities to participate in exercise – Encouraging older residents to have opportunities to participate in the community, including reducing barriers that can lead to social isolation – Enabling older residents to easily move about Banyule to participate in the community and access to services – Access to pleasant, safe and healthy environments, including outdoor infrastructure and maintaining open spaces. – Transport and appropriate parking were identified as key factors influencing active ageing in particular its impact on being able to participate and attend shopping precinct, health and community services. – Outdoor environments and access to community facilities impact on the independence and quality of life for older people. Footpaths need to be smooth, connected and obstacle free. More bus services to shops would make access more age-friendly.
Inclusion, Access and Equity Framework (2014)	<ul style="list-style-type: none"> • The Inclusion, Access and Equity Framework sets goals and priorities targeted for the inclusion, access and equity of various groups, including ATSI people, people with a disability, LGBTI people and CALD people. It aligns with the council’s overall plan to support a connected, inclusive and involved community. • One of the framework’s goals relevant to this social impact assessment is ensuring that council facilities, activities and services are accessible, inclusive and equitable, including improving access to public meeting places that support diverse communities.

Policy document	Relevance
Recreation Plan 2017-2021	<ul style="list-style-type: none"> • Banyule contains community leisure facilities including indoor aquatic and fitness centres at Ivanhoe, Heidelberg West, Watsonia and WaterMarc at Greensborough. Greensborough also has a synthetic athletics track. There are many playing fields, tennis and bowling clubs throughout Banyule. Paths and trails are an important asset for connecting to spaces, facilitating exercise and general commuting in Banyule. • Recreation promotes social interactions and community cohesion. It improves social networks and fosters community development. It reduces isolation and anti-social tendencies. Recreation also reduces traffic congestion, air emissions and noise pollution when people replace vehicle trips with active travel. • There was slightly lower participation in organised physical activity among Banyule residents compared with Victoria although non-organised activities (such as walking, jogging and cycling) were higher. • Challenges to the provision of recreation in Banyule include encouraging more people participating in active recreation, ageing population, land availability, and barriers to participation. • Community aspirations include facilities should be physically accessible, and active transport opportunities should be promoted. • Goals of the Recreation Plan to address these challenges include: <ul style="list-style-type: none"> – Providing equitable access to multipurpose, inclusive, accessible and sustainable facilities – Providing access so that the community can participate in diverse activities that enhance wellbeing.
Safer Banyule Plan 2017-2021	<ul style="list-style-type: none"> • Overall, the majority of Banyule residents across age groups feel safe or very safe in their local environment. Although general perceptions of safety are relatively high, safety concerns include lighting in public places, burglary, loitering youth, traffic and drug dealing. • Priorities of the Safer Banyule Plan include: <ul style="list-style-type: none"> – Building community connectedness and confidence. This includes engagement with the community to increase people’s sense and reality of safety. – Place management and activation. This would involve bringing stakeholders together to address issues of safety, access and equity, and amenity to areas. – Ensuring Crime Prevention through Environmental Design (CPTED) principles are applied in the planning, maintaining and enhancing the public realm across Banyule. – Crime prevention and reducing opportunity for potential offenders. – Addressing emerging social policy imperatives.
Manningham City Council	
Council Plan 2017-2021	<ul style="list-style-type: none"> • The vision of the Manningham Council Plan for a liveable and harmonious city, including a healthy, resilient and safe community, a connected and inclusive community, inviting places and spaces, enhanced parks, open space and streetscapes, and growth of local business, tourism and economy. • Goals include a well-connected, safe and accessible travel, such as well-planned and maintained roads and transport infrastructure, and easier travel to and within Manningham and the wider metropolitan area. • Improved transport investment into the local road network would contribute to a vibrant and prosperous economy.

Policy document	Relevance
Generation 2030 Community Plan	<ul style="list-style-type: none"> • The vision set in the Community Plan is for Manningham to be a strong, vibrant and well connected community. It will be a community that values its unique lifestyle and the protection of natural spaces. As a welcoming and harmonious community it will create a safe and resilient city. Transport networks will provide optimum travel and will be accessible to everyone. All this will be achieved through an open and collaborative process built on positive partnerships. • The City of Manningham has a rich cultural history from its artistic tradition of painters and potters, its association with Australia's first significant art movement, the Heidelberg School. • The community values the natural environment including green open spaces, parklands and bushlands and acknowledge it as a valuable community resource to maintain and protect. • The community places high importance on an integrated and efficient transport network, with a variety of accessible, safe and affordable transport options, enabling travel, in, out and around the area. The provision of alternative modes of transport is a priority for the municipality, significantly reducing the reliance on cars. Pedestrian and bicycle routes are well integrated with connections to public transport and the municipality. All community members should have equal access to vital services that meet their needs.
Manningham Open Space Strategy 2014	<ul style="list-style-type: none"> • Public open spaces shape the cultural identity of an area, are part of its unique character and provide a sense of place for local communities. • Manningham City Council's motto 'Balance of City and Country' – blend of urban and rural characteristics of the municipality. • The vision of the Open Space Strategy is for an accessible and well connected open space network that supports a health community and a health environment.
Manningham Active for Life Recreation Strategy 2010-2025	<ul style="list-style-type: none"> • The Council's 'Active for Life' Recreation Strategy will guide recreation provision and promote healthy and active lifestyles until 2025. • Key objectives of the strategy are: <ul style="list-style-type: none"> – To increase participation in recreation for all – To ensure the community has a diverse range of recreational choices – To provide great places for people to recreate in – To inspire people to recreate. • The strategy has an action plan that includes: <ul style="list-style-type: none"> – Fostering organisational partnerships with state sporting and recreation bodies – Supporting infrastructure development as outlined in other strategies, such as the Integrated Transport Strategy. – Securing external funding opportunities around obesity prevention and physical activity promotion. – Encouraging informal recreation – Developing a new council walking strategy to address main barriers to walking – Supporting a number of proposals for extending and creating new walking tracks – Developing new sport programs and improve current – Upgrading and creation of new facilities – A major review of public open space strategy including in-depth spatial analysis – Liaising with local schools and undertake inventory of current school facilities – Undertaking ongoing engagement and promotional activities and ensure community members are represented.

Policy document	Relevance
Making Manningham Mobile (2010)	<ul style="list-style-type: none"> • Manningham's Transport Strategy aims to improve, manage and promote all transport modes, particularly sustainable transport such as walking, cycling and public transport. • The strategy aims include: <ul style="list-style-type: none"> – Improved air quality and a reduction in greenhouse gas emissions – Improved urban design, including bicycle and pedestrian paths – Economic growth through the movement of goods and better access to employment, entertainment, medical, education and community infrastructure facilities.
Healthy City Strategy 2017 – 2021	<ul style="list-style-type: none"> • The Healthy City Strategy aims to improve health, safety and wellbeing in the community through four priority areas: <ul style="list-style-type: none"> – The Inclusive and Harmonious priority area takes diversity and generational needs into account – The Safe and Resilient priority area includes emergency and disaster response as well as prevention of violence and harm from drugs, alcohol and gambling – The Connected and Vibrant priority area is in place to establish a creative community, a sense of place and community involvement – The Healthy and Well priority is in place to support healthy minds, healthy lifestyles and a quality service system. • Mental health issues are included under the <i>Healthy and Well</i> priority. They focus in particular on youth mental wellbeing and becoming a dementia-friendly city. Targets for achievement include: <ul style="list-style-type: none"> – 5 per cent increase in resilience of adolescents by 2025 from 2014 baseline – 3 new settings supporting dementia-friendly principles by 2021.
City of Boroondara	
Council Plan 2017-21	<ul style="list-style-type: none"> • The vision of the Boroondara Council Plan is a vibrant and inclusive city, meeting the needs and aspirations of its community. • Strategic objectives include: <ul style="list-style-type: none"> – Community services and facilities are high quality, inclusive and meet a variety of needs now and into the future. This includes facilitating opportunities to increase connections within the community, with a focus on local neighbourhoods and creating public areas, facilities, amenities, footpaths and spaces that are inviting, clean and appropriately lit to increase social connection and improve perceptions of safety. – Encourage the planning of well-designed new development that is appropriately located, and does not negatively impact on established residential streets and valued neighbourhood character. – Travel options that are connected, safe, accessible, environmentally sustainable and well-designed. This includes improving road safety for pedestrians, drivers and cyclists through infrastructure improvements, education and traffic management initiatives; addressing road congestion through an integrated approach that better manages traffic and promotes public transport, walking and cycling initiatives; and plan for better access and transport strategies to assist people with limited mobility, including those with disabilities and older adults, to travel in Boroondara to increase their participation in community life.

Policy document	Relevance
Boroondara Community Plan 2017-27	<ul style="list-style-type: none"> • The Boroondara Community Plan sets a vision for a vibrant and inclusive city, meeting the needs and aspirations of its community. Health and wellbeing is a key focus of the plan. • The plan recognises that community needs will change due to technological change, an ageing community, changes to the environment and demand on local resources and services. • The community values: <ul style="list-style-type: none"> – Well-maintained public places and community events where people of all ages and backgrounds can interact, learn, and be active – Parks, gardens and green spaces and the features that help community members enjoy the outdoors – Local heritage, the character of neighbourhoods and the careful regulation of new development – The ability to move throughout the city and to local destinations by private and public transport options – Being able to walk and cycle safely and efficiently. • Priorities of the Community Plan include: <ul style="list-style-type: none"> – Providing community services and facilities that are high quality, inclusive and meet a variety of needs – Providing parks and green spaces – Protecting heritage and respecting the character of the City to maintain amenity and liveability – Providing travel options that are connected, safe and accessible – Environmentally sustainable and well-designed – Having a vibrant local economy and shops that are accessible. • Health priorities in the Community Plan include: <ul style="list-style-type: none"> – Promoting mental health and social connection – Preventing injury and violence – Reducing harmful alcohol use – Promoting healthier eating – Promoting active living. • Local mental health statistics are discussed in the Community Plan, identifying that 17 per cent of residents report moderate levels of psychological distress and 8.9 per cent report high levels of psychological distress. • The Community Plan includes strategies to achieve connected, safe and accessible travel options by better management of traffic and road congestion through an integrated approach, promoting public and active transport modes, and improvements to infrastructure, public transport services and main roads throughout the municipality.

Policy document	Relevance
Boroondara Integrated Transport Strategy (2006)	<ul style="list-style-type: none"> • The vision of the Transport Strategy is to improve travel and access within, to and from Boroondara. The strategy aims to improve public transport, walking and cycling provision and manage private car travel more effectively. • Boroondara faces challenges in improving access and reducing congestion. The council aims to encourage greater use of sustainable travel modes (public transport, cycling and walking) and improve traffic flows. • Boroondara is an important provider of education and health services in the region. The main centres are Camberwell Junction, Kew Junction and Glenferrie Road (Hawthorn). • Transport, access and land use issues for Boroondara include significant through traffic, parking, safety and traffic congestion in proximity to Boroondara's high number of schools. There is a need for improvements to north-south public transport and major road links. There is a lack of infrastructure for cyclists such as inadequate bicycle lanes and paths, and barriers to pedestrian and cycling movements. • The objectives of the Transport Strategy are to improve provision for cycling and walking, create more pedestrian friendly street environments and high quality urban centres which are less car-dominated, introduce measures to better manage traffic, public transport, cycling and walking on congested roads and particularly in urban centres, and introduce measures to better manage through traffic in Boroondara.
Boroondara Open Space Strategy (2013)	<ul style="list-style-type: none"> • Open space is an important part of the character and identity of Boroondara. The Yarra River and Gardiners Creek along the western side of Hawthorn are highly valued biodiversity and recreational corridors. The Main Yarra Trail and other path networks provide connectivity along the open space corridor. The diversity of open space encourages people to spend time in the outdoors. The Open Space Strategy reports that Boroondara has above average levels of participation in exercise. • The extensive open space system associated with Koonung Creek and the Yarra River along the northern boundary of Balwyn North are key features. The Koonung Creek Trail connects many open spaces with a range of informal recreation activities, and environmental features and values. • The principles of the Open Space Strategy include providing an open space network that is accessible to the Boroondara community, such as sustainable commuter transport corridors and links.
Boroondara Bicycle Strategy (2008)	<ul style="list-style-type: none"> • The Bicycle Strategy aims to increase the number of cyclists using Boroondara's bicycle network and facilities, taking the needs of different groups of cyclists into account. • The strategy identifies the highest priority as improving infrastructure and filling gaps in the council managed off-road network. • Recommendations for supporting infrastructure includes improvements in: <ul style="list-style-type: none"> – Bicycle parking facilities – Wayfinding and signage along routes – Lighting. • Other recommendations focus on: <ul style="list-style-type: none"> – Maintenance and regular auditing of bicycle routes – Community education and promotion – Monitoring and targets.

Policy document	Relevance
Creating an Age Friendly Boroondara 2014-2019	<ul style="list-style-type: none"> • The City of Boroondara was identified by the World Health Organisation (WHO) as one of only six Australian Age-Friendly Cities. Development of an age-friendly strategy to promote ongoing improvements is a (WHO) membership requirement. • Factors discussed by community members in consultation include: <ul style="list-style-type: none"> – Living independently – Remaining active and social in the community – Volunteering opportunities especially with young people – Social isolation – Public transport as a key to independence – Ongoing cost of living pressures. • Findings from consultation, research and benchmarking will contribute to annual action plans.
City of Boroondara Cultural Diversity Plan 2014-2018	<ul style="list-style-type: none"> • The Cultural Diversity Plan was developed to address the needs of the growing Culturally and Linguistically diverse (CALD) community in Boroondara. • The plan was developed in consultation with community members and stakeholders from CALD community groups. • The four priority themes of the plan are: <ul style="list-style-type: none"> – Promoting and celebrating diversity – Building inclusive and resilient communities – Culturally responsive and accessible services – Fostering partnership and collaboration.
Disadvantage and Social Exclusion Research Report (2015)	<ul style="list-style-type: none"> • Boroondara's Disadvantage and Social Exclusion Report acknowledges that while the local government area has one of the highest socio-economic statuses in Victoria, many community members face disadvantage and associated health and income challenges. • The report presents results of research on disadvantage and social exclusion conducted in 2013. Neighbourhoods are profiled through census data and SEIFA indexes as indicators of disadvantage. The report then focuses on seven population groups found to be of higher risk of social exclusion.
Boroondara Shade Policy 2017-2027	<ul style="list-style-type: none"> • Boroondara's Shade Policy provides a framework for the provision of natural and built shade within the public realm to contribute to comfortable and safe outdoor environments. • The policy acknowledges the importance of shade for reducing sun exposure, promoting walking and healthy active lifestyles and reducing the urban heat island effect. • The policy's guiding principles include: <ul style="list-style-type: none"> – Prioritise the use of natural shade in open space – Prioritise the use of shade in playgrounds – Prioritise the use of natural shade along key walking and cycling routes – Prioritise the use of shade at facilities and places where a particular need has been identified – Encourage community members to participate in outdoor activities safely.

Policy document	Relevance
Whitehorse City Council	
Council Plan 2017-2021 Year Two	<ul style="list-style-type: none"> • The vision for Whitehorse is a healthy, vibrant, prosperous and sustainable community supported by strong leadership and community partnerships. • Population forecasts predict that in the next 10 years the biggest growth will occur among the 25–34 year old age group. Whitehorse’s population is also ageing with more than 22% of people over the age of 60. • Whitehorse is characterised by quiet, tree lined residential streets. The LGA contains 53 sports fields, 177 playgrounds and 690 hectares of open space, including quality bushland reserves, parks, formal gardens, recreation reserves and trails, combined with tree lined residential streetscapes to form a pleasant urban environment. • Goals of the plan include: <ul style="list-style-type: none"> – Development which respects our natural and built environments and neighbourhood character while achieving a balanced approach to growth in accordance with relevant legislation. – Advocate for enhanced transport accessibility and improved transport routes and modes (including active transport). – Provide and maintain an infrastructure network that meets the needs of development growth while supporting residents, businesses and visitors in their daily activities.
Whitehorse Integrated Transport Strategy 2011	<ul style="list-style-type: none"> • The goals of the Integrated Transport Strategy are to improve the links between transport modes for the efficient and convenient movement of people and goods, increase the use of sustainable transport modes such as walking and cycling, improve the safety of residents and commuters, and promote economic development and social connectedness. • The strategy states that The Eastern Freeway/EastLink route provides good access between the eastern and south-eastern suburbs and the CBD and effectively channels regional through-traffic around the periphery of the municipality, rather than directly through Whitehorse. • Whitehorse contains a high number of educational institutions. Many of these facilities are well-served by public transport. However, they currently generate very high levels of car-based traffic activity.
Whitehorse Community Road Safety Strategy 2013	<ul style="list-style-type: none"> • Improving the safety of the Whitehorse community is a high priority. The Road Safety Strategy aims to guide the council in delivering actions to reduce the number of road injuries and deaths over the coming five years. • Road safety priorities include vulnerable road users (pedestrians, cyclists and motorcyclists), and safe roads and vehicles. • The council aims to advocate to other levels of government for safety improvements to public transport, pedestrian and cyclist services and infrastructure.
Whitehorse Open Space Strategy (2008)	<ul style="list-style-type: none"> • The vision of the Open Space Strategy is to continue to provide a diverse network of linked open space with people of all ages recreating, socialising and enjoying the outdoor space, and bushland reserves brimming with indigenous flora and fauna. • There are approximately 335 open space reserves across Whitehorse. • The recommendations of the Open Space Strategy include improving links and access between open space reserves that would encourage the community to cycle and walk, and reduce vehicle use, and improving streetscapes where they form links between reserves.
Whitehorse Cycling Strategy 2016	<ul style="list-style-type: none"> • The Cycling Strategy aims to increase participation in cycling by creating an environment where people can cycle safely and conveniently. The goals include delivering a connected network of low stress cycling routes, and advocating for improved cycling facilities.

Policy document	Relevance
Whitehorse Health and Wellbeing Plan 2017-2021	<ul style="list-style-type: none"> • The Health and Wellbeing Plan is grounded in environment and social health framework models to promote health and wellbeing in the council until 2021. The goals of the plan align with the council's overall strategic directions and include: <ul style="list-style-type: none"> – Supporting a healthy, vibrant, inclusive and diverse community – Maintaining and enhancing the built environment to ensure a liveable and sustainable city – Protecting and enhancing open space and natural environments – Providing strategic leadership and an open and accessible government – Supporting a healthy local economy. • Mental health is addressed under Strategic Direction 1: Support a healthy, vibrant, inclusive and diverse community. The report includes results from research and local surveys about mental health namely in relation to young people, family violence, suicide and LGBTI issues. • The Health and Wellbeing Plan states approaches for achieving mental health goals including continuing to work with community and stakeholders in relation to community safety, including family violence, mental health, drugs and alcohol and increasing community mental health literacy.
Yarra City Council	
Council Plan 2017-2021	<ul style="list-style-type: none"> • The Yarra Council Plan represents the council's vision for the City of Yarra based on extensive community consultation. • At a high level, the top issues identified by the community for the Yarra include sustainable transport, drugs and alcohol/community safety, open space, growth and change, and social connectedness. The six neighbourhood characteristics that are important to Yarra residents include proximity to public transport, plentiful parks and open spaces, variety of shops, cafes and restaurants, ability to walk or cycle to meet daily needs, character of the buildings, access to health and social services. • A key objective of the Council Plan is Community Health, Safety and Wellbeing, under which the following strategies are included: <ul style="list-style-type: none"> – Maintaining and enhancing Yarra's open space network – Promote a community that is inclusive, resilient, connected – Providing health promoting environments – Assisting to reduce the harms from alcohol and drugs – Support safe and respectful sexual practices and reproductive choices – Advocate for affordable and appropriate housing and a compassionate approach to rough sleeping – Opportunities for people to be involved and connect with their community. • The Council Plan discusses results of mental health research conducted in the municipality, finding that in 2010-2011 the proportion of those seeking help for mental health issues was higher than the state average. Rates for hospital admissions are particularly high amongst women. • The following strategic indicators will be used to monitor mental wellbeing issues: <ul style="list-style-type: none"> – Percentage of adults who feel valued by society – Percentage of adults who report high or very high psychological distress.
City of Yarra Bike Strategy – 2016 Refresh	<ul style="list-style-type: none"> • The Bike Strategy establishes the long-term vision for cycling, recognising the city has one of the highest level of cycling in any municipality in Australia. The strategy detailed the status of bicycle initiatives, laid out future plans for bicycle facilities and listed strategies and actions for stimulating greater bicycle use in Yarra. The 2016 update prioritises and reconsiders the proposals identified in the 2010-2015 strategy.
Safe Travel Strategy 2016	<ul style="list-style-type: none"> • The Safe Travel provides sets the council's approach to managing the impacts of transport on the health, safety and wellbeing of Yarra residents and visitors, with emphasis on those most vulnerable – cyclists and pedestrians. It identifies actions to protect the health and safety of all road users based on the Safe System approach – safer speeds (speed limits, traffic calming), safer roads and paths (pedestrian facilities, bicycle facilities, off-road paths), safe vehicles (council fleet) and public education about safety to road users.

Policy document	Relevance
Urban Agriculture Strategy 2014-2018	<ul style="list-style-type: none"> The Urban Agriculture Strategy outlines pathways to grow urban agriculture in Yarra, to allow for a future where the municipality is sustainable and the community produces and shares its food. Actions within the strategy include the removal of council barriers to urban agriculture and increasing urban agriculture opportunities (for example planter boxes and community gardens).
Urban Forest Strategy 2017	<ul style="list-style-type: none"> The Urban Forest Strategy provides a charter for achieving a liveable city supported by a healthy and growing urban forest over the next 10 years, with view to increasing tree cover to reduce urban heat island effects. Areas with low cover, social vulnerability and high pedestrian activity are to be targeted.
Encouraging and Increasing Walking Strategy 2005	<ul style="list-style-type: none"> The Encouraging and Increasing Walking Strategy provides a policy basis for informing Council decisions in order to encourage and increase walking in the City of Yarra. The strategy outlines priority actions for increasing walking and accessibility across Yarra, including the creation of pedestrian maps, improving road crossings and reducing detour crossings, and increasing quality of footpaths.
Yarra Open Space Strategy 2006	<ul style="list-style-type: none"> The Open Space Strategy 2006 guides the future provision, planning, design and management of public land reserved for recreation and nature conservation purposes. The strategy identifies the need for a range of open spaces in terms of size, the catchment they provide for (local to regional) and the activities they provide for (from sport to nature). Gaps in the existing network were identified, including areas where residents need to travel further than 400 metres to access open space. Similarly, provision of open space was seen to be inequitable across the municipality, with open space largely concentrated in the north.
Yarra Open Space Strategy 2018 consultation findings	<ul style="list-style-type: none"> The Open Space Strategy 2006 is currently being updated. At present, the initial consultation findings have been published, which identify highly valued open space (Darling Gardens, Dight Falls Park, Yarra Bend Park, Convent and Collingwood Animal Farm, Abbotsford Convent, the Quarries Park, and the Hall Reserve – the Esplanade) and areas in need of additional open space, and those areas in need of amenity improvements.
Whittlesea City Council	
Council Plan 2017-21	<p>The vision for Whittlesea is to create vibrant self-sustaining communities together. Council goals include:</p> <ul style="list-style-type: none"> People can access and use our public transport and road networks effectively in accessing jobs, services and recreation activities We build a healthy and sustainable community that has a sense of wellbeing, inclusion and belonging Our neighbourhoods and towns are safe and have proactive programs that support and build a safe community We grow our economy by attracting jobs and investment Council will ensure sustainable, timely and quality development of our municipality while improving the range of recreational opportunities for residents and visitors.
Shaping our Future Whittlesea 2030 Strategic Community Plan	<ul style="list-style-type: none"> The Strategic Community Plan outlines the long-term aspirations of the Whittlesea community and acts to guide the council's annual corporate plan. The plan outlines strategic objectives for the future development of the municipality around seven directions including: inclusive and engaged community; accessibility in, out and around the municipality; growing the economy; places and spaces to connect people; health and wellbeing; living sustainably; and good governance.
Whittlesea Open Space Strategy (2016)	<ul style="list-style-type: none"> The Open Space Strategy aims to ensure the open spaces in the municipality are accessible, diverse, equitable, and sustainable. Spaces should provide for a range of activities, including sport and exercise, green space, cultural (Indigenous and non-Indigenous) and those that protect significant biodiversity. The strategy aims to allow for open spaces that provide for different populations within the municipality, from regional open spaces that cater to the broader catchment to small local open space, that is located within walking distance from home.

Policy document	Relevance
Whittlesea Bicycle Plan 2016-2020	<ul style="list-style-type: none"> The Bicycle Plan aims to increase cycling participation for residents and visitors to the City of Whittlesea through making cycling safer; encouraging and promoting cycling; building and maintain a high quality network; and monitoring cycling into the future.
Road and Public Transport Plan (2017)	<ul style="list-style-type: none"> The City of Whittlesea has experienced considerable growth that has resulted in road congestion and public transport crowding. The Road and Public Transport Plan provides a guide for identifying the municipality's road and public transport issues and needs and informs the council's planning for local transport infrastructure, including the Integrated Transport Strategy. Key issues include reliance on motor vehicles; traffic congestion; lack of appropriate road and public transport infrastructure.
Integrated Transport Strategy 2014	<ul style="list-style-type: none"> The Integrated Transport Strategy outlines priority actions to improve local transport infrastructure and meet the transport needs of the community in order to address the transport challenges identified in the Road and Public Transport Plan. The strategy identifies a range of actions to be undertaken over the next five years for improving transport in Whittlesea based on six policy areas, including: land use and transport integration, walking, cycling, roads and freight, public transport, and community transport.
Health and Wellbeing Partnership Plan 2017 – 2021	<ul style="list-style-type: none"> The Health and Wellbeing Partnership Plan aims to maximise health and wellbeing outcomes through 10 focus areas: <ul style="list-style-type: none"> Create safe and welcoming community environments Support safe sustainable travel Increase employment and financial wellbeing Facilitate access to green open space across the life course Facilitate equitable access to recreation opportunities Implement initiatives that address community safety, emergency management and violence against women and their children Implement responsive prevention approaches Improve reach of early intervention and screening programs Enhance access to healthy and affordable food and promote water as a drink of choice Strengthen equity approach to planning. The following key mental health issues were identified in Whittlesea: <ul style="list-style-type: none"> Below average rates of community and civic engagement Above average rates of psychological distress amongst women High rates of youth disengagement. Key actions identified for promoting improved mental health include improving access to open space and expanding communications around links between mental health and access to open space.

Appendix B – Suburb demographic profiles

To note: Several suburbs are located within two municipalities. The municipality that has been chosen for comparison is based upon the majority of the suburb falling into that municipality, and also the municipality that is being impacted by the route/project.

Indicator	2016		
	Abbotsford suburb	City of Yarra	Greater Melbourne
Total population	8,184	86,657	4,485,211
Median age	32	33	36
Indigenous persons	0.4%	0.4%	0.5%
Persons born in non-main English speaking countries	25.0%	19.6%	27.8%
Language spoken at home other than English	26.1%	22.3%	32.3%
Family households	52.6%	53.5%	71.7%
Lone person households	32.6%	32.4%	23.2%
Average household size	2.1	2.1	2.7
People who require assistance with core activities	3.2%	3.5%	4.9%
Fully owned	15.2%	19.7%	30.4%
Owned with a mortgage	23.6%	22.2%	36.0%
Rented (total)	58.3%	54.6%	30.0%
State or territory housing authority	2.1%	9.4%	2.3%
Median household income (\$/weekly)	2,001	1,958	1,542
Unemployment rate	5.3%	5.3%	6.8%
Lived at same address 1 year ago	60.8%	66.5%	77.3%
Lived at same address 5 years ago	26.4%	37.7%	53.5%
Households without a motor vehicle	21.0%	20.7%	8.7%
Journey to work by train	13.6%	11.8%	11.5%
Journey to work by bus	3.5%	1.8%	1.5%
Journey to work by car (as driver or passenger)	35.9%	35.2%	65.8%
Journey to work by cycling	7.5%	8.6%	1.4%
Journey to work by walking only	10.0%	12.4%	3.0%
SEIFA*	9	9	NA

Indicator	2016		
	Alphington suburb	City of Yarra	Greater Melbourne
Total population	5,080	86,657	4,485,211
Median age	38	33	36
Indigenous persons	0.4%	0.4%	0.5%
Persons born in non-main English speaking countries	13.9%	19.6%	27.8%
Language spoken at home other than English	17.5%	22.3%	32.3%
Family households	65.7%	53.5%	71.7%
Lone person households	27.6%	32.4%	23.2%
Average household size	2.5	2.1	2.7
People who require assistance with core activities	4.0%	3.5%	4.9%
Fully owned	31.2%	19.7%	30.4%
Owned with a mortgage	33.4%	22.2%	36.0%
Rented (total)	32.7%	54.6%	30.0%
State or territory housing authority	2.4%	9.4%	2.3%
Median household income (\$/weekly)	2,123	1,958	1,542
Unemployment rate	4.8%	5.3%	6.8%
Lived at same address 1 year ago	76.5%	66.5%	77.3%
Lived at same address 5 years ago	54.0%	37.7%	53.5%
Households without a motor vehicle	7.3%	20.7%	8.7%
Journey to work by train	20.8%	11.8%	11.5%
Journey to work by bus	1.3%	1.8%	1.5%
Journey to work by car (as driver or passenger)	51.6%	35.2%	65.8%
Journey to work by cycling	6.4%	8.6%	1.4%
Journey to work by walking only	2.6%	12.4%	3.0%
SEIFA	10	9	NA

Indicator	2016		
	Balwyn North suburb	City of Boroondara	Greater Melbourne
Total population	20,406	167,231	4,485,211
Median age	41	38	36
Indigenous persons	0.2%	0.2%	0.5%
Persons born in non-main English speaking countries	33.7%	24.6%	27.8%
Language spoken at home other than English	42.6%	27.3%	32.3%
Family households	80.7%	70.6%	71.7%
Lone person households	17.4%	24.2%	23.2%
Average household size	3	2.6	2.7
People who require assistance with core activities	4.0%	3.8%	4.9%
Fully owned	46.5%	37.8%	30.4%
Owned with a mortgage	31.9%	28.9%	36.0%
Rented (total)	18.8%	30.4%	30.0%
State or territory housing authority	0.1%	0.8%	2.3%
Median household income (\$/weekly)	1,996	2,083	1,542
Unemployment rate	6.1%	5.6%	6.8%
Lived at same address 1 year ago	82.0%	77.2%	77.3%
Lived at same address 5 years ago	61.4%	53.5%	53.5%
Households without a motor vehicle	4.1%	7.8%	8.7%
Journey to work by train	4.1%	14.2%	11.5%
Journey to work by bus	7.2%	2.4%	1.6%
Journey to work by car (as driver or passenger)	66.5%	52.9%	65.8%
Journey to work by cycling	0.7%	1.9%	1.4%
Journey to work by walking only	1.5%	3.6%	3.0%
SEIFA	10	10	NA

Indicator	2016		
	Blackburn North suburb	City of Whitehorse	Greater Melbourne
Total population	7,436	162,078	4,485,211
Median age	38	38	36
Indigenous persons	0.3%	0.2%	0.5%
Persons born in non-main English speaking countries	30.8%	33.7%	27.8%
Language spoken at home other than English	35.5%	36.7%	32.3%
Family households	76.8%	70.9%	71.7%
Lone person households	20.0%	23.9%	23.2%
Average household size	2.8	2.6	2.7
People who require assistance with core activities	4.4%	4.7%	4.9%
Fully owned	39.3%	36.7%	30.4%
Owned with a mortgage	37.3%	32.0%	36.0%
Rented (total)	21.0%	27.6%	30.0%
State or territory housing authority	0.7%	1.8%	2.3%
Median household income (\$/weekly)	1,528	1,507	1,542
Unemployment rate	6.3%	7.0%	6.8%
Lived at same address 1 year ago	82.5%	78.7%	77.3%
Lived at same address 5 years ago	62.2%	56.8%	53.5%
Households without a motor vehicle	5.5%	8.0%	8.7%
Journey to work by train	11.8%	16.1%	11.5%
Journey to work by bus	4.8%	2.3%	1.5%
Journey to work by car (as driver or passenger)	66.7%	63.4%	65.8%
Journey to work by cycling	0.6%	0.7%	1.4%
Journey to work by walking only	1.8%	2.4%	3.0%
SEIFA	8	10	NA

Indicator	2016		
	Box Hill North suburb	City of Whitehorse	Greater Melbourne
Total population	11,874	162,078	4,485,211
Median age	37	38	36
Indigenous persons	0.2%	0.2%	0.5%
Persons born in non-main English speaking countries	40.2%	33.7%	27.8%
Language spoken at home other than English	44.4%	36.7%	32.3%
Family households	71.5%	70.9%	71.7%
Lone person households	22.5%	23.9%	23.2%
Average household size	2.7	2.6	2.7
People who require assistance with core activities	4.3%	4.7%	4.9%
Fully owned	36.0%	36.7%	30.4%
Owned with a mortgage	29.1%	32.0%	36.0%
Rented (total)	32.2%	27.6%	30.0%
State or territory housing authority	1.3%	1.8%	2.3%
Median household income (\$/weekly)	1,423	1,507	1,542
Unemployment rate	7.2%	7.0%	6.8%
Lived at same address 1 year ago	77.7%	78.7%	77.3%
Lived at same address 5 years ago	54.7%	56.8%	53.5%
Households without a motor vehicle	8.5%	8.0%	8.7%
Journey to work by train	14.3%	16.1%	11.5%
Journey to work by bus	4.1%	2.3%	1.5%
Journey to work by car (as driver or passenger)	62.5%	63.4%	65.8%
Journey to work by cycling	0.9%	0.7%	1.4%
Journey to work by walking only	3.7%	2.4%	3.0%
SEIFA	8	10	NA

Indicator	2016		
	Bulleen suburb	City of Manningham	Greater Melbourne
Total population	10,873	116,255	4,485,211
Median age	45	43	36
Indigenous persons	0.2%	0.2%	0.5%
Persons born in non-main English speaking countries	37.2%	35.2%	27.8%
Language spoken at home other than English	48.9%	42.5%	32.3%
Family households	76.6%	79.2%	71.7%
Lone person households	20.7%	18.6%	23.2%
Average household size	2.7	2.8	2.7
People who require assistance with core activities	5.8%	5.0%	4.9%
Fully owned	51.3%	45.6%	30.4%
Owned with a mortgage	25.9%	32.0%	36.0%
Rented (total)	19.6%	18.6%	30.0%
State or territory housing authority	0.4%	0.4%	2.3%
Median household income (\$/weekly)	1,501	1,642	1,542
Unemployment rate	6.2%	6.1%	6.8%
Lived at same address 1 year ago	83.6%	82.3%	77.3%
Lived at same address 5 years ago	66.0%	62.9%	53.5%
Households without a motor vehicle	5.3%	4.0%	8.7%
Journey to work by train	3.4%	3.8%	11.5%
Journey to work by bus	9.2%	8.9%	1.5%
Journey to work by car (as driver or passenger)	71.9%	70.2%	65.8%
Journey to work by cycling	0.3%	0.2%	1.4%
Journey to work by walking only	0.9%	1.3%	3.0%
SEIFA	8	10	NA

Indicator	2016			
	Bundoora suburb	City of Banyule	City of Whittlesea	Greater Melbourne
Total population	28,653	121,865	197,491	4,485,211
Median age	34	39	34	36
Indigenous persons	0.7%	0.6%	0.8%	0.5%
Persons born in non-main English speaking countries	37.0%	18.4%	0.0%	27.8%
Language spoken at home other than English	44.5%	21.7%	44.0%	32.3%
Family households	72.2%	73.0%	81.0%	71.7%
Lone person households	19.7%	23.8%	16.4%	23.2%
Average household size	2.8	2.6	3.0	2.7
People who require assistance with core activities	5.2%	5.0%	5.7%	4.9%
Fully owned	36.7%	37.4%	28.7%	30.4%
Owned with a mortgage	32.2%	34.8%	43.6%	36.0%
Rented (total)	27.1%	24.8%	24.3%	30.0%
State or territory housing authority	1.1%	3.3%	1.0%	2.3%
Median household income (\$/weekly)	1,337	1,655	1,444	1,542
Unemployment rate	9.4%	5.5%	7.2%	6.8%
Lived at same address 1 year ago	75.5%	81.1%	79.1%	77.3%
Lived at same address 5 years ago	54.5%	61.4%	53.5%	53.5%
Households without a motor vehicle	7.5%	6.1%	4.6%	8.7%
Journey to work by train	8.9%	14.8%	9.4%	11.5%
Journey to work by bus	1.8%	1.7%	1.1%	1.5%
Journey to work by car (as driver or passenger)	71.0%	65.3%	71.0%	65.8%
Journey to work by cycling	0.3%	1.1%	4.6%	1.4%
Journey to work by walking only	1.5%	2.3%	0.2%	3.0%
SEIFA	7	9	6	NA

Indicator	2016		
	Clifton Hill suburb	City of Yarra	Greater Melbourne
Total population	6,341	86,657	4,485,211
Median age	36	33	36
Indigenous persons	0.6%	0.4%	0.5%
Persons born in non-main English speaking countries	11.7%	19.6%	27.8%
Language spoken at home other than English	13.4%	22.3%	32.3%
Family households	63.0%	53.5%	71.7%
Lone person households	25.6%	32.4%	23.2%
Average household size	2.4	2.1	2.7
People who require assistance with core activities	3.4%	3.5%	4.9%
Fully owned	28.2%	19.7%	30.4%
Owned with a mortgage	29.8%	22.2%	36.0%
Rented (total)	39.5%	54.6%	30.0%
State or territory housing authority	3.6%	9.4%	2.3%
Median household income (\$/weekly)	2,272	1,958	1,542
Unemployment rate	3.7%	5.3%	6.8%
Lived at same address 1 year ago	73.2%	66.5%	77.3%
Lived at same address 5 years ago	47.2%	37.7%	53.5%
Households without a motor vehicle	10.7%	20.7%	8.7%
Journey to work by train	22.2%	11.8%	11.5%
Journey to work by bus	1.9%	1.8%	1.5%
Journey to work by car (as driver or passenger)	39.1%	35.2%	65.8%
Journey to work by cycling	11.4%	8.6%	1.4%
Journey to work by walking only	5.4%	12.4%	3.0%
SEIFA	10	9	NA

Indicator	2016		
	Doncaster suburb	City of Manningham	Greater Melbourne
Total population	20,946	116,255	4,485,211
Median age	42	43	36
Indigenous persons	0.2%	0.2%	0.5%
Persons born in non-main English speaking countries	46.8%	35.2%	27.8%
Language spoken at home other than English	55.1%	42.5%	32.3%
Family households	72.7%	79.2%	71.7%
Lone person households	23.6%	18.6%	23.2%
Average household size	2.5	2.8	2.7
People who require assistance with core activities	4.9%	5.0%	4.9%
Fully owned	43.2%	45.6%	30.4%
Owned with a mortgage	24.9%	32.0%	36.0%
Rented (total)	27.0%	18.6%	30.0%
State or territory housing authority	0.8%	0.4%	2.3%
Median household income (\$/weekly)	1,363	1,642	1,542
Unemployment rate	7.6%	6.1%	6.8%
Lived at same address 1 year ago	76.7%	82.3%	77.3%
Lived at same address 5 years ago	54.2%	62.9%	53.5%
Households without a motor vehicle	6.4%	4.0%	8.7%
Journey to work by train	3.8%	3.8%	11.5%
Journey to work by bus	12.1%	8.9%	1.5%
Journey to work by car (as driver or passenger)	66.5%	70.2%	65.8%
Journey to work by cycling	0.3%	0.2%	1.4%
Journey to work by walking only	2.5%	1.3%	3.0%
SEIFA	8	10	NA

Indicator	2016		
	Doncaster East suburb	City of Manningham	Greater Melbourne
Total population	28,360	116,255	4,485,211
Median age	41	43	36
Indigenous persons	0.1%	0.2%	0.5%
Persons born in non-main English speaking countries	43.6%	35.2%	27.8%
Language spoken at home other than English	52.1%	42.5%	32.3%
Family households	80.2%	79.2%	71.7%
Lone person households	17.8%	18.6%	23.2%
Average household size	2.8	2.8	2.7
People who require assistance with core activities	4.6%	5.0%	4.9%
Fully owned	43.6%	45.6%	30.4%
Owned with a mortgage	30.9%	32.0%	36.0%
Rented (total)	21.9%	18.6%	30.0%
State or territory housing authority	0.5%	0.4%	2.3%
Median household income (\$/weekly)	1,504	1,642	1,542
Unemployment rate	7.0%	6.1%	6.8%
Lived at same address 1 year ago	81.8%	82.3%	77.3%
Lived at same address 5 years ago	60.8%	62.9%	53.5%
Households without a motor vehicle	4.0%	4.0%	8.7%
Journey to work by train	4.0%	3.8%	11.5%
Journey to work by bus	10.7%	8.9%	1.5%
Journey to work by car (as driver or passenger)	69.1%	70.2%	65.8%
Journey to work by cycling	0.2%	0.2%	1.4%
Journey to work by walking only	1.1%	1.3%	3.0%
SEIFA	9	10	NA

Indicator	2016		
	Donvale suburb	City of Manningham	Greater Melbourne
Total population	12,347	116,255	4,485,211
Median age	44	43	36
Indigenous persons	0.1%	0.2%	0.5%
Persons born in non-main English speaking countries	26.1%	35.2%	27.8%
Language spoken at home other than English	29.8%	42.5%	32.3%
Family households	78.8%	79.2%	71.7%
Lone person households	19.8%	18.6%	23.2%
Average household size	2.8	2.8	2.7
People who require assistance with core activities	5.8%	5.0%	4.9%
Fully owned	44.5%	45.6%	30.4%
Owned with a mortgage	36.0%	32.0%	36.0%
Rented (total)	15.0%	18.6%	30.0%
State or territory housing authority	0.7%	0.4%	2.3%
Median household income (\$/weekly)	1,783	1,642	1,542
Unemployment rate	4.5%	6.1%	6.8%
Lived at same address 1 year ago	83.6%	82.3%	77.3%
Lived at same address 5 years ago	64.5%	62.9%	53.5%
Households without a motor vehicle	3.6%	4.0%	8.7%
Journey to work by train	6.8%	3.8%	11.5%
Journey to work by bus	4.8%	8.9%	1.5%
Journey to work by car (as driver or passenger)	71.8%	70.2%	65.8%
Journey to work by cycling	0.2%	0.2%	1.4%
Journey to work by walking only	1.0%	1.3%	3.0%
SEIFA	10	10	NA

Indicator	2016		
	Eaglemont suburb	City of Banyule	Greater Melbourne
Total population	3,873	121,865	4,485,211
Median age	44	39	36
Indigenous persons	0.1%	0.6%	0.5%
Persons born in non-main English speaking countries	17.4%	18.4%	27.8%
Language spoken at home other than English	20.4%	21.7%	32.3%
Family households	78.4%	73.0%	71.7%
Lone person households	20.1%	23.8%	23.2%
Average household size	2.7	2.6	2.7
People who require assistance with core activities	2.8%	5.0%	4.9%
Fully owned	47.1%	37.4%	30.4%
Owned with a mortgage	30.8%	34.8%	36.0%
Rented (total)	19.2%	24.8%	30.0%
State or territory housing authority	0.0%	3.3%	23%
Median household income (\$/weekly)	2,348	1,655	1,542
Unemployment rate	5.1%	5.5%	6.8%
Lived at same address 1 year ago	82.0%	81.1%	77.3%
Lived at same address 5 years ago	66.3%	61.4%	53.5%
Households without a motor vehicle	3.5%	6.1%	8.7%
Journey to work by train	17.4%	14.8%	11.5%
Journey to work by bus	0.8%	1.7%	1.5%
Journey to work by car (as driver or passenger)	60.5%	65.3%	65.8%
Journey to work by cycling	1.4%	1.1%	1.4%
Journey to work by walking only	2.5%	2.3%	3.0%
SEIFA	10	9	NA

Indicator	2016		
	Fairfield suburb	City of Yarra	Greater Melbourne
Total population	6,558	86,657	4,485,211
Median age	35	33	36
Indigenous persons	0.5%	0.4%	0.5%
Persons born in non-main English speaking countries	18.8%	19.6%	27.8%
Language spoken at home other than English	21.7%	22.3%	32.3%
Family households	59.9%	53.5%	71.7%
Lone person households	32.4%	32.4%	23.2%
Average household size	2.3	2.1	2.7
People who require assistance with core activities	4.6%	3.5%	4.9%
Fully owned	27.6%	19.7%	30.4%
Owned with a mortgage	26.8%	22.2%	36.0%
Rented (total)	42.8%	54.6%	30.0%
State or territory housing authority	0.9%	9.4%	2.3%
Median household income (\$/weekly)	1,710	1,958	1,542
Unemployment rate	5.6%	5.3%	6.8%
Lived at same address 1 year ago	72.9%	66.5%	77.3%
Lived at same address 5 years ago	49.4%	37.7%	53.5%
Households without a motor vehicle	12.4%	20.7%	8.7%
Journey to work by train	25.2%	11.8%	11.5%
Journey to work by bus	2.0%	1.8%	1.5%
Journey to work by car (as driver or passenger)	47.2%	35.2%	65.8%
Journey to work by cycling	6.4%	8.6%	1.4%
Journey to work by walking only	3.2%	12.4%	3.0%
SEIFA	8	9	NA

Indicator	2016		
	Greensborough suburb	City of Banyule	Greater Melbourne
Total population	20,821	121,865	4,485,211
Median age	39	39	36
Indigenous persons	0.6%	0.6%	0.5%
Persons born in non-main English speaking countries	14.7%	18.4%	27.8%
Language spoken at home other than English	16.2%	21.7%	32.3%
Family households	77.7%	73.0%	71.7%
Lone person households	20.4%	23.8%	23.2%
Average household size	2.7	2.6	2.7
People who require assistance with core activities	4.9%	5.0%	4.9%
Fully owned	38.3%	37.4%	30.4%
Owned with a mortgage	42.1%	34.8%	36.0%
Rented (total)	16.9%	24.8%	30.0%
State or territory housing authority	1.2%	3.3%	2.3%
Median household income (\$/weekly)	1,724	1,655	1,542
Unemployment rate	4.7%	5.5%	6.8%
Lived at same address 1 year ago	84.1%	81.1%	77.3%
Lived at same address 5 years ago	66.0%	61.4%	53.5%
Households without a motor vehicle	3.8%	6.1%	8.7%
Journey to work by train	13.2%	14.8%	11.55%
Journey to work by bus	1.1%	1.7%	1.5%
Journey to work by car (as driver or passenger)	69.4%	65.3%	65.8%
Journey to work by cycling	0.5%	1.1%	1.4%
Journey to work by walking only	1.2%	2.3%	3.0%
SEIFA	9	9	NA

Indicator	2016		
	Heidelberg suburb	City of Banyule	Greater Melbourne
Total population	6,225	121,865	4,485,211
Median age	37	39	36
Indigenous persons	0.7%	0.6%	0.5%
Persons born in non-main English speaking countries	21.8%	18.4%	27.8%
Language spoken at home other than English	24.9%	21.7%	32.3%
Family households	65.5%	73.0%	71.7%
Lone person households	30.0%	23.8%	23.2%
Average household size	2.4	2.6	2.7
People who require assistance with core activities	3.7%	5.0%	4.9%
Fully owned	30.6%	37.4%	31.6%
Owned with a mortgage	26.6%	34.8%	37.4%
Rented (total)	38.8%	24.8%	31.1%
State or territory housing authority	2.1%	3.3%	2.6%
Median household income (\$/weekly)	1,753	1,655	1,542
Unemployment rate	5.2%	5.5%	6.8%
Lived at same address 1 year ago	74.9%	81.1%	77.3%
Lived at same address 5 years ago	51.6%	61.4%	53.5%
Households without a motor vehicle	8.9%	6.1%	8.7%
Journey to work by train	19.9%	14.8%	11.5%
Journey to work by bus	2.0%	1.7%	1.5%
Journey to work by car (as driver or passenger)	55.0%	65.3%	65.8%
Journey to work by cycling	1.6%	1.1%	1.4%
Journey to work by walking only	6.1%	2.3%	3.0%
SEIFA	9	9	NA

Indicator	2016		
	Ivanhoe East suburb	City of Banyule	Greater Melbourne
Total population	3,815	121,865	4,485,211
Median age	43	39	36
Indigenous persons	0.1%	0.6%	0.5%
Persons born in non-main English speaking countries	14.5%	18.4%	27.8%
Language spoken at home other than English	21.4%	21.7%	32.3%
Family households	79.7%	73.0%	71.7%
Lone person households	18.9%	23.8%	23.2%
Average household size	2.8	2.6	2.7
People who require assistance with core activities	3.7%	5.0%	4.9%
Fully owned	45.7%	37.4%	30.4%
Owned with a mortgage	32.5%	34.8%	36.0%
Rented (total)	20.0%	24.8%	30.0%
State or territory housing authority	0.0%	3.3%	2.3%
Median household income (\$/weekly)	2,495	1,655	1,542
Unemployment rate	4.9%	5.5%	6.8%
Lived at same address 1 year ago	83.2%	81.1%	77.3%
Lived at same address 5 years ago	62.9%	61.4%	53.5%
Households without a motor vehicle	3.4%	6.1%	8.7%
Journey to work by train	13.7%	14.8%	11.5%
Journey to work by bus	1.4%	1.7%	1.5%
Journey to work by car (as driver or passenger)	64.3%	65.3%	65.8%
Journey to work by cycling	2.2%	1.1%	1.4%
Journey to work by walking only	2.3%	2.3%	3.0%
SEIFA	10	9	NA

Indicator	2016		
	Kew suburb	City of Boroondara	Greater Melbourne
Total population	24,605	167,231	4,485,211
Median age	39	38	36
Indigenous persons	0.2%	0.2%	0.5%
Persons born in non-main English speaking countries	22.9%	24.6%	27.8%
Language spoken at home other than English	25.6%	27.3%	32.3%
Family households	69.8%	70.6%	71.7%
Lone person households	23.8%	24.2%	23.2%
Average household size	2.6	2.6	2.7
People who require assistance with core activities	4.5%	3.8%	4.9%
Fully owned	38.2%	37.8%	30.4%
Owned with a mortgage	27.9%	28.9%	36.0%
Rented (total)	31.0%	30.4%	30.0%
State or territory housing authority	0.4%	0.8%	2.3%
Median household income (\$/weekly)	2,206	2,083	1,542
Unemployment rate	5.1%	5.6%	6.8%
Lived at same address 1 year ago	76.3%	77.2%	77.3%
Lived at same address 5 years ago	51.4%	53.5%	53.5%
Households without a motor vehicle	6.0%	7.8%	8.7%
Journey to work by train	5.3%	14.2%	11.5%
Journey to work by bus	4.1%	2.4%	1.5%
Journey to work by car (as driver or passenger)	57.5%	56.3%	65.8%
Journey to work by cycling	2.3%	1.9%	1.4%
Journey to work by walking only	4.0%	3.6%	3.0%
SEIFA	10	10	NA

Indicator	2016		
	Kew East suburb	City of Boroondara	Greater Melbourne
Total population	6,635	167,231	4,485,211
Median age	40	38	36
Indigenous persons	0.3%	0.2%	0.5%
Persons born in non-main English speaking countries	21.9%	24.6%	27.8%
Language spoken at home other than English	27.3%	27.3%	32.3%
Family households	75.9%	70.6%	71.7%
Lone person households	20.4%	24.2%	23.2%
Average household size	2.8	2.6	2.7
People who require assistance with core activities	3.2%	3.8%	4.9%
Fully owned	40.5%	37.8%	30.4%
Owned with a mortgage	33.7%	28.9%	36.0%
Rented (total)	23.8%	30.4%	30.0%
State or territory housing authority	0.3%	0.8%	2.3%
Median household income (\$/weekly)	2,149	2,083	1,542
Unemployment rate	4.8%	5.6%	6.8%
Lived at same address 1 year ago	81.2%	77.2%	77.3%
Lived at same address 5 years ago	61.8%	53.5%	53.5%
Households without a motor vehicle	5.3%	7.8%	8.7%
Journey to work by train	2.2%	14.2%	11.5%
Journey to work by bus	8.0%	2.4%	1.5%
Journey to work by car (as driver or passenger)	61.6%	56.3%	65.8%
Journey to work by cycling	1.7%	1.9%	1.4%
Journey to work by walking only	2.3%	3.6%	3.0%
SEIFA	10	10	NA

Indicator	2016		
	Macleod suburb	City of Banyule	Greater Melbourne
Total population	9,769	121,865	4,485,211
Median age	40	39	36
Indigenous persons	0.4%	0.6%	0.5%
Persons born in non-main English speaking countries	20.3%	18.4%	27.8%
Language spoken at home other than English	23.5%	21.7%	32.3%
Family households	70.0%	73.0%	71.7%
Lone person households	26.9%	23.8%	23.2%
Average household size	2.5	2.6	2.7
People who require assistance with core activities	5.1%	5.0%	4.9%
Fully owned	36.6%	37.4%	30.4%
Owned with a mortgage	36.3%	34.8%	36.0%
Rented (total)	23.7%	24.8%	30.0%
State or territory housing authority	1.7%	3.3%	2.3%
Median household income (\$/weekly)	1,627	1,655	1,542
Unemployment rate	6.2%	5.5%	6.8%
Lived at same address 1 year ago	79.5%	81.1%	77.3%
Lived at same address 5 years ago	59.6%	61.4%	53.5%
Households without a motor vehicle	6.2%	6.1%	8.7%
Journey to work by train	18.9%	14.8%	11.5%
Journey to work by bus	0.6%	1.7%	1.5%
Journey to work by car (as driver or passenger)	63.5%	65.3%	65.8%
Journey to work by cycling	1.1%	1.1%	1.4%
Journey to work by walking only	1.2%	2.3%	3.0%
SEIFA	9	9	NA

Indicator	2016		
	Mont Albert North suburb	City of Whitehorse	Greater Melbourne
Total population	5,503	162,078	4,485,211
Median age	42	38	36
Indigenous persons	0.3%	0.2%	0.5%
Persons born in non-main English speaking countries	25.1%	33.7%	27.8%
Language spoken at home other than English	27.9%	36.7%	32.3%
Family households	75.9%	70.9%	71.7%
Lone person households	21.4%	23.9%	23.2%
Average household size	2.7	2.6	2.7
People who require assistance with core activities	4.1%	4.7%	4.9%
Fully owned	43.2%	36.7%	30.4%
Owned with a mortgage	35.8%	32.0%	36.0%
Rented (total)	19.0%	27.6%	30.0%
State or territory housing authority	0.3%	1.8%	2.3%
Median household income (\$/weekly)	1,908	1,507	1,542
Unemployment rate	5.8%	7.0%	6.8%
Lived at same address 1 year ago	81.7%	78.7%	77.3%
Lived at same address 5 years ago	60.9%	56.8%	53.5%
Households without a motor vehicle	3.6%	8.0%	8.7%
Journey to work by train	12.0%	16.1%	11.5%
Journey to work by bus	4.4%	2.3%	1.5%
Journey to work by car (as driver or passenger)	66.7%	63.4%	65.8%
Journey to work by cycling	0.8%	0.7%	1.4%
Journey to work by walking only	1.7%	2.4%	3.0%
SEIFA	10	10	NA

Indicator	2016		
	Nunawading suburb	City of Whitehorse	Greater Melbourne
Total population	11,876	162,078	4,485,211
Median age	38	38	36
Indigenous persons	0.4%	0.2%	0.5%
Persons born in non-main English speaking countries	30.2%	33.7%	27.8%
Language spoken at home other than English	33.5%	36.7%	32.3%
Family households	70.9%	70.9%	71.7%
Lone person households	25.2%	23.9%	23.2%
Average household size	2.6	2.6	2.7
People who require assistance with core activities	4.9%	4.7%	4.9%
Fully owned	32.9%	36.7%	30.4%
Owned with a mortgage	35.2%	32.0%	36.0%
Rented (total)	28.1%	27.6%	30.0%
State or territory housing authority	3.2%	1.8%	2.3%
Median household income (\$/weekly)	1,510	1,507	1,542
Unemployment rate	5.5%	7.0%	6.8%
Lived at same address 1 year ago	79.0%	78.7%	77.3%
Lived at same address 5 years ago	59.2%	56.8%	53.5%
Households without a motor vehicle	7.0%	8.0%	8.7%
Journey to work by train	17.8%	16.1%	11.5%
Journey to work by bus	2.3%	2.3%	1.5%
Journey to work by car (as driver or passenger)	63.7%	63.4%	65.8%
Journey to work by cycling	0.7%	0.7%	1.4%
Journey to work by walking only	1.5%	2.4%	3.0%
SEIFA	7	10	NA

Indicator	2016		
	Rosanna suburb	City of Banyule	Greater Melbourne
Total population	8,498	121,865	4,485,211
Median age	41	39	36
Indigenous persons	0.2%	0.6%	0.5%
Persons born in non-main English speaking countries	18.6%	18.4%	27.8%
Language spoken at home other than English	21.4%	21.7%	32.3%
Family households	72.3%	73.0%	71.7%
Lone person households	25.1%	23.8%	23.2%
Average household size	2.6	2.6	2.7
People who require assistance with core activities	5.6%	5.0%	4.9%
Fully owned	43.0%	37.4%	30.4%
Owned with a mortgage	32.0%	34.8%	36.0%
Rented (total)	22.2%	24.8%	30.0%
State or territory housing authority	0.4%	3.3%	2.3%
Median household income (\$/weekly)	1,720	1,655	1,542
Unemployment rate	5.8%	5.5%	6.8%
Lived at same address 1 year ago	80.7%	81.1%	77.3%
Lived at same address 5 years ago	60.2%	61.4%	53.5%
Households without a motor vehicle	6.2%	6.1%	8.7%
Journey to work by train	19.1%	14.8%	11.5%
Journey to work by bus	1.1%	1.7%	1.5%
Journey to work by car (as driver or passenger)	60.6%	65.3%	65.8%
Journey to work by cycling	1.5%	1.1%	1.4%
Journey to work by walking only	1.9%	2.3%	3.0%
SEIFA	9	9	NA

Indicator	2016		
	Viewbank suburb	City of Banyule	Greater Melbourne
Total population	6,923	121,865	4,485,211
Median age	42	39	36
Indigenous persons	0.5%	0.6%	0.5%
Persons born in non-main English speaking countries	23.7%	18.4%	27.8%
Language spoken at home other than English	29.1%	21.7%	32.3%
Family households	80.6%	73.0%	71.7%
Lone person households	18.1%	23.8%	23.2%
Average household size	2.8	2.6	2.7
People who require assistance with core activities	4.2%	5.0%	4.9%
Fully owned	47.0%	37.4%	30.4%
Owned with a mortgage	37.9%	34.8%	36.0%
Rented (total)	12.7%	24.8%	30.0%
State or territory housing authority	0.6%	3.3%	2.3%
Median household income (\$/weekly)	1,746	1,655	1,542
Unemployment rate	5.1%	5.5%	6.8%
Lived at same address 1 year ago	85.9%	81.1%	77.3%
Lived at same address 5 years ago	69.5%	61.4%	53.5%
Households without a motor vehicle	3.5%	6.1%	8.7%
Journey to work by train	15.6%	14.8%	11.5%
Journey to work by bus	1.2%	1.7%	1.5%
Journey to work by car (as driver or passenger)	69.6%	65.3%	65.8%
Journey to work by cycling	0.7%	1.1%	1.4%
Journey to work by walking only	0.6%	2.3%	3.0%
SEIFA	9	9	NA

Indicator	2016		
	Watsonia suburb	City of Banyule	Greater Melbourne
Total population	5,214	121,865	4,485,211
Median age	38	39	36
Indigenous persons	0.8%	0.6%	0.5%
Persons born in non-main English speaking countries	15.0%	18.4%	27.8%
Language spoken at home other than English	17.0%	21.7%	32.3%
Family households	69.3%	73.0%	71.7%
Lone person households	27.9%	23.8%	23.2%
Average household size	2.4	2.6	2.7
People who require assistance with core activities	6.9%	5.0%	4.9%
Fully owned	3.7%	37.4%	30.4%
Owned with a mortgage	34.2%	34.8%	36.0%
Rented (total)	29.2%	24.8%	30.0%
State or territory housing authority	4.4%	3.3%	2.3%
Median household income (\$/weekly)	1,448	1,655	1,542
Unemployment rate	5.1%	5.5%	6.8%
Lived at same address 1 year ago	81.3%	81.1%	77.3%
Lived at same address 5 years ago	61.5%	61.4%	53.5%
Households without a motor vehicle	7.9%	6.1%	8.7%
Journey to work by train	17.7%	14.8%	11.5%
Journey to work by bus	1.5%	1.7%	1.5%
Journey to work by car (as driver or passenger)	64.0%	65.3%	65.8%
Journey to work by cycling	0.7%	1.1%	1.4%
Journey to work by walking only	1.4%	2.3%	3.0%
SEIFA	5	9	NA

Indicator	2016		
	Watsonia North suburb	City of Banyule	Greater Melbourne
Total population	3,814	121,865	4,485,211
Median age	40	39	36
Indigenous persons	0.2%	0.6%	0.5%
Persons born in non-main English speaking countries	17.4%	18.4%	27.8%
Language spoken at home other than English	21.2%	21.7%	32.3%
Family households	82.1%	73.0%	71.7%
Lone person households	16.4%	23.8%	23.2%
Average household size	2.8	2.6	2.7
People who require assistance with core activities	5.0%	5.0%	4.9%
Fully owned	45.7%	37.4%	30.4%
Owned with a mortgage	40.0%	34.8%	36.0%
Rented (total)	11.5%	24.8%	30.0%
State or territory housing authority	0.6%	3.3%	2.3%
Median household income (\$/weekly)	1,694	1,655	1,542
Unemployment rate	4.6%	5.5%	6.8%
Lived at same address 1 year ago	87.4%	81.1%	77.3%
Lived at same address 5 years ago	72.3%	61.4%	53.5%
Households without a motor vehicle	3.6%	6.1%	8.7%
Journey to work by train	12.0%	14.8%	11.5%
Journey to work by bus	1.2%	1.7%	1.5%
Journey to work by car (as driver or passenger)	72.1%	65.3%	65.8%
Journey to work by cycling	0.5%	1.1%	1.4%
Journey to work by walking only	0.7%	2.3%	3.0%
SEIFA	8	9	NA

Indicator	2016		
	Yallambie suburb	City of Banyule	Greater Melbourne
Total population	4117	121,865	4,485,211
Median age	35	39	36
Indigenous persons	0.8%	0.6%	0.5%
Persons born in non-main English speaking countries	14.1%	18.4%	27.8%
Language spoken at home other than English	16.2%	21.7%	32.3%
Family households	82.9%	73.0%	71.7%
Lone person households	15.7%	23.8%	23.2%
Average household size	2.9	2.6	2.7
People who require assistance with core activities	3.4%	5.0%	4.9%
Fully owned	33.0%	37.4%	30.4%
Owned with a mortgage	38.9%	34.8%	36.0%
Rented (total)	25.8%	24.8%	30.0%
State or territory housing authority	2.2%	3.3%	2.3%
Median household income (\$/weekly)	1,871	1,655	1,542
Unemployment rate	4.3%	5.5%	6.8%
Lived at same address 1 year ago	79.3%	81.1%	77.3%
Lived at same address 5 years ago	57.6%	61.4%	53.5%
Households without a motor vehicle	2.1%	6.1%	8.7%
Journey to work by train	11.3%	14.8%	11.5%
Journey to work by bus	1.4%	1.7%	1.5%
Journey to work by car (as driver or passenger)	66.4%	65.3%	65.8%
Journey to work by cycling	0.8%	1.1%	1.4%
Journey to work by walking only	9.4%	2.3%	3.0%
SEIFA	10	9	NA

Appendix C – Stakeholders consulted

Stakeholder	Location	Date	Method of consultation (1 – face to face, 2 – telephone or 3 – email survey)
Councils			
Whitehorse City Council	Nunawading, Whitehorse	1 May 2018	1
Yarra City Council	Abbotsford, Yarra	3 May 2018	1
Boroondara City Council	Camberwell, Boroondara	16 May 2018	1
Banyule City Council	Greensborough, Banyule	17 May 2018	1
Nillumbik Shire Council	Greensborough, Nillumbik	23 May 2018	1
Manningham City Council	Doncaster, Manningham	19 June 2018	1
Community groups			
Resolve Rosanna Road	Rosanna Road (Rosanna and Heidelberg), Banyule	1 May 2018	1
Friends of Lower Plenty River	Lower Plenty, Banyule	18 May 2018	1
Banyule United Residents Group (BURG)	Banyule	19 June 2018	1
Friends of the Yarra Valley Parks	Yarra Valley Parklands (Banyule, Manningham and Nillumbik)	28 June 2018	1
Community facilities			
Education facilities			
Carey Baptist Grammar School	Bulleen, Manningham	May 2018	1
Marcellin College	Bulleen, Manningham	May 2018	1
Trinity Grammar School	Rosanna, Banyule	May 2018	1
St Martin of Tours Primary School and Catholic Church	Rosanna, Banyule	May 2018	1
Rosanna Golf Link Primary School	Rosanna, Banyule	June 2018	3
Banyule Primary School	Rosanna, Banyule	May 2018	2

Stakeholder	Location	Date	Method of consultation (1 – face to face, 2 – telephone or 3 – email survey)
Watsonia Primary School	Watsonia, Banyule	May 2018	1
St Mary's School Greensborough (including OSH child care facility and St Mary's Church)	Greensborough, Banyule	May 2018	1
Before/After School Care group at Concord Special School	Bundoora, Banyule	July 2018	3
Concord School (specialist school) and camp Australia child care facility	Bundoora, Banyule	May 2018	1
Birrallee Primary School	Doncaster, Manningham	May 2018	2
Belle Vue Primary School	Balwyn North, Boroondara	May 2018	1
Viewbank Secondary College	Viewbank, Banyule	June 2018	2
Viewbank Primary	Viewbank, Banyule	May 2018	2
Melbourne Polytechnic (uses Yarra Bend Park)	Fairfield, Yarra	June 2018	2
Childcare/early education			
Greensborough Road Early Learning and Kinder	Macleod, Banyule	June 2018	2
Goodstart early learning Rosanna	Rosanna, Banyule	May 2018	2
Creative Play Early Learning Centre	Bulleen, Manningham	May 2018	1
Watsonia Occasional Child Care Centre	Watsonia, Banyule	June 2018	1
Recreational facilities			
Bulleen Templestowe District Junior Football Club (Bulleen Park)	Bulleen, Manningham	May 2018	1
Kew Golf Club	Kew, Boroondara	June 2018	3
FC Bulleen Lions	Bulleen, Manningham	June 2018	1
Camberwell Golf Club	Balwyn North, Boroondara	July 2018	1
Kew Golf Club	East Kew, Boroondara	July 2018	1

Stakeholder	Location	Date	Method of consultation (1 – face to face, 2 – telephone or 3 – email survey)
Yarra Junior Football League (Bulleen Park)	Bulleen, Manningham	June 2018	1
Yarraleen Cricket Club (Bulleen Park)	Bulleen, Manningham	June 2018	1
Templestowe United Football Club (Bulleen Park)	Bulleen, Manningham	May 2018	1
Bulleen Swim Centre	Bulleen, Manningham	May 2018	1
Doncaster Aeromodellers Club (Bulleen Park)	Bulleen, Manningham	May 2018	1
Yarra Bowmen Archery Club (Bulleen Park)	Bulleen, Manningham	May 2018	1
Watsonia Heights Football Club (Bulleen Park)	Watsonia, Banyule	June 2018	3
Boroondara Tennis Centre	Balwyn North, Boroondara	June 2018	1
KBH Brumbies Hockey Club	Box Hill North, Whitehorse	June 2018	2
Box Hill North Super Kings Cricket Club (Elgar Park)	Box Hill North, Whitehorse	June 2018	3
Surrey Hills Cricket Club (Elgar Park)	Box Hill North, Whitehorse	June 2018	3
Whitehorse Colts Football Club (Elgar Park)	Box Hill North, Whitehorse	June 2018	3
Eastern Ultimate (Elgar Park)	Box Hill North, Whitehorse	June 2018	3
Box Hill North Football Club (Elgar Park)	Box Hill North, Whitehorse	June 2018	3
Bulleen Golf Driving Range	Bulleen, Manningham	May 2018	2
Plenty Valley Cricket Club (AK Lines Reserve)	Watsonia, Banyule	July 2018	1
Watsonia Sporting Club (AK Lines Reserve)	Watsonia, Banyule	June 2018	3
North Box Hill Tennis Club (Frank Sedgeman Reserve)	Box Hill North, Whitehorse		2
Marcellin Old Collegians Football Club (Marcellin College)	Bulleen, Manningham	18 May 2018	2
Old Collegians Cricket Club (Marcellin College)	Bulleen, Manningham	July 2018	3
Old Collegians Soccer Club (Marcellin College)	Bulleen, Manningham	July 2018	3
Camberwell Dragons Basketball Club (Marcellin College)	Bulleen, Manningham	July 2018	3
Eagles Basketball Club (Marcellin College)	Bulleen, Manningham	July 2018	3

Stakeholder	Location	Date	Method of consultation (1 – face to face, 2 – telephone or 3 – email survey)
Bulleen Boomers Basketball Club (Marcellin College)	Bulleen, Manningham	July 2018	3
Old Trinity Grammarians Soccer Club	Bulleen, Manningham		2
Parks Vic (Fairlea Reserve, Yarra Bend)	Fairfield, Yarra	24 May 2018	1
Victorian Fly Fishing Club (Fairlea Reserve, Yarra Bend)	Fairfield, Yarra	July 2018	3
Victorian Casting Federation (VCF) (uses Fairlea Reserve, Yarra Bend for casting)	Fairfield, Yarra	July 2018	3
Red Tag Fly Fishing Club (Fairlea Reserve, Yarra Bend – use the fly-casting pools at the eastern end of the precinct)	Fairfield, Yarra	26 June 2018	2
Alphington Netball Club (Fairlea Reserve, Yarra Bend)	Fairfield, Yarra		3
Parkside Netball Club (Fairlea Reserve, Yarra Bend)	Fairfield, Yarra		3
Yarra Jets Soccer Club (Fairlea Reserve, Yarra Bend)	Fairfield, Yarra	June 2018	3
Kew Juniors Cricket Club (Fairlea Reserve, Yarra Bend)	Fairfield, Yarra	June 2018	3
Fitzroy Soccer Club (Yarra Bend Park)	Fairfield, Yarra		3
Tino Ceberano Martial Arts	Doncaster, Manningham	June 2018	3
Manningham Juventus Old Boys Soccer Club (Manningham Park Reserve)	Doncaster, Manningham	June 2018	3
Box Hill North Football Club (Elgar Park)	Mont Albert North, Whitehorse	June 2018	3
Diamond Valley Judo Centre	Greensborough, Banyule	June 2018	3
St Mary's Tennis Club	Greensborough, Banyule	June 2018	3
St Mary's Sharks Basketball Club	Greensborough, Banyule	June 2018	3
Tende Beck Scouts Hall	Doncaster, Manningham	June 2018	1
Aged care & health			
Baptcare Strathalan Community aged care and retirement facility	Macleod, Banyule	8 June 2018	1

Stakeholder	Location	Date	Method of consultation (1 – face to face, 2 – telephone or 3 – email survey)
Multiple Sclerosis respite service Greensborough	Watsonia, Banyule	28 June 2018	1
Applewood Residence retirement village	Doncaster, Manningham	21 June 2018	2
Social clubs			
Veneto Club Melbourne (David Barro Stadium)	Bulleen, Manningham	May 2018	1
North Balwyn Rotary Club	Kew, Boroondara	June 2018	3
Kew Rotary	Kew, Boroondara	June 2018	3
Others			
Bulleen Art and Garden	Bulleen, Manningham	20 June 2018	1
Presbyterian Theological College	Box Hill North, Whitehorse	2 July 2018	2
North East Citizen Advocacy Incorporated	Watsonia, Banyule	June 2018	2
St Mary's Parish Pastoral Council (uses St Mary's School)	Greensborough, Banyule	June 2018	2
St Mary's Primary School Parents Association (uses St Mary's Primary School)	Greensborough, Banyule	June 2018	2
Greek as a Second Language School, Balwyn Campus (uses facility at St Mary's Primary School)	Greensborough, Banyule	June 2018	2
Heide Museum of Modern Art	Bullen, Manningham	29 May 2018	1
Residents			
Workshop 1	Greensborough	24 June 2018	1
Workshop 2	Macleod, Watsonia	25 June 2018	1
Workshop 3	Balwyn North	26 June 2018	1
Workshop 4	Bulleen, Doncaster	29 June 2018	1
Workshop 5	Yallambie, Rosanna, Viewbank	30 June 2018	1

Appendix D – Risk assessment

Risk ID	Potential threat and effect on the environment	INITIAL RISK							RESIDUAL RISK						
		Initial EPR	Characterisation of consequence			Overall consequence	Likelihood of impact	Risk level	Final EPR	Magnitude of effect			Overall consequence	Likelihood of impact	Risk level
			Extent	Severity	Duration					Extent	Severity	Duration			
Construction															
SO01	Acquisition of residential properties leading to relocation of residents from existing place of residence and neighbourhood that may disrupt established social networks, and residents will have to re-establish and adapt to a different place of residence.		Corridor	Medium	3 months to 2 years	Moderate	Almost certain	High	EPR LP1 EPR SC1	Corridor	Low	3 months to 2 years	Minor	Almost certain	Medium
SO02	Acquisition of residential properties causes social isolation and increase vulnerability if people have to move out of the area due to unaffordability or unavailability of properties to buy within the same area.		Corridor	Medium	3 months to 2 years	Moderate	Possible	Medium	EPR SC1	Corridor	Low	3 months to 2 years	Minor	Possible	Low
SO03	Construction and location of infrastructure closer to private residential properties leading to changes to amenity and lifestyle.		Corridor	Medium	3 months to 2 years	Moderate	Likely	Medium	EPR SC1 EPR SC2 Noise (NV3, NV4, NV8, NV9 NV10 and NV11), Air and contaminated land (AQ1, CL1 and CL3) Visual EPRs (LV2, LV3, LV4)	Corridor	High	3 months to 2 years	Moderate	Possible	Medium
SO04	Construction and location of infrastructure such as ramps near or surrounding residential communities leads to a sense of loss of connectivity and access to other areas.		Local	Very low	7+ years	Minor	Unlikely	Low	EPR SC1	Local	Very low	7+ years	Minor	Unlikely	Low
SO05	Noise, air emissions and visual changes including overshadowing generated due to construction activities, construction traffic and redistribution of traffic, affect the amenity of the nearby residents and reduce the overall liveability and attractiveness of the area causing inconvenience, changes to lifestyle, disruption to daily life and activities	Noise, Air and Visual EPRs	Corridor	High	2-7 years	Major	Likely	High	Noise (NV3, NV4, NV8, NV9 NV10 and NV11), Air and contaminated land (AQ1, CL1 and CL3) Visual EPRs (LV1, LV2, LV3, LV4) EPR SC3	Corridor	Medium	2-7 years	Moderate	Possible	Medium
SO06	Changes to traffic conditions during construction such as road, lane, or shared path closures and detours may cause safety concerns, disruption to access areas and properties, increase travel time, cause delays and inconvenience for road users.		Corridor	Medium	2-7 years	Moderate	Likely	Medium	Traffic EPRs (T2 and T3) EPR SC3	Corridor	Medium	2-7 years	Moderate	Likely	Medium

Risk ID	Potential threat and effect on the environment	INITIAL RISK							RESIDUAL RISK						
		Initial EPR	Characterisation of consequence			Overall consequence	Likelihood of impact	Risk level	Final EPR	Magnitude of effect			Overall consequence	Likelihood of impact	Risk level
			Extent	Severity	Duration					Extent	Severity	Duration			
SO07	Changes to traffic conditions during construction such as road, lane, or shared path closures and detours impacting on the vulnerable population such as the elderly, those that use mobility aid (wheelchairs) by reducing travel accessibility, causing isolation, deterioration of mental and physical health.	Traffic EPRs	Corridor	Medium	2-7 years	Moderate	Likely	Medium	Traffic EPRs (T2 and T3) EPR SC3	Local	Medium	2-7 years	Moderate	Likely	Medium
SO08	Full or partial land acquisition of sporting and recreational facilities reduces the function and viability of the facility and in turn reduces opportunities for an active lifestyle and impacts on social networks that people create through participation in sporting and recreational activities.		Wider region	High	2-7 years	Major	Possible	High	EPR SC4	Wider region	Low	3 months to 2 years	Moderate	Unlikely	Low
SO09	Noise, air emissions and visual changes including overshadowing generated during construction reduces the overall amenity of community infrastructure facilities, leading to reduce enjoyment of the facility and impacting on the function and viability of the place.	Noise, Air and Visual EPRs	Corridor	High	2-8 years	Major	Possible	High.	Noise, Air and Visual EPRs EPR SC3	Corridor	Low	2-7 years	Moderate	Likely	Medium
SO10	Disruption to and change in public transport services may lead to users having to change their travel routes and adapt to temporary relocation of bus stops and bus and train routes.		Corridor	Medium	3 months to 2 years	Moderate	Almost certain	High.	Traffic EPRs (T2 and T3) EPR SC2	Corridor	Low	3 months to 2 years	Minor	Likely	Medium
SO11	Acquisition of commercial properties increases unemployment in the local area, as some people may choose to quit their jobs as the commercial operations relocate to another area.	Business EPRs	Municipality	Medium	3 months to 2 years	Moderate	Likely	Medium	Business EPRs (B1, B2)	Municipality	Medium	3 months to 2 years	Moderate	Possible	Medium
SO12	Acquisition of commercial properties would lead to relocation of businesses or closure of businesses leading to disruption or breakdown in the social networks created by the businesses owners and staff in the area.	Business EPRs	Municipality	High	7+ years	Major	Possible	High	Business EPRs (B1, B2)	Municipality	Medium	3 months to 2 years	Moderate	Possible	Medium
SO13	Relocation of businesses would diminish access to those goods and services for the surrounding community	Business EPRs	Municipality	Low	2-7 years	Minor	Likely	Medium	Business EPRs (B1, B2)	Municipality	Low	2-7 years	Minor	Possible	Low

Risk ID	Potential threat and effect on the environment	INITIAL RISK							RESIDUAL RISK						
		Initial EPR	Characterisation of consequence			Overall consequence	Likelihood of impact	Risk level	Final EPR	Magnitude of effect			Overall consequence	Likelihood of impact	Risk level
			Extent	Severity	Duration					Extent	Severity	Duration			
Operation															
SO14	Infrastructure such as ramps near or surrounding the residential communities leading to a sense of isolation.		Corridor	Low	7+ years	Moderate	Rare	Low	EPR LP1	Corridor	Low	7+ years	Moderate	Rare	Low
SO15	Changes to amenity (noise, air and visual including overshadowing) of nearby residents due to road infrastructure being located nearer their homes slowly deteriorate lifestyle, increasing vulnerability over a period of time as the road achieves its full capacity.	Noise, Air and Visual EPRs	Corridor	Very low	7+ years	Minor	Unlikely	Low	Noise EPRs (NV1, NV2, NV6 and NV7) Air and Visual EPRs (LV1, LV4) EPR LP4	Corridor	Very low	7+ years	Minor	Unlikely	Low
SO16	Increase in traffic on feeder roads or on roads designated for re-distribution of traffic can deteriorate amenity (noise and air quality) for nearby residents over a period of time, increasing their sense of disadvantage.	Traffic EPRs, Air EPRs	Wider region	Medium	7+ years	Major	Possible	High	Traffic EPRs (T5) EPR AQ4	Wider region	Very low	7+ years	Moderate	Possible	Medium
SO17	The grade separated shared path crossings can deter some vulnerable groups from making the journey, increasing their isolation and sense of disadvantage.	Traffic EPRs	Corridor	Very low	7+ years	Minor	Unlikely	Low	Traffic EPRs (T1 and T5)	Corridor	Very low	7+ years	Minor	Unlikely	Low
SO18	Full or partial land acquisition of sporting and recreational facilities leads to permanent loss of the facility and in turn reduces opportunities for an active lifestyle, deteriorate social networks that people create through participation in sporting and recreational activities causing isolation, increasing sense of frustration.		Wider region	High	7+ years	Severe	Possible	High	EPR SC4	Wider region	Low	3 months to 2 years	Moderate	Unlikely	Low

Appendix E – Community infrastructure facilities

1. Context

This appendix provides a list of community infrastructure facilities, a description of their baseline conditions and discusses potential impacts on the function and viability of community infrastructure facilities—that is, the ability of facilities to continue providing community services due to the following changes brought about by construction of the project:

- Permanent acquisition and temporary occupation – giving consideration to the potential loss of or reduced space available to the facilities and its users.
- Changes in amenity and character – giving consideration to how the functionality of the facility would be impacted due to amenity changes. Based on the review of Technical report H – Landscape and Visual impact assessment as well as Technical report B – Air quality, it is generally recognised that project-related changes to visual amenity and air quality would unlikely impact the functionality of the community infrastructure facilities and the ability of its users to continue usage. Visual and air quality changes have therefore not been predominantly considered in the social impact assessment but they are discussed where relevant. Changes in amenity primarily focus on noise impacts experienced at a facility.
- Changes in access and connectivity through alterations to roads and traffic conditions, parking and active travel infrastructure – giving consideration to the ability of users to continue to access the services provided by the facilities.

This appendix has been prepared in accordance with the method described in Section 5 of the social impact assessment. A detailed description of social impacts is provided, followed by an assessment of impacts and determination of impact significance rating.

This appendix focuses on the project's impact on an individual facility's ability to provide its function, rather than the community's broader access to similar services. The broader social impacts to the community due to changes to access to community infrastructure facilities and mitigation measures are discussed in Section 9.4. Consequently, this appendix should be read in conjunction with Section 9.4 of the social impact assessment.

Due to North East Link's predicted overall positive benefits once it is open discussed in Section 10 of the social impact assessment, it is considered the impacts on most types of community infrastructure facilities would be similar. Consequently, the assessment of social impacts on community infrastructure facilities once North East Link was open was undertaken as a combined assessment, rather than on a facility-by-facility basis, as detailed in Section 10.4.

2. Nillumbik community infrastructure and social impacts

Table 2-1 Social impacts on community infrastructure facilities in Greensborough

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
1	Greensborough Bypass path	<p>Shared use path. Connects to the Metropolitan Ring Road path which is used by commuter cyclists and local cyclist groups. The primary users are cyclists, runners and walkers (Shire of Nillumbik, 2011). The path is adjacent to the Greensborough Bypass, and has limited amenity values due to amenity being dominated by the bypass. The primary social value provided the bypass provides is connectivity and the ability to engage in active lifestyle choices.</p> <p>Location in relation to works: within project boundary</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>Noise from construction activities may reduce the appeal of the area for passive recreational activities. However, changes in the noise environment are unlikely to affect commuters, who would move through the space quickly. Similarly, the facility is currently exposed to traffic noise, given its location along the Greensborough bypass.</p> <p>Noise from construction activities may reduce the appeal of the area for active recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changed traffic conditions in the study area may mean that users would need to factor in additional travel time to access this facility. However, the changes are not expected to be of a magnitude to deter managers or users of the facility from continuing use.</p> <p>The Greensborough bypass path follows the existing Greensborough Bypass. The most north-eastern extent of the project would intersect the path. As the bypass path intersects the project, it is assumed this would result in a temporary detour, as per T2. While the detour would be</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			unlikely to impact detour would be unlikely to impact significantly on commuting cyclists, the presence of a detour along would likely diminish the path's use during the project's construction for recreational users. There are alternatives available for recreational users nearby.				
2	Plenty River Linear Reserve and Plenty River Trail Plenty River Drive	Plenty River Linear Reserve and the Plenty River Trail run under Greensborough Bypass. The trail connects the Western Ring Road Trail in the north and the Yarra River Trail in the south. The trail and reserve follow the Plenty River and the walk has high levels of natural amenity. The primary users are cyclists, runners and walkers (Shire of Nillumbik, 2011). The primary social value the facility provides is connectivity and the ability to engage in active lifestyle choices. Location in relation to works: within project boundary	No acquisition or temporary occupation impacts would occur. The project footprint would adjoin the Plenty River Reserve and intersect the Plenty River Trail where the trail underpasses the Greensborough Bypass. No surface impacts would occur within the Plenty River Reserve. Noise from construction activities may reduce the appeal of the area for passive recreational activities. However, changes in the noise environment would be unlikely to affect commuters, who would move through the space quickly. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would likely reduce noise at this facility. Changed traffic conditions in the study area may mean that users would need to factor in additional travel time to access this facility. However, the changes are not expected to be of a magnitude to deter managers or users of the facility from continuing use. The most north-eastern extent of the project would intersect the path. As the bypass path intersects the project, it is assumed this would require a temporary		Minor	Minor	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			detour, as per T2. While the detour would be unlikely to impact detour would be unlikely to impact significantly on commuting cyclists, the presence of a detour would likely diminish the path's use during the project's construction for recreational users. There are alternatives available for recreational users nearby.				
3	Greensborough Collendina Reserve, cnr Collendina Crescent and Eastgate Drive, Greensborough	Neighbourhood Safer Place, Emergency Facility, Reserve Area. The reserve is primarily used for passive recreation. Includes a playground and access through to Metropolitan Rind Road path (Shire of Nillumbik, 2018) Given its proximity to the M80 Ring Road, the reserve's noise environment would be highly influenced by traffic noise, limiting its social value and usage. Given the size of the reserve and its limited recreational facilities, it likely provides for a local catchment (Parks and Leisure Australia, 2013). Location in relation to works: within 100 m	No acquisition or temporary occupation impacts would occur. Noise from construction activities may reduce the appeal of the area for passive recreational activities. The reserve is in proximity to large areas of open space which offer better alternatives for active and passive recreation at the neighbourhood level. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility. The project is not expected to impact the bushfire emergency function of the facility. Changed traffic conditions in the study area would be unlikely to affect access to the facility, which would service a neighbourhood catchment and local traffic conditions are not expected to be affected materially, as people would walk to the facility.		Negligible	Negligible	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
4	Metropolitan Ring Road Linear Reserve and Metropolitan Ring Road Path, follows the Metropolitan Ring Road	Green space surrounds extended active transport path used by pedestrians and cyclists. Connects to Greensborough Bypass Trail and Plenty River Trail. The primary social value provided by the path is connectivity and the ability to engage in active lifestyle choices. Given the path's proximity to the M80 Ring Road and the reduced amenity this would cause, the primary value and purpose of the facility is to provide for connectivity. Location in relation to works: within project boundary	No acquisition or temporary occupation impacts would occur. The project footprint would intersect the path, inclusive of improvements to this path as part of the project design. Noise from construction activities may reduce the appeal of the area for passive recreational activities. However, changes in the noise environment would be unlikely to affect commuters who would move through the space quickly. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. As the path intersects the project, it is assumed this would require a temporary detour, as per T2. While the detour would unlikely deter commuting cyclists, the presence of a detour would likely diminish the path's use during the project's construction for recreational users. Changed traffic conditions in the study area mean that users would need to factor in additional travel time to access this facility. However, the changes are not expected to be of a magnitude to deter users of the facility from continuing use.		Minor	Minor	M80 Ring Road to the northern portal
5	Unnamed reserve, off Callan Walk	Grassed area between houses and the Metropolitan Ring Road Path. The reserve is a different grade to walking/cycling path. Consultation for the social	No acquisition or temporary occupation impacts would occur. The reserve is primarily used for passive recreation. Given its location between established houses and the shared use path and a lack of landscaping in the area, the reserve has limited visual amenity and is likely to have limited		Negligible	Negligible	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>impact assessment with the Nillumbik Shire Council confirmed the reserve is used for passive recreation. Given the size of the reserve and its limited recreational facilities, it likely provides for a local catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: within 100 m</p>	<p>usage. Noise from construction activities may reduce the appeal of the area for passive recreational activities but this use is likely limited.</p> <p>A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility. Changed traffic conditions in the study area would be unlikely to affect access to the facility, which would service a neighbourhood catchment and local traffic conditions are not expected to be affected materially, as people would walk to the facility.</p> <p>The reserve is in proximity to large areas of open space, which offer better alternatives for active and passive recreation at the neighbourhood level. This would maintain access to open space for residents during the project's construction, limiting the impact of changes to amenity at this facility.</p>				

3. Banyule community infrastructure and social impacts

Table 3-1 Social impacts on community infrastructure facilities in Bundoora

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
1	Hughes Circuit Reserve, Hughes Circuit, Bundoora	<p>Recreational open space area with a playground surrounded by residential houses. Used for passive recreation and would service a neighbourhood catchment. The reserve likely provides for a local catchment (Parks and Leisure Australia, 2013) to open space.</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The reserve is primarily used for passive recreation. Due to the proximity of this reserve to the project, noise from construction activities may reduce the appeal of the area for passive recreational activities.</p> <p>A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility. Changed traffic conditions in the study area would be unlikely to affect access to the facility, which would service a neighbourhood catchment and local traffic conditions are not expected to be affected materially.</p> <p>The reserve is in proximity to alternative areas of passive open space, which offer alternatives for passive recreation at the neighbourhood level. This means that access to open space would be maintained for residents during the project's construction, limiting the impact of changes to amenity at this facility. However, it is recognised that open space alternatives do not have the same recreational nodes offered at this facility.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible-minor	Negligible-minor	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
2	Maroondah Aqueduct, Chappell Drive, Bundoora	<p>Narrow stretch of open space that follows Chappell Drive and Ambrose Treacy Drive. This reserve is used for passive recreation purposes. Further development of the facility was flagged for investigation in the <i>Banyule Open Space Strategy</i> (City of Banyule, 2016a). Given the size of the reserve and its limited recreational facilities, it likely provides for a neighbourhood catchment (Parks and Leisure Australia, 2013). The facility would provide for neighbourhood access to open space. As a linear reserve, it is likely used for connectivity and would therefore have social value as a place to engage in active lifestyle choices.</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur. The northern end of the linear reserve would be adjacent to the project area but a large portion of the reserve would be at a reasonable distance from the project area.</p> <p>Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changed traffic conditions in the study area would be unlikely to affect access to the facility, which would service a local catchment and local traffic conditions are not expected to be affected materially. Additionally, as a linear facility, it is likely used for its connectivity as an active area for walking for a local population. Broader changes in traffic conditions would unlikely affect access to and use of the facility.</p> <p>There are alternative pathways to pursue active recreational activities at the neighbourhood level.</p>		Negligible	Negligible	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
3	Garvey Oval, Ambrose Treacy Drive	<p>Sporting oval and cricket pitch; used for formal recreation by football clubs and managed by Parade College.</p> <p>The oval would provide the college and associated clubs with a space to engage in active lifestyle choices, in addition to formal sporting events promoting social cohesion.</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The oval is primarily used for active recreation. Noise from construction activities may reduce the appeal of the area for active recreational activities. For example, there may be times when call outs during games and training would not be audible and construction noise may become a deterrent for spectators or family members to watch the games.</p> <p>A number of EPRs would be implemented to reduce and manage noise impacts on receivers which would also likely reduce noise at this facility.</p> <p>Changed traffic conditions in the study area may require users to factor in additional travel time to access this facility. However, the changes are not expected to be of a magnitude to deter managers or users of the facility from continuing use.</p>		Negligible	Minor	M80 Ring Road to the northern portal

Table 3-2 Social impacts on community infrastructure facilities in Watsonia North

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
4	Gillingham Reserve, Gillingham Street, Watsonia North	<p>A small open space reserve used for passive recreation. Facilities include playground and BBQ. The reserve adjoins the M80 Ring Road. Poulter Reserve. Given the size of the reserve and its limited recreational facilities, it likely provides for a neighbourhood catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: within 100 m</p>	<p>Around 26 per cent of the reserve would be temporarily occupied during the construction of North East Link. However, the remainder of the reserve would be available for use.</p> <p>The reserve is primarily used for passive recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. However, it is notable the facility is currently adjacent to the M80 Ring Road and would currently experience a noise environment influenced by traffic noise (Technical report C – Surface noise and vibration). A number of EPRs would be implemented to reduce and manage noise impacts on receivers which would also likely reduce noise at this facility.</p> <p>Changed traffic conditions in the study area would be unlikely to affect access to the facility, which would service a neighbourhood catchment and people likely walk to access this open space.</p> <p>The reserve is in proximity to alternative areas of passive open which offer alternatives for passive recreation at the neighbourhood level. This means that access to open space would be maintained for residents during the project's construction, limiting the impact of changes to amenity at this facility.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor	Minor	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
5	Trist Street Reserve, 24 Trist Street, Watsonia North	<p>Small reserve used for passive recreation. Includes playground and basketball/netball hoop as well as grassed area. Given the size of the reserve and its limited recreational facilities, it likely provides for a neighbourhood catchment.</p> <p>Location in relation to works: Within project boundary</p>	<p>The whole of the reserve would be temporarily occupied during construction. This would reduce localised access to open space and recreation areas, particularly as there are no other such areas within a 400 m pedestrian shed. This would reduce the local community's access to open space areas, which would provide space to engage in active lifestyles and meet and interact with others. Temporary occupation would impact these social values at a neighbourhood level but these social values are likely based on broader networks and the use of other facilities.</p>	LV2 SC1 SC2	Major	Major	M80 Ring Road to the northern portal
6	Watsonia North Primary School, 16 Sharpes Road, Watsonia North	<p>A primary school. The school has been included in this assessment as its catchment would be intersected by the project.</p> <p>Location in relation to works: Outside 100 m</p>	<p>The school is of a sufficient distance (around 500 m from the project) to limit amenity impacts to the facility (refer Technical report C – Surface noise and vibration, which uses a buffer of 400 m either side of the project's construction to capture any relevant impacts). As a result, no amenity changes are expected from the project.</p> <p>The school has been included in this assessment as its catchment would be intercepted by the project. It is likely that traffic conditions would change along the road network near construction sites due to temporary lane, road and shared path closures, detours and additional construction traffic on local and arterial roads. As the school's catchment would be intersected by the project, users may need to cross busy roads and the project boundary to access the school. These changes may temporarily increase travel time during school pick up and drop off time. Safe pedestrian crossings across the project area would be maintained during construction. EPRs detailed in Technical report A – Traffic and transport</p>	AQ1 EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>would be implemented to mitigate and manage traffic and connectivity changes.</p> <p>Appropriate consultation would be undertaken with the facility managers to ensure the facility users would be able to plan appropriately around changed traffic conditions, as per SC2.</p>				

Table 3-3 Social impacts on community infrastructure facilities in Greensborough

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
7	Greensborough Preschool, 17-19 Ester Street, Greensborough	Centre provides preschool education for children aged 3–5 years. Location in relation to works: within 100 m	<p>No acquisition or temporary occupation impacts would occur. The pre-school would likely experience a change in the noise environment, which has the potential to impact on users and managers. The facility is used only during daytime hours. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people’s capacity to participate in work and learning activities, and outdoor play and learning activities.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>It is likely that traffic conditions would change along the road network near construction sites due to temporary lane, road and shared path closures, detours and additional construction traffic on local and arterial roads. These changes may increase travel time.</p> <p>EPRs detailed in Technical report A – Traffic and transport would be implemented to mitigate and manage traffic and connectivity changes.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Minor	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
8	Abacus Child Care Centre, 3 William Street, Greensborough	Centre for infants aged 1–12 months and children aged 1–5 years. Open weekdays. Location in relation to works: within 100 m	<p>No acquisition or temporary occupation impacts would occur. The child care centre would likely experience a change in the noise environment, which has the potential to impact on users and managers. This facility is used only during daytime hours. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people’s capacity to participate in work and learning activities, and outdoor play and learning activities.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time.</p> <p>Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor-moderate	Minor-moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
9	Kalparrin Early Intervention Centre child care, 1 Kalparrin Avenue, Greensborough	Not for profit provider of early childhood intervention and family support services. Open weekdays. Location in relation to works: within 100 m	No acquisition or temporary occupation impacts would occur. The childcare centre is located near works on the Hurstbridge rail line. Activities within the rail corridor would be unlikely to change amenity or access to the facility. However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility. Changed traffic conditions in the broader area may result in users having to factor in additional travel time to access this facility. However, the changes are not expected to be of a magnitude to deter managers or users of the facility from continuing use.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Minor	M80 Ring Road to the northern portal
10	Greensborough Road Surgery, 520 Greensborough Road, Greensborough	Medical centre and day surgery with GPs, open 7 days a week. Location in relation to works: within 100 m	No acquisition or temporary occupation impacts would occur. The surgery would likely experience a change in the noise environment, which has the potential to impact on users and managers. The facilities is used only during daytime hours. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people's capacity to participate in work activities. The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Moderate	Moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time, which has the potential to impact on response time.</p> <p>Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p>				
11	Diaverum Diamond Valley Dialysis Clinic, 15 Grimshaw Street, Greensborough	<p>Private dialysis clinic with 11 dialysis stations. Open seven days.</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur. The clinic is located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility.</p> <p>Changed traffic conditions in the broader area may result in users having to factor in additional travel time to access this facility. However, the changes are not expected to be of a magnitude to deter managers or users of the facility from continuing use.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Minor	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
12	Greensborough Maternal and Child Health, 17 Ester Street, Greensborough	Provides health education and promotion and child and maternal health advice. Location in relation to works: within 100 m	<p>No acquisition or temporary occupation impacts would occur. The facility is ~600 m from the Grimshaw Street interchange and works along Greensborough Bypass but it is within 100 m of surface works along Grimshaw Street.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. The facility is only used during daytime hours. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people's capacity to participate in work activities.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible-minor	Minor-moderate	M80 Ring Road to the northern portal
13	St Mary's Church, 204 Grimshaw Street, Greensborough	Catholic church within St Mary's School open to the public. Mass services are held 7 days a week. The church also hosts a range of other community and	<p>No acquisition or temporary occupation impacts would occur. The facility is adjacent to the North East Link.</p> <p>The church and school would likely experience a change in the noise environment, which could disturb concentration,</p>	AQ1 EMF2 LV1 LV2	Minor	Moderate	M80 Ring Road to the

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		church groups throughout the week. Location in relation to works: within 100 m	conversation, impact people's capacity to participate in work, learning and religious activities, and outdoor play. The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would be unlikely to impact on the functionality of the community infrastructure facility. Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.	NV3 NV4 NV8 NV10 NV11 T2 SC2			northern portal
14	St Mary's School, 210 Grimshaw Street, Greensborough	Catholic Primary School catering for prep to year 6. Provides outside school hours care. The school hosts a number of other community groups including parish groups and sporting groups on school grounds. Location in relation to works: within 100 m	It is likely that traffic conditions would change along the road network near construction sites due to temporary lane, road and shared path diversions and additional construction traffic on local and arterial roads. Technical report A – Traffic and transport, notes there would be temporary diversions in place in the traffic network near the facility, inclusive of a one week closure of Kempston Street, and lane diversions along Grimshaw Street and Greensborough Bypass. As the school's catchment would be intersected by the project, users may need to cross busy roads and the project footprint to access the school. These changes may temporarily increase travel time during school pick up and drop off times or may need people using the shared use paths to make alternative arrangements.				

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>EPRs detailed in Technical report A – Traffic and transport would be implemented to mitigate and manage traffic and connectivity changes.</p> <p>Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p>				
15	Greensborough College, Nell Street, Greensborough	<p>Greensborough College is a secondary co-educational facility catering for year 7–12 students. The college has approximately 850 students.</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur. The college would likely experience a change in the noise environment, which could disturb concentration, conversation, impact people’s capacity to participate in work, and learning, and outdoor play. Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>It is likely that traffic conditions would change along the road network near construction sites due to temporary lane, road and shared path diversions and additional construction traffic</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor-moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>on local and arterial roads. As the school's catchment would be intersected by the project, users may need to cross busy roads and the project footprint to access the school. These changes may temporarily increase travel time during school pick up and drop off times or may need people using the shared use paths to make alternative arrangements. EPRs detailed in Technical report A – Traffic and transport would be implemented to mitigate and manage traffic and connectivity changes.</p> <p>In addition, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility.</p>				
16	Greensborough Primary School, 130 Grimshaw Street, Greensborough	Primary school. Includes OSH Club. Location in relation to works: within 100 m	<p>No acquisition or temporary occupation impacts would occur. The school is ~550 m from the Grimshaw Street interchange and works along Greensborough Bypass but it is within 100 m of surface works along Grimshaw Street.</p> <p>The facility would likely experience a change in the noise environment, which could disturb concentration, conversation, impact people's capacity to participate in work, and learning, and outdoor play. Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor-moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>It is likely that traffic conditions would change along the road network near construction sites due to temporary lane, road and shared path diversions and additional construction traffic on local and arterial roads. These changes may temporarily increase travel time during school pick up and drop off times or may need people using the shared use paths to make alternative arrangements. Works are not expected to generate impacts outside the rail corridor. However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility.</p> <p>EPRs detailed in Technical report A – Traffic and transport would be implemented to mitigate and manage traffic and connectivity changes</p>				
17	Kalparrin Gardens, Yando Street, Greensborough	Features Kalparrin Lake, skate park, bicycle trail, BBQ and picnic facilities, BMX jumps, playground, toilets and St Mary's Tennis Club courts. Adjoins neighbouring sports and recreation	<p>No acquisition or temporary occupation impacts would occur. The gardens are located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8	Negligible	Negligible-minor	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>reserves at Partington's Flat, Whatmough Park and Greensborough Park. Given the size of the gardens and the number of recreational nodes present, the gardens are assumed to provide for a sub-district catchment, serving three neighbourhoods (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: within 100 m</p>	<p>The gardens would likely experience a change in the noise environment, which could disturb concentration, conversation, impact people's capacity to participate in work, and learning, and outdoor play. Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that may increase travel to the facility. Specifically, the diversion of traffic onto Yando Street may decrease pedestrian accessibility. Consideration of enabling pedestrian crossing in this area, particularly given the use of vulnerable road users, should be incorporated to the Traffic Management Plan.</p> <p>In addition, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility.</p>	<p>NV10 NV11 T2 SC2</p>			

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
18	Poulter Avenue Reserve, Poulter Avenue, Greensborough	Reserve between Greensborough railway station and Plenty River. Features an oval, area of grass, playground, basketball/netball hoop and BBQ and picnic facilities. This reserve connects with the Plenty River Trail and is used for passive recreation. Given its size and facilities, it is likely to provide for a sub-district catchment, serving three neighbourhoods (Parks and Leisure Australia, 2013). Location in relation to works: within 100 m	No acquisition or temporary occupation impacts would occur. The reserve is located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility. Changed traffic conditions in the study area may result in users having to factor in additional travel time to access this facility. However, the changes are not expected to be of a magnitude to deter managers or users of the facility from continuing use.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible-minor	M80 Ring Road to the northern portal
19	Whatmough Park, Kalparrin Avenue, Greensborough	Park features an oval, four cricket nets and tennis courts. The Plenty River and Plenty River Trail run around the perimeter of the park with access to adjacent Greensborough Park via a suspension bridge. The	No acquisition or temporary occupation impacts would occur. The park is located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. The facility is over 500 m from the works along Greensborough Bypass. As such, noise and vibration impacts are considered to be negligible and unlikely to impact on use of this facility. However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10	Negligible	Negligible-minor	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>park acts as an important local wildlife corridor. It is used for both sporting games and passive recreation. Given its size and facilities, it is likely to provide for a sub-district catchment, serving three neighbourhoods (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: within 100 m</p>	<p>long occupations, which would disrupt access for people who use rail services to access this facility.</p> <p>Changed traffic conditions in the study area may result in users having to factor in additional travel time to access this facility. However, the changes are not expected to be of a magnitude to deter managers or users of the facility from continuing use.</p>	NV11 T2 SC2			
20	Fell Reserve, Access via Grimshaw Street and Lorimer Street, Greensborough	<p>Open space area featuring trees, a playground, walking path and grassed areas. Used for passive recreation. Given the size of the reserve and its limited recreational facilities, it likely provides for a neighbourhood catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur. The reserve is located near minor surface works in the vicinity of Grimshaw Street. As such, noise and vibration impacts would be minor and transitory and unlikely to impact on use of this facility.</p> <p>Changed traffic conditions in the study area would be unlikely to affect access to the facility, which would service a neighbourhood catchment and local traffic conditions are not expected to be affected materially, as people would walk to the facility.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
21	Plenty River Drive Reserve, 73 Plenty River Drive, Greensborough	Reserve follows the curve of the Plenty River and features large grassed area, playground and the Plenty River Trail. Runs under Greensborough Bypass. Large amount of trees and vegetation present and used for passive recreation. The <i>Banyule Open Space Strategy</i> includes plans for upgrading the recreational nodes to provide for a neighbourhood level facility (City of Banyule, 2016b) Location in relation to works: within project boundary	No acquisition or temporary occupation impacts would occur. The project footprint would adjoin the Plenty River Reserve and intersect the Plenty River Trail where the trail underpasses the Greensborough Bypass. No surface impacts would occur within the Plenty River Reserve. Noise from construction activities may reduce the appeal of the area for passive recreational activities. However, changes in the noise environment would be unlikely to affect commuters, who would move through the space quickly. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility. Changed traffic conditions in the study area may result in users having to factor in additional travel time to access this facility. However, the changes are not expected to be of a magnitude to deter managers or users of the facility from continuing use.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor	M80 Ring Road to the northern portal
22	St Mary's Reserve, Corner of Greensborough Road and Grimshaw	Small reserve opposite St Mary's Church. Features a playground and grassed area. Used for passive recreation and is utilised by students from St Mary's Parish School.	No acquisition or temporary occupation impacts would occur. The reserve is located to the east of the Grimshaw Street interchange. The Reserve is a small area of open space with play equipment that is accessible by St Mary's School via a pedestrian overpass. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of	AQ1 EMF2 LV1 LV2 NV3 NV4	Minor	Minor-moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
	Street, Greensborough	Given the size of the reserve and its limited recreational facilities, it likely provides for a local catchment beyond the population of St Mary's Parish School. Location in relation to works: within 100 m	EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility. Changed traffic conditions in the study area would be unlikely to affect access to the facility, which would service a neighbourhood catchment and local traffic conditions are not expected to be affected materially. Pedestrian access from the school, which are likely regular users of the facility, would be managed in discussion with St Mary's School.	NV8 NV10 NV11 T2 SC2			
23	Banfield Terrace Reserve, 2 Sophie Place, Greensborough	Small open space area with walking/cycling foot path and playground. Used for passive recreation. Given the size of the reserve and its limited recreational facilities, it likely provides for a local catchment (Parks and Leisure Australia, 2013).. Location in relation to works: within 100 m	No acquisition or temporary occupation impacts would occur. Noise from construction activities may reduce the appeal of the reserve for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility. Changed traffic conditions in the study area would be unlikely to affect access to the facility, which would service a local catchment and local traffic conditions are not expected to be affected materially, as people would walk to the facility. There are considerable areas of open space within 400 m. Consequently, residents access to open space would generally be maintained, with some residents having to walk an additional ~100 m.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	M80 Ring Road to the northern portal
24	Greensborough Police Station, 167-169 Grimshaw	24-hour police station. Location in relation to works: within 100 m	No acquisition or temporary occupation impacts would occur. The police station is located near minor surface works on Grimshaw Street.	AQ1 EMF2 LV1 LV2	Minor-moderate	Minor-moderate	M80 Ring Road to the

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
	Street, Greensborough		<p>Closures and diversions would occur in the traffic network near the facility, including a one week closure of Kempston Street, reduction in capacity along Greensborough Bypass and Grimshaw Street (for detail see Technical report A – Traffic and transport).</p> <p>These closures and diversions have the potential to cause traffic delays, which would have significant impact on emergency services if not appropriately advised. Emergency service facilities must be consulted about road closures to ensure alternative routes for these facilities are identified prior to road closures or any event likely to cause moderate congestion, as per EPR SC2.</p>	NV3 NV4 NV8 NV10 NV11 T2 SC2			northern portal
25	Greensborough MFB Fire Station, 141 Grimshaw Street, Greensborough	<p>Station No. 16 within the Northern District (North West Metro Region).</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur. The fire station is located near minor surface works on Grimshaw Street. Consequently, the facility is over 500 m from the works at the Grimshaw intersection. As such, noise and vibration impacts are considered to be negligible and unlikely to impact on use of this facility.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would unlikely impact on the functionality of the community infrastructure facility.</p> <p>Closures and diversions would occur in the traffic network near the facility, including a one week closure of Kempston Street, reduction in capacity along Greensborough Bypass</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor-moderate	Minor-moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>and Grimshaw Street (for detail see Technical report A – Traffic and transport).</p> <p>These closures and diversions have the potential to cause traffic delays, which would have significant impact on emergency services if not appropriately advised. Emergency service facilities must be consulted about road closures to ensure alternative routes for these facilities are identified prior to road closures or any event likely to cause moderate congestion, as per EPR SC2.</p>				

Table 3-4 Social impacts on community infrastructure facilities in Watsonia

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
26	Watsonia Occasional Child Care Centre, 58 Gabonia Avenue, Watsonia	<p>Child care service for children aged 18 months to 5 years. Operates Monday to Friday 9:00 am to 2:00 pm. The facility does not operate during school holidays. The facility provides services to a small number of children with special needs.</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur. However, the child care centre is adjacent to the Gabonia Avenue Reserve, which would temporarily be occupied during construction.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. The facility is only used during daytime hours. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people’s capacity to participate in work and learning activities, and outdoor play and learning activities. Child care facilities are considered especially sensitive to changes in the noise environment, due to the presence of a vulnerable group (young children), and the use involving noise sensitive activities, such as sleeping periods during the day.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would unlikely impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time. Works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor-moderate	Moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>long occupations, which would disrupt access for people who use rail services to access this facility.</p> <p>Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p>				
27	MS Respite Services Village, 303-311 Greensborough Road, Greensborough	<p>Provides supported accommodation for 12 people and five respite beds. The facility is staffed 24/7. Emergency access is required at this site.</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur. The MS Respite Servies is located to the west of North East Link project boundary and adjacent to Greensborough Road.</p> <p>Given the residential nature of the facility and vulnerabilities of its inhabitants (people with an auto-immune condition requiring supported accommodation), users are likely to experience similar amenity impacts to residents living in proximity to the North East Link, as outlined in Sections 9.2.2 to 9.2.4. These changes would include direct views of construction activities reducing people’s enjoyment of their properties, including outdoor areas. However, adverse visual changes would be minimised for surrounding communities as far as possible through the implementation of various EPRs mentioned in Technical report H – Landscape and visual and Section 9.2.2. As such, these changes would unlikely impact on the functionality and usage of the facility.</p> <p>As discussed in Section 9.2.3, a range of project activities would increase noise levels. This may impede people’s ability to sleep, relax or engage in conversation, limiting their lifestyle and social interactions. It is likely that some within this vulnerable group of users could be particularly more</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Moderate	Moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>sensitive to increases in noise levels and may have less capacity to adapt to changes in the noise environment.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would unlikely impact on the functionality of the community infrastructure facility.</p> <p>As discussed in Section 9.3, the construction of North East Link would result in temporary delays and additional travel time along some roads. Users and residents may experience increased travel time due to haulage, lane closures and diversions on Greensborough Road, Lower Plenty Road and Drysdale Street, and disruption to the Hurstbridge rail line at Watsonia railway station. In addition, aged care facilities are understood to have a high requirement for emergency services access.</p> <p>Temporary changes to access to public transport and increased travel time across the road network surrounding North East Link and the noted changes in Watsonia and Rosanna may deter some people from making some trips due to congestion and a reduced sense of road safety. It could also potentially deter their family and friends from visiting them. In turn, this could reduce the ability of residents to maintain social and community networks and conveniently (as per their usual public transport modes and routes) and access the essential services they need.</p>				

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			With the implementation of various traffic management EPRs (refer to Technical report A – Traffic and transport and Section 9.3), it is expected that access and connectivity to and from these facilities would be maintained which would allow community members to continue travelling safely on roads. Early engagement with the managers and residents of these facilities would be required as per SC2, to identify and address any particular access and connectivity issues and related potential social isolation issues.				
28	Watsonia Scout Hall, Grimshaw Street, Watsonia	Located in AK Lines Reserve. Location in relation to works: within 100 m	<p>The majority (96 per cent) of AK Lines Reserve would be temporarily occupied during construction. However, the Scout Hall would remain open.</p> <p>The reserve would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people’s capacity to participate in work and learning activities, and outdoor play and learning activities.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would unlikely impact on the functionality of the community infrastructure facility.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor-moderate	Minor-moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>reduced to an extent to deter users if changes were effectively communicated as per EPR SC2.</p> <p>In addition, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility.</p>				
29	Watsonia RSL, 6 Morwell Avenue, Watsonia	<p>Dining, entertainment, functions and sports venue. Includes three Probus groups with membership of over 400.</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur. The RSL is adjacent to the project boundary.</p> <p>As discussed in Section 9.2.3, a range of project activities would increase noise levels. This may impede people's ability to engage in conversation, limiting their lifestyle and social interactions. It is likely that some within this vulnerable group of users could be sensitive to increases in noise levels and may have less capacity to adapt to changes in the noise environment.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would unlikely impact on the functionality of the community infrastructure facility.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per EPR SC2.</p>	<p>AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2</p>	Minor	Minor	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			In addition, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would temporarily disrupt access for people who use rail services to access this facility.				
30	North East Citizen Advocacy (NECA), 56 Gabonia Avenue, Watsonia	Community based not-for-profit advocacy program. The program supports adults with an intellectual disability on a one-to-one basis. The service is primarily outreach based. Location in relation to works: within 100 m	<p>No acquisition or temporary occupation impacts would occur. The NECA is located near the proposed laydown area within Gabonia Avenue Reserve.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. The facility is only used during daytime hours. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people's capacity to participate in work and learning activities, and outdoor play and learning activities.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would unlikely impact on the functionality of the community infrastructure facility.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per EPR SC2.</p> <p>The facility has vulnerable users, including people with special needs who may be sensitive to changes in</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Minor	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			environmental amenity. However, as the facility primarily provides services to vulnerable users via outreach services, it is expected the ability of the facility to service this group would be maintained with minimal impact.				
31	Watsonia Library, 4 Ibbottson Street, Watsonia	<p>Located in the Watsonia Shopping Precinct close to Watsonia railway station. Utilised car park which is also used by shopping centre and railway station patrons. Building consists of library area, an office space, and two community rooms/general study rooms.</p> <p>The library also accommodates a number of community organisations that use the space on a regular basis.</p> <p>Location in relation to works: within 100 m</p>	<p>The library is located adjacent to the project boundary. The library carpark would be temporarily occupied during construction. However, the project has committed to ensuring alternative car parks are available. Due to the limited nature of works involved, it is likely the existing car park would continue to operate.</p> <p>Libraries are sensitive facilities, where users have an expectation of a certain type of amenity. The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. The facility is only used during daytime hours. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people's capacity to participate in work and learning activities.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would unlikely impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor	Moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>Section 9.3) that would require diversions and may increase travel time.</p> <p>In addition, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would temporarily disrupt access for people who use rail services to access this facility.</p> <p>Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p>				
32	Holy Spirit Anglican Church, Corner of Watsonia Road and Ibbottson Street, Watsonia	<p>Located in the Watsonia Shopping Precinct and close to railway station and the library. Services held each Sunday.</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>As a religious facility, low levels of noise are generally valued and users would therefore be sensitive to change. As discussed in Section 9.2.3, a range of project activities would increase noise levels. This may impede people's ability to relax or engage in conversation and religious activities, limiting their lifestyle and social interactions. It is likely that some within this vulnerable group of users could be particularly more sensitive to increases in noise levels and may have less capacity to adapt to changes in the noise environment.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor	Minor-moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>would unlikely impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time.</p> <p>In addition, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would temporarily disrupt access for people who use rail services to access this facility.</p> <p>In addition, it is noted the Watsonia Library carpark, which is owned by the Anglican Church and likely used by church members, would be temporarily occupied by the project. Due to the limited nature of works involved, it is likely the existing car park would continue to operate. The project is committed to a zero net loss of car parking. Engagement with church stakeholders to understand their carparking requirements would occur in line with SC2.</p> <p>Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p>				
33	Grace Baptist Church, 240 Nell Street	Meets each Sunday morning in Watsonia Primary School hall.	<p>No acquisition or temporary occupation impacts would occur. As a religious facility, low levels of noise are generally valued and users would therefore be sensitive to change. As discussed in Section 9.2.3, a range of project activities would</p>	AQ1 EMF2 LV1 LV2	Minor	Minor-moderate	M80 Ring Road to the

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
	West, Watsonia	Location in relation to works: within 100 m	<p>increase noise levels. This may impede people's ability to relax or engage in conversation and religious activities, limiting their lifestyle and social interactions. It is likely that some within this vulnerable group of users could be particularly more sensitive to increases in noise levels and may have less capacity to adapt to changes in the noise environment.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would unlikely impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time.</p> <p>In addition, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would temporarily disrupt access for people who use rail services to access this facility.</p> <p>Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p>	NV3 NV4 NV8 NV10 NV11 T2 SC2			northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
34	Watsonia Uniting Church, 71 Devonshire Road, Watsonia	<p>Part of a local network of Uniting Church in Australia congregations, facilities used by other community groups.</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur. As a religious facility, low levels of noise are generally valued and users would therefore be sensitive to change. As discussed in Section 9.2.3, a range of project activities would increase noise levels. This may impede people's ability to relax or engage in conversation and religious activities, limiting their lifestyle and social interactions. It is likely that some within this vulnerable group of users could be particularly more sensitive to increases in noise levels and may have less capacity to adapt to changes in the noise environment.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would unlikely impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time.</p> <p>Works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would temporarily disrupt access for people who use rail services to access this facility.</p> <p>Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users,</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor-moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.				
35	Concord School, 16 Meagher Street, Watsonia	P-12 specialist school for students with additional learning needs. Location in relation to works: within 100 m	<p>No acquisition or temporary occupation would occur.</p> <p>The school is located to the west of North East Link and works along Grimshaw Street.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of noise could disturb conversation, impact people's capacity to participate in work and learning activities, and outdoor play and learning activities.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would unlikely impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time.</p> <p>Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Moderate-major	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p> <p>It is noteworthy the school utilises an existing network of buses for special needs students. Ensuring these providers are aware of traffic changes would reduce the potential impacts on the school's users, as per EPR SC2.</p>				
36	Watsonia Primary School, 240 Nell Street, Watsonia	<p>Primary education for prep to year 6. School facilities also service afterschool sports and recreation groups, kindergarten and afterschool care.</p> <p>Location in relation to works: within 100 m</p>	<p>A small portion of the Watsonia Primary School's grounds would be permanently acquired but the majority of the school grounds would remain as open space.</p> <p>The school is adjacent to the proposed works along Greensborough Highway and the proposed laydown area within AK Lines Reserve. The portion of land acquired would unlikely impact on the school's functionality and discussion with the school and the Department of Education is ongoing.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of noise could disturb conversation, impact people's capacity to participate in work and learning activities, and outdoor play.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would unlikely impact on the functionality of the community infrastructure facility.</p>	<p>AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2</p>	Moderate	Moderate-major	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>It is likely that traffic conditions would change along the road network near construction sites due to temporary lane, road and shared path diversions and additional construction traffic on local and arterial roads. As the school's catchment would be intersected by the project, users may need to cross busy roads and the project footprint to access the school. These changes may temporarily increase travel time during school pick up and drop off times or may need people using the shared use paths to make alternative arrangements.</p> <p>Works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility. EPRs detailed in Technical report A – Traffic and transport would be implemented to mitigate and manage traffic and connectivity changes.</p>				
37	AK Lines Reserve, Grimshaw Street, Watsonia	Located on the corner of Greensborough Highway and Grimshaw Street. Used for formal sporting recreation by a number of local groups, including the Plenty Valley Sporting club, the Watsonia Sporting Club (includes Watsonia Football Club and Watsonia Netball Club, and the Plenty Valley Cricket Club. Also	The entirety of the reserve would be temporarily occupied during construction. A significant number of sporting teams utilise the Reserve. NELP and the relevant local councils are undertaking an assessment of the facilities and usage at the facility to ensure that sporting clubs and user groups can be accommodated within another local site. It is therefore anticipated that availability of sporting facilities and clubs would not be reduced due to the project's land requirements. Depending on where the facilities are relocated, it is expected that if facilities are located further away from their existing location some users from the immediate surrounding area may be deterred to travelling the additional distance to access the facilities. However, it was noted through the	LV2 SC1 SC2 SC4	Major	Moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>features a playground, picnic facilities, toilets and scout hall. Given the facilities size and number of recreational nodes, it likely provides for a sub-district catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: project boundary</p>	<p>consultation for the social impact assessment that generally people travel a fair distance to use these facilities and that majority would continue to use the facilities at their new location.</p> <p>Despite this, for informal users, the facility is one of the limited areas of open space west of the North East Link project boundary. The temporary occupation of this facility would limit residents access to open space within 400 m, ultimately reducing access at the neighbourhood level.</p>				
38	Elder Street Reserve, Elder Street, Watsonia	<p>Large reserve featuring cricket, soccer, baseball, pavilion/hall, tennis, playground and open spaces. Used for formal sporting recreation by a number of local groups. Includes Watsonia Heights soccer club with 12 junior teams.</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur. The reserve is near to the proposed laydown area at Gabonia Street Reserve.</p> <p>The reserve is primarily used for active recreation. Noise from construction activities may reduce the appeal of the area for active recreational activities. For example, there may be times when call outs during games and training may not be easily audible and construction noise may become a deterrent for spectators or family members to watch the games. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Car parking is passively shared between the Elder Street Reserve and the Gabonia Avenue Reserve during weekend games. While the temporary occupation of Gabonia Avenue Reserve would likely reduce the availability of car parking as a whole, the same temporary occupation would likely reduce</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>demand in this area, reducing the impact on car parking requirements for Elder Street Reserve. In addition, the project is committed to a zero net loss of car parking. Engagement with Elder Street stakeholders to understand weekend car parking requirements would be undertaken to ensure zero net loss.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time.</p> <p>In addition, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility.</p> <p>Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p>				
39	West Mayling Reserve, Mayling Court, Watsonia	A triangular reserve with additional access from Service Road used for passive recreation. Features a playground and grassed area. Given the size of the reserve and its limited recreational facilities, it likely provides	<p>No acquisition or temporary occupation impacts would occur. The reserve is adjacent to the North East Link project boundary. Consequently, it is expected the visual amenity would change considerably during project construction.</p> <p>The reserve is primarily used for passive recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8	Minor	Minor-moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>for a neighbourhood catchment.</p> <p>Location in relation to works: within 100 m</p>	<p>be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changed traffic conditions in the study area would unlikely affect access to the facility, which would service a neighbourhood catchment and local traffic conditions are not expected to be affected materially, as people would walk to access the facility.</p> <p>The reserve is the only open space area not subject to temporary occupation at the neighbourhood level (that is, within a 400 m radius). Given the lack of alternative open space areas and the combination of changes in amenity, which may reduce the appeal of the area, there is potential that people's use of open space and perceived accessibility to open space is would be reduced.</p>	<p>NV10 NV11 T2 SC2</p>			
40	Gabonia Avenue Reserve and Frensham Reserve, 56 Gabonia Avenue, Watsonia	<p>The reserve is a large greenspace area and a soccer field, it is host to formal sporting recreation and home to the Watsonia Heights Football Club. The facility also features a pavilion and playground for passive recreation.</p> <p>Location in relation to works: within project boundary</p>	<p>The majority (94 per cent) of Gabonia Avenue Reserve and adjoining the whole of Frensham Reserve would be temporarily occupied during construction. The Gabonia Avenue Reserve is used by a number of formal sporting groups, while Frensham Reserve provides a linear open space for informal recreational and connectivity between Gabonia Avenue Reserve, Elder Street Reserve and Watsonia Station.</p> <p>NELP and the relevant local councils are undertaking an assessment of the facilities and usage at the facility to ensure that sporting clubs and user groups can be accommodated within another local site. It is therefore anticipated that availability of sporting facilities and clubs would not be reduced due to the project's land requirements. Depending</p>	<p>LV2 SC1 SC2 SC4</p>	Major	Moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>on where the facilities are relocated, it is expected that if facilities are located further away from their existing location some users from the immediate surrounding area may be deterred to travelling the additional distance to access the facilities.</p> <p>The reserve is in proximity to alternative areas of passive open space, which offer alternatives for passive recreation at the neighbourhood level. This would maintain access to open space for residents.</p>				
41	Watsonia Station Carpark Reserve, Greensborough Road, Watsonia	<p>A small parcel of open space land that adjoins the south of the Watsonia railway station. The reserve has limited open space values, given its proximity to the train station and Greensborough Road.</p> <p>Location in relation to works: Within project boundary</p>	The whole of the reserve would be temporarily occupied during construction. Residents would have access to Amina Reserve and West Mayling Reserve within a 400 m radius of the reserve.	LV2 SC1	Negligible	Negligible	M80 Ring Road to the northern portal
42	Watsonia Road Reserve	A small parcel of open space land that adjoins the library and the Watsonia railway station. There is a toilet block facility in this area, central in the shopping district.	The whole of the reserve would be temporarily occupied during construction. The reserve is a small parcel of land and has limited amenity values based on its proximity to the train line and Greensborough Road. Consequently, the impacts to community access to open space and ability to engage in active lifestyles are negligible to minor. Residents would have	LV2 SC1	Negligible	Negligible	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		Location in relation to works: within project boundary	access to Amina Reserve and Morwell Avenue Reserve within a 400 m radius of the reserve.				

Table 3-5 Social impact on community infrastructure facilities in Macleod

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
43	Greensborough Road Early Learning and Kinder, 51-53 Greensborough Road, Macleod	Offers programs for baby daycare, early child care and preschool child care. Open weekdays. Location in relation to works: within 100 m	<p>The facility is located adjacent to the construction footprint. No acquisition or temporary occupation impacts would occur.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. The facility is only used during daytime hours. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people’s capacity to participate in work and learning activities, and outdoor play and learning activities. Child care centres are considered especially sensitive to changes in the noise environment, due to the presence of a vulnerable group (young children), and the use involving noise sensitive activities, such as sleeping periods during the day.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would unlikely impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3 of the SIA) that would require diversions and may increase travel time.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Moderate	Moderate	Northern to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>In addition, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility.</p> <p>Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p>				
44	Macleod Recreation and Fitness Centre Child Care Centre, 2 Somers Avenue, Macleod	<p>Open for two hour long sessions on Tuesdays and Thursdays. Offers crèche and occasional care. Offers crèche for children aged from six weeks to five years and can cater for a small percentage of children aged 5–10 years per day.</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The fitness centre is located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. As such, noise and vibration impacts are considered to be negligible and unlikely to impact on use of this facility. Localised works are expected to generate negligible amenity impacts.</p> <p>However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible -minor	Northern to southern portal
45	Macleod Preschool, Birdwood	Offers kindergarten programs for children aged 3–4 years.	No acquisition or temporary occupation impacts would occur.	AQ1 EMF2 LV1	Negligible	Negligible -minor	Northern to

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
	Avenue, Macleod	Location in relation to works: within 100 m	<p>The preschool is located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. As such, noise and vibration impacts are considered to be negligible and unlikely to impact on use of this facility. Localised works are expected to generate negligible amenity impacts.</p> <p>However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.</p>	LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2			southern portal
46	Baptcare Strathalan Macleod, 50 Braidhill Road, Macleod	<p>Aged care facility providing all levels of residential aged care (low to high), as well as more flexible respite care and palliative care.</p> <p>Location in relation to works: within 100 m</p>	<p>The facility is located to the west of works on Greensborough Road.</p> <p>Given the residential nature of this facility and the vulnerabilities of its inhabitants, users would likely experience similar amenity impacts to residents living in proximity to North East Link, as outlined in Sections 9.2.2 to 9.2.4. These changes would include direct views of construction activities reducing people's enjoyment of their properties, including outdoor areas. However, adverse visual changes would be minimised for surrounding communities as far as possible through the implementation of various EPRs mentioned in Technical report H – Landscape and visual and Section 9.2.2. As such, these changes would unlikely impact on the functionality and</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Moderate	Moderate	Northern to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>usage of the facility, and the enjoyment of property for the residents.</p> <p>As discussed in Section 9.2.3, a range of project activities would increase noise levels. This may impede people's ability to sleep, relax or engage in conversation, limiting their lifestyle and social interactions. It is likely that some within this vulnerable group of users could be particularly more sensitive to increases in noise levels and may have less capacity to adapt to changes in the noise environment.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would be managed in accordance with application legislation and a construction noise and vibration management plan, which would manage the impacts of noise changes on users of the facility. Early engagement with facility management would be required to address project-related amenity issues.</p> <p>As discussed in Section 9.3, the construction of North East Link would result in temporary delays and additional travel time along some roads. Users and residents may experience increased travel time due to haulage, lane closures and diversions on Greensborough Road, Lower Plenty Road and Drysdale Street, and disruption to the Hurstbridge rail line at Watsonia railway station. In addition, aged care facilities are understood to have a high</p>				

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>requirement for emergency services access and connectivity.</p> <p>Temporary changes to access to public transport and increased travel time across the road network surrounding North East Link and the noted changes in Watsonia and Rosanna may deter some elderly people from making some trips due to congestion and a reduced sense of road safety. It could also potentially deter their family and friends from visiting them. In turn, this could reduce the ability of aged care residents to maintain social and community networks and conveniently (as per their usual public transport modes and routes) and access the essential services they need.</p> <p>With the implementation of various traffic management EPRs (refer to Technical report A – Traffic and transport and Section 9.3), it is expected that access and connectivity to and from these facilities would be maintained which would allow community members to continue travelling safely on roads. Early engagement with the managers and residents of these facilities would be required as per SC2, to identify and address any particular access and connectivity issues and related potential social isolation issues.</p>				
47	Regis Macleod, 118 Somers Avenue, Macleod	84-bed aged care facility offering ageing in place, dementia care and respite care. The facility is open 24 hours. Location in relation to works: within 100 m	The facility is located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. As such, noise and vibration impacts are considered to be negligible and unlikely to impact on use of this facility or the lifestyles of residents. Localised works are expected to generate negligible amenity impacts.	AQ1 EMF2 LV1 LV2 NV3 NV4	Negligible	Negligible-minor	Northern to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users. However, residents and other users that access the facility from the north may experience temporary delays and additional travel time along some roads. Users and residents may experience increased travel time due to haulage, lane closures and diversions on Greensborough Road, Lower Plenty Road and Drysdale Street, and disruption to the Hurstbridge rail line at Watsonia railway station. In addition, aged care facilities are understood to have a higher requirement for emergency services access and connectivity compared to other facilities.</p> <p>Temporary changes to access to public transport and increased travel time across the road network surrounding North East Link and the noted changes in Watsonia and Rosanna may deter some elderly people from making some trips due to congestion and a reduced sense of road safety. It could also potentially deter their family and friends from visiting them. In turn, this could reduce the ability of aged care residents to maintain social and community networks and conveniently (as per their usual public transport modes and routes) and access the essential services they need.</p> <p>With the implementation of various traffic management EPRs (refer to Technical report A – Traffic and transport and Section 9.3), it is expected that access and connectivity to and from these facilities would be maintained which would allow community members to continue travelling safely on</p>	<p>NV8 NV10 NV11 T2 SC2</p>			

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			roads. Early engagement with the managers and residents of these facilities would be required as per SC2, to identify and address any particular access and connectivity issues and related potential social isolation issues.				
48	Macleod Maternal and Child Health, 5 Birdwood Avenue, Macleod	Council facility providing health support to parents for children Location in relation to works: within 100 m	The facility is located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. As such, noise and vibration impacts are considered to be negligible and unlikely to impact on use of this facility. Localised works are expected to generate negligible amenity impacts. However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible-minor	Northern to southern portal
49	IDV (Disability Service Provider), 88 McNamara Street, Macleod	IDV is a registered not-for-profit community service organisation dedicated to delivering support services to people with disabilities. Open weekdays. Location in relation to works: within 100 m	The facility is located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. As such, noise and vibration impacts are considered to be negligible and unlikely to impact on use of this facility. Localised works are expected to generate negligible amenity impacts. However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility, such as staff.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11	Negligible	Negligible-minor	Northern to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	T2 SC2			
50	Macleod YMCA Recreation and Fitness Centre (includes children's centre), 157 Wungun Street, Macleod	Offers health club, crèche, community space including function rooms and social hall. Local sports clubs use the facility for training. Open seven days. Location in relation to works: within 100 m	The centre is located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. As such, noise and vibration impacts are considered to be negligible and unlikely to impact on use of this facility. Localised works are expected to generate negligible amenity impacts. However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible-minor	Northern to southern portal
51	Nets Stadium Banyule, 2 Somers Avenue, Macleod	Multi-sport stadium and conference facility. Local futsal and netball clubs use the facilities. The facilities host competitions and school holiday activities such as netball clinics and camps. Location in relation to works: within 100 m	No acquisition or temporary occupation impacts would occur. The facility is located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. As such, noise and vibration impacts are considered to be negligible and unlikely to impact on use of this facility. Localised works are expected to generate negligible amenity impacts. However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2	Negligible	Negligible-minor	Northern to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>long occupations, which would disrupt access for people who use rail services to access this facility.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.</p>	SC2			
52	Macleod Organic Community Garden, Somers Avenue, Macleod	<p>Community garden established in 2015 on two disused tennis courts at Macleod College. Initiative of Sustainable Macleod Inc. Runs on memberships and only open on Wednesdays and Saturdays.</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The garden is located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. As such, noise and vibration impacts are considered to be negligible and unlikely to impact on use of this facility. Localised works are expected to generate negligible amenity impacts. However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible-minor	Northern to southern portal
53	Winsor Reserve, Somers Avenue, Macleod	<p>Winsor Reserve features an oval, playground, basketball/netball hoop, and onsite car parking. Used for formal and passive recreation. Given the size of the reserve and the number of</p>	<p>The majority of the reserve (95 per cent) would be temporarily occupied during construction. NELP and the relevant local councils are undertaking an assessment of the facilities and usage at the facility to ensure that sporting clubs and user groups can be accommodated within another local site. It is therefore anticipated that availability of sporting facilities and clubs would not be reduced due to the project's land requirements. Depending on where the</p>	LV2 SC1 SC2 SC4	Major	Moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>recreational nodes present, the facility is assumed to provide for a sub-district catchment, servicing three neighbourhoods at a minimum, recognising that formal sporting would draw from a broader catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: within project boundary</p>	<p>facilities are relocated, it is expected that if facilities are located further away from their existing location some users from the immediate surrounding area may be deterred to travelling the additional distance to access the facilities. However, it is assumed that a reasonable proportion of people engaged in formal sporting travel a fair distance to use these facilities and the majority would continue to use the facilities at their new location, reflecting broader consultation for the social impact assessment.</p> <p>The size and number of recreational nodes present at the facility indicates the facility would service a reasonable catchment, which would lose access to the facility for the duration of occupation. The social impact of this is contextualised by the presence of other green and open space in the area.</p> <p>Despite this, for informal users, the facility is one of the limited areas of open space west of the North East Link project boundary. The temporary occupation of this facility would limit residents access to open space within 400 m, ultimately reducing access at the neighbourhood level.</p>				
54	Macleod College Oval, Adjoins Melrose Avenue and Somers Avenue	<p>Part of Macleod College grounds.</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The oval is located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. As such, noise and vibration impacts are considered to be negligible and unlikely to impact on use of this facility. Localised works are expected to generate negligible amenity impacts.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8	Negligible	Negligible-minor	Northern to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.</p>	<p>NV10 NV11 T2 SC2</p>			
55	Harry Pottage Reserve, Glenmore Street, Macleod	<p>Harry Pottage Reserve is 4.2 hectares large with a grassland section of 1.7 hectares. The reserve features a playground and rotunda. The grassland area connects to the Cherry Street grassland reserve and the areas together contain a large amount of vegetation. The reserve is used for passive recreation. Given the size of the reserve, and its connection to other open space areas, it likely (collectively) provides for a district catchment (six neighbourhoods) (Parks</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The reserve is located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. As such, noise and vibration impacts are considered to be negligible and unlikely to impact on use of this facility. Localised works are expected to generate negligible amenity impacts. However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.</p>	<p>AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2</p>	Negligible	Negligible-minor	Northern to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		and Leisure Australia, 2013). Location in relation to works: within 100 m					
56	Macleod Park, Aberdeen Road, Macleod	Features a cricket pitch, playground, picnic and BBQ facilities. Greenspace used for passive and formal recreation. Given the size of the park and its connection to other open space areas, it likely (collectively) provides for a district catchment (six neighbourhoods) (Parks and Leisure Australia, 2013). Location in relation to works: within 100 m	No acquisition or temporary occupation impacts would occur. The park is located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. As such, noise and vibration impacts are considered to be negligible and unlikely to impact on use of this facility. Localised works are expected to generate negligible amenity impacts. However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible-minor	Northern to southern portal
57	Macleod Tennis Club, Aberdeen Road, Macleod	Offers social and competition play catering for all levels and age groups. Adjacent to Macleod Park for formal recreation.	No acquisition or temporary occupation impacts would occur. The tennis club is located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. As such, noise and vibration impacts are considered to be negligible and unlikely to impact on use of this facility. Localised works are expected to generate negligible amenity impacts. However, works on the	AQ1 EMF2 LV1 LV2 NV3 NV4	Negligible	Negligible-minor	Northern to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		Location in relation to works: within 100 m	<p>Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.</p>	NV8 NV10 NV11 T2 SC2			
58	Macleod Junior Football Club and Macleod Cricket Club, 60-80 Chapman Street, Macleod	<p>Senior and junior cricket club. Adjacent to Macleod Park for formal recreation.</p> <p>Location in relation to works: within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The club is located near works on the Hurstbridge rail line. Works are not expected to generate impacts outside the rail corridor. As such, noise and vibration impacts are considered to be negligible and unlikely to impact on use of this facility. Localised works are expected to generate negligible amenity impacts.</p> <p>However, works on the Hurstbridge rail line would result in a mix of after last before first, weekend and extended week-long occupations, which would disrupt access for people who use rail services to access this facility.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible-minor	Northern to southern portal

Table 3-6 Social impacts on community infrastructure facilities in Yallambie

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
59	Simpson Barracks, Steele Road	<p>Simpson Barracks is a 55 acre parcel of land. The property comprises military barracks, schools, administrative buildings, workshop and service areas and training buildings. The base is also host to the Army Communications training centre. Accommodation buildings are also located on site.</p> <p>Location in relation to works: within project boundary</p>	<p>Impacts to the Simpson Barracks and Commonwealth land are discussed in the PER.</p>	See PER	See PER	See PER	M80 Ring Road to northern portal/ northern portal to southern portal
60	Coleen Street Reserve, Fahey Crescent	<p>A small grassy open space with playground used for passive recreation. Connects with Marigold's Road Reserve. Given the size of the reserve and its limited recreational facilities, it likely provides for a local</p>	<p>No acquisition or temporary occupation impacts would occur. Noise from construction activities may reduce the appeal of the reserve for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changed traffic conditions in the study area would unlikely affect access to the facility, which would service a neighbourhood catchment and local traffic conditions are not</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11	Negligible	Negligible	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		catchment (Parks and Leisure Australia, 2013). Location in relation to works: within 100 m	expected to be affected materially, as people would walk to the facility.	T2 SC2			
61	Borlase Reserve, Borlase Street	River Gum Walk Trail and Banyule Drain run through the reserve. The reserve is used for passive recreation. Given the size of the reserve and its limited recreational facilities, it likely provides for a local catchment (Parks and Leisure Australia, 2013). Location in relation to works: within project boundary	The whole of the reserve would be temporarily occupied during construction. The reserve provides passive open space to a local catchment, and has limited recreational values. However, the reserve provides a green buffer between residences and open space that is highly valued for amenity and passive green space at the neighbourhood level. Given the limited recreational nodes present at the facility, it is unlikely that its occupation would impact on resident's ability to engage in active lifestyles. Residents would have access to a range of open space areas, including River Gum Walk, Colleen Street Reserve, and Marigolds Road Reserve, all of which are within 400 m radius of Borlase Reserve. Consequently, neighbourhood and local access to open space would be maintained.	LV2 SC1 SC2	Major	Minor-moderate	Northern to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
62	Melbourne Water easement north of Lower Plenty Road and east of Greensborough Road	<p>Open space area used for passive recreation. Given the size of the area and its limited recreational facilities, it likely provides for a local catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: within project boundary</p>	<p>The reserve would be temporarily occupied during construction. It is presently used for passive recreation. The reserve provides passive open space to a local catchment, and has limited recreational values. The reserve provides a green buffer between residences and open space that is valued for amenity and passive green space at the local level. However, given the limited recreational nodes present at the facility, it is unlikely that its occupation would impact on resident's ability to engage in active lifestyles. Residents would have access to a range of open space areas, including River Gum Walk, Colleen Street Reserve, and Marigolds Road Reserve, all of which are within 400 m radius of Borlase Reserve. Consequently, neighbourhood and local access to open space would be maintained.</p>	LV2 SC1 SC2	Major	Minor-moderate	Northern to southern portal

Table 3-7 Social impacts on community infrastructure facilities in Rosanna

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
63	Goodstart Early Learning, 93-97 Banyule Road, Rosanna	Children aged 6 weeks to 5 years. Open weekdays. Location in relation to works: Within project boundary - sub-surface impact area.	No acquisition or temporary occupation impacts would occur. The facility is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Northern portal to southern portal
64	Assisi Centre Aged Care, 230 Rosanna Road, Rosanna	Aged care facility with 150 beds. Location in relation to works: Within project boundary sub-surface impact area	No acquisition or temporary occupation impacts would occur. The facility is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – tunnel vibration. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users. However, residents and other users who access the facility from the north may be experience temporary delays and additional travel time along some roads. Users and residents may experience increased travel time due to haulage, lane closures and diversions on Greensborough Road, Lower Plenty Road and Drysdale Street, and disruption to the Hurstbridge rail line at Watsonia railway station. In addition, aged care facilities are understood to have a high requirement for emergency services access and connectivity.	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Minor	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>Temporary changes to access to public transport and increased travel time across the road network surrounding North East Link and the noted changes in Watsonia and Rosanna may deter some elderly people from making some trips due to congestion and a reduced sense of road safety. It could also potentially deter their family and friends from visiting them. In turn, this could reduce the ability of aged care residents to maintain social and community networks and conveniently (as per their usual public transport modes and routes) and access the essential services they need.</p> <p>With the implementation of various traffic management EPRs (refer to Technical report A – Traffic and transport and Section 9.3), it is expected that access and connectivity to and from these facilities would be maintained which would allow community members to continue travelling safely on roads. Early engagement with the managers and residents of these facilities would be required as per SC2, to identify and address any particular access and connectivity issues and related potential social isolation issues.</p>				
65	Japara Rosanna Views Nursing Home, 269-271 Lower Plenty Road, Rosanna	Private or shared room accommodation and 24-hour care. Location in relation to works: Within 100 m	<p>No acquisition or temporary occupation impacts would occur. The facility is located above the subsurface tunnelling area. The potential for vibration and noise to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users. However, residents and other users who access the facility from the north may be experience</p>	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Minor	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>temporary delays and additional travel time along some roads. Users and residents may experience increased travel time due to haulage, lane closures and diversions on Greensborough Road, Lower Plenty Road and Drysdale Street, and disruption to the Hurstbridge rail line at Watsonia railway station. In addition, aged care facilities are understood to have a higher requirement for emergency services access and connectivity compared to other facilities.</p> <p>Temporary changes to access to public transport and increased travel time across the road network surrounding North East Link and the noted changes in Watsonia and Rosanna may deter some elderly people from making some trips due to congestion and a reduced sense of road safety. It could also potentially deter their family and friends from visiting them. In turn, this could reduce the ability of aged care residents to maintain social and community networks and conveniently (as per their usual public transport modes and routes) and access the essential services they need.</p> <p>With the implementation of various traffic management EPRs (refer to Technical report A – Traffic and transport and Section 9.3) it is expected that access and connectivity to and from these facilities would be maintained which would allow community members to continue travelling safely on roads. Early engagement with the managers and residents of these facilities would be required as per SC2, to identify and address any particular access and connectivity issues and related potential social isolation issues.</p>				

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
66	St Martin of Tours Catholic Church, 2 Silk Street, Rosanna	Catholic Church, services running seven days. Location in relation to works: Within 100 m	No acquisition or temporary occupation impacts would occur. The church and school are near the works along Greensborough Road and Lower Plenty Road. The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of noise could disturb conversation, impact people's capacity to participate in work and learning activities, and outdoor play. The facility has a dual purpose, both of which provide for vulnerable users (students and the elderly) and sensitive uses, including education and religious worship.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Moderate	Northern portal to southern portal
67	St Martin of Tours Catholic Primary School, 2-12 Silk Street, Rosanna	Primary school with OSH Care. Offers prep to grade 6. Location in relation to works: Within 100 m	The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would be unlikely to impact on the functionality of the community infrastructure facility. The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time. Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.				
68	Banyule Primary	Primary school with OSH Care. Offers prep to grade	No acquisition or temporary occupation impacts would occur.	EMF2	Negligible	Negligible	Northern portal to

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
	School, 50 Banyule Road, Rosanna	6. School open space also used by surrounding residents for passive recreation out of school hours. Location in relation to works: Within project boundary - sub-surface impact area.	The school is located above the subsurface tunnelling area. The potential for vibration and noise to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	NV3 NV4 NV8 NV10 NV11 T2 SC2			southern portal
69	Maleela Reserve, Maleela Grove, Rosanna	Small reserve with a path to Jones Crescent. Features a playground and grassed area. Used for passive recreation. Given the size of the reserve and its limited recreational facilities, it likely provides for a local catchment (Parks and Leisure Australia, 2013). Location in relation to works: Within project boundary - sub-surface impact area	No acquisition or temporary occupation impacts would occur. The reserve is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Northern portal to southern portal
70	Mercedes Court Reserve, McCrae	Partially fenced park that features a playground, basketball hoop and grassed area. Small area	No acquisition or temporary occupation impacts would occur. The reserve is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on	EMF2 NV3 NV4	Negligible	Negligible	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
	Road, Rosanna	used for passive recreation. Given the size of the reserve and its limited recreational facilities, it likely provides for a local catchment (Parks and Leisure Australia, 2013). Location in relation to works: Within project boundary sub-surface impact area	amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	NV8 NV10 NV11 T2 SC2			
71	River Gum Walk, south of Banyule Road and parallel to Beverly Road	A linear park with playground and bike track that can be accessed via Beverley Road. Used for passive recreation. Connects from Lower Plenty Road down to Warringal parklands. Location in relation to works: Within project boundary - sub-surface impact area	No acquisition or temporary occupation impacts would occur. The park is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Northern portal to southern portal
72	Creekbend Reserve, Running from Lower	A linear reserve that follows the Banyule drain and connects with the Banyule Flats. An open	Around 24 per cent of the reserve would be temporarily occupied during construction. The reserve contains River Gum Walk Trail, a shared use path. The portion of the reserve	AQ1 EMF2 LV1	Minor-moderate	Minor	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
	Plenty Road to Banyule Road	space used for passive recreation. Location in relation to works: Within project boundary - sub-surface impact area and 100 m	occupied would reduce its connectivity values but much of the facility would be available for use. The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of noise could disturb conversation, impact people's capacity to participate in outdoor passive and active recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible. Changes in traffic conditions, including due to lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2			
73	Rosanna Golf Links Primary School, Interlaken Parade, Rosanna	A primary school. The school has been included in this assessment as its catchment would be intersected by the project. Location in relation to works: Outside 100 m	The school is of a sufficient distance (around 400 m from the project works at the intersection of Lower Plenty Road and Greensborough Road) to limit amenity impacts to the facility (refer Technical report C – Surface noise and vibration which uses a buffer of 400 m either side of the project's construction to capture any relevant impacts). As a result, no amenity changes are expected as a result of the project. The school has been included in this assessment as its catchment would be intercepted by the project and students may need to cross busy roads and the project footprint to access the school. It is likely that traffic conditions would change along the road network near construction sites due to temporary lane, road	AQ1 EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>and shared path closures, detours and additional construction traffic on local and arterial roads. These changes may temporarily increase travel time during school pick up and drop off times or require people using the shared use paths to make alternative arrangements. EPRs detailed in Technical report A – Traffic and transport would be implemented to mitigate and manage traffic and connectivity changes.</p> <p>Appropriate consultation should be undertaken with the facility managers to ensure the facility users would be able to plan appropriately around changed traffic conditions, as per EPR SC2.</p>				

Table 3-8 Social impacts on community infrastructure facilities in Viewbank

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
74	Viewbank College, 1 Warren Road, Viewbank	<p>Secondary school for years 7–12. College grounds are used by the community out of school hours for passive recreation.</p> <p>Location in relation to works: Within project boundary - sub-surface impact area</p>	<p>No acquisition or temporary occupation impacts would occur. The college is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration.</p> <p>Localised traffic increases and disruption to the Hurstbridge rail line at Watsonia railway station for students who travel to school using public transport may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.</p>	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible – minor	Northern portal to southern portal
75	Viewbank Family Medical Group, 15-17 Martins Lane, Viewbank	<p>Services include general health, preventative medicine, mental health, immunisations, antenatal care, skin checks, minor procedures, allied health care plans. Open seven days.</p> <p>Location in relation to works: Within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur. The medical group is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.</p>	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Northern portal to southern portal
76	Viewbank Podiatry, 15 Martins Lane, Viewbank	<p>Podiatry clinic. Open six days, closed Sundays.</p> <p>Location in relation to works: Within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur. The clinic is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration.</p>	EMF2 NV3 NV4 NV8 NV10	Negligible	Negligible	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	NV11 T2 SC2			
77	Simla Close Reserve, Simla Close, Viewbank	Small open space area at the end of Simla Close. Concrete path through to Viewbank College. Used for passive recreation. Given the size of the reserve and its limited recreational facilities, it likely provides for a local catchment (Parks and Leisure Australia, 2013). Location in relation to works: Within project boundary - sub-surface impact area.	No acquisition or temporary occupation impacts would occur. The reserve is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Northern portal to southern portal
78	Banyule Flats, Banyule Road, Viewbank	A 46.47-hectare reserve bordered by the Yarra River to the south and Banyule Road to the north, and connects to the Yarra Valley Parklands on its eastern boundary and Warringal Parklands on its western boundary. The reserve has a number of walking tracks,	No acquisition or temporary occupation impacts would occur. The reserve is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>Banyule Swamp, Banyule Cattleyard, sports fields, and BBQ and picnic facilities. Used for both formal and passive recreation purposes. Given the size of the reserve it likely provides for a municipal to regional catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within project boundary - sub-surface impact area and 100 m</p>					

Table 3-9 Social impacts on community infrastructure facilities in Heidelberg

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
79	River Gum Walk, Candlebark Crescent, Heidelberg	<p>Linear reserve of 3.42 hectares in size stretching from Banyule Road, Viewbank, through to Buckingham Drive, Heidelberg. Includes shared bike and walking trail following Banyule Creek and connecting to other shared trails including the Main Yarra Trail. The park is used for passive recreation.</p> <p>Location in relation to works: Within project boundary - sub-surface impact area.</p>	<p>No acquisition or temporary occupation impacts would occur. The reserve is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.</p>	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Northern portal to southern portal
80	Warringal Parklands, Beverley Road, Heidelberg	<p>Approximately 35.50 hectares bordering Yarra River to south and east. Salt Creek runs through the Park, which has many paths and trees, including tall conifers. The park includes two ovals, tennis courts, large regional playground, BBQ and picnic</p>	<p>No acquisition or temporary occupation impacts would occur. The Warringal Parklands are located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.</p>	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>facilities. The park is used for both formal and passive recreation. The Kintala Club dog training school is also run from this space.</p> <p>User groups include Banyule FC (senior club has 3 teams), Banyule Junior FC (16 teams), Banyule Cricket Club (10 junior and senior teams), Heidelberg FC (9 teams junior and senior), Heidelberg Cricket (8 teams junior and senior). Given the size of the parklands and the breadth of recreational nodes, it likely provides for a municipal catchment at a minimum (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within project boundary - sub-surface impact area and 100 m</p>	<p>Areas to the north of the Warringal Parklands may experience localised traffic increases and areas to the south-east of the parklands would experience lane closures and diversions on Bridge Street, Manningham Road, Templestowe Road and Bulleen Road. This may increase travel time for users accessing the parklands.</p>				

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
81	Banyule Tennis Club, Plymouth Court, Heidelberg	Private tennis club within Warrigal Parklands used for formal sporting recreation. Location in relation to works: Within project boundary - sub-surface impact area.	No acquisition or temporary occupation impacts would occur. The tennis club is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Northern portal to southern portal
82	Heidelberg Park and Heidelberg cricket ground, Beverley Road, Heidelberg	A large open space area adjoining the Warrigal Parklands alongside River Gum Walk. Features include a sports oval, rotunda, BBQ and picnic facilities, playground, public toilets and parkland. Used for both formal and passive recreation. Given the size of the area and number of recreational nodes and its connection to other open space areas, it likely provides for a regional catchment (Parks and Leisure Australia, 2013). Location in relation to works: Within project	No acquisition or temporary occupation impacts would occur. The park is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		boundary - sub-surface impact area and 100 m					
83	Banyule Theatre Complex, 10 Buckingham Drive, Heidelberg	A theatre and performance space run by Viewbank College. Location in relation to works: Within project boundary - sub-surface impact area	No acquisition or temporary occupation impacts would occur. The theatre complex is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Northern portal to southern portal
84	Heidelberg Police Station, 7 Jika Street, Heidelberg	Open 24 hours. Location in relation to works: Outside project boundary – approximately 435 m	No acquisition or temporary occupation impacts would occur. The police station is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users. The potential for increases in localised traffic delays and congestion would require engagement with emergency services personnel. As per EPR T2, suitable measures would be developed in consultation with emergency services and facilities to ensure emergency service access is not inhibited because of project construction activities.	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
85	Austin Hospital Precinct, 145 Studley Road, Heidelberg	<p>Includes Austin Hospital, Mercy Hospital for Women, Warringal Private Hospital. Austin Health comprises the Austin Hospital, Heidelberg Repatriation Hospital and the Royal Talbot Rehabilitation Centre. Austin Health operates 980 beds across acute, sub-acute and mental health. The Royal Talbot Rehabilitation Centre has been assessed separately (see Section 4.3)</p> <p>Location in relation to works: Outside project boundary – approximately 1.25 km</p>	<p>No acquisition or temporary occupation impacts would occur. The precinct is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact on amenity would be limited with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users. The potential for increases in localised traffic delays and congestion would require engagement with emergency services personnel. As per EPR T2, suitable measures would be developed in consultation with emergency services and facilities to ensure emergency service access is not inhibited because of project construction activities.</p>	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Minor	Northern portal to southern portal
86	Heidelberg Primary School, 120 Cape Street, Heidelberg	<p>A primary school. The school has been included in this assessment as its catchment would be intersected by the project.</p> <p>Location in relation to works: Outside 100 m</p>	<p>The school is around 500 m from the project works. As outlined in Technical report C – Surface noise and vibration, construction activities have the potential to increase noise levels within approximately 400 m of the alignment. As the facility is outside this buffer, no amenity changes are expected as a result of the project.</p> <p>The school has been included in this assessment as its catchment would be intercepted by the project and students</p>	T2 SC2	Minor	Minor	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>may need to cross busy roads and the project footprint to access the school. It is likely that traffic conditions would change along the road network near construction sites due to temporary lane, road and shared path closures, detours and additional construction traffic on local and arterial roads. These changes may temporarily increase travel time during school pick up and drop off times or may need people using the shared use paths to make alternative arrangements. EPRs detailed in Technical report A – Traffic and transport would be implemented to mitigate and manage traffic and connectivity changes.</p> <p>Appropriate consultation should be undertaken with the facility managers to ensure the facility users would be able to plan appropriately around changed traffic conditions.</p>				

Table 3-10 Social impacts on community infrastructure facilities in Eaglemont

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
87	Yarra Flats Park, access via The Boulevard, East Ivanhoe	85 hectares of pastoral and heritage landscapes, natural bushland, wetlands and a number of passive picnic areas, adjoining Bulleen Park alongside the Yarra River. Used for passive recreation. Yarra Flats Park incorporates the Yarra Trail, a range of passive recreational nodes and features of heritage significance. Given its size and number of recreational nodes, the Park is of a regional catchment at a minimum (Parks and Leisure Australia, 2013). Location in relation to works: Within 100 m	No acquisition or temporary occupation impacts would occur. Yarra Flats Park within Eaglemont is located to the west of works at the proposed Manningham Road interchange. The majority of the facility is of a sufficient distance (over 400 m) to limit amenity impacts to the facility (refer Technical report C – Surface noise and vibration which uses a buffer of 400 m either side of the project’s construction to capture any relevant impacts). As a result, no amenity changes are expected as a result of the project. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Northern portal to southern portal

Table 3-11 Social impacts on community infrastructure facilities in Ivanhoe East

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
88	Yarra Flats Park, Access via The Boulevard, East Ivanhoe	85 hectares of pastoral and heritage landscapes, natural bushland, wetlands and a number of passive picnic areas, adjoining Bulleen Park alongside the Yarra River. Used for passive recreation. Yarra Flats Park incorporates the Yarra Trail, a range of passive recreational nodes and features of heritage significance. Given its size and number of recreational nodes, the park is of a regional catchment at a minimum (Parks and Leisure Australia, 2013). Location in relation to works: Within 100 m	No acquisition or temporary occupation impacts would occur. Yarra Flats Park within Ivanhoe East is located west of works at the proposed Manningham Road interchange. The facility is of a sufficient distance (over 400 m) to limit amenity impacts to the facility (refer Technical report C – Surface noise and vibration which uses a buffer of 400 m either side of the project’s construction to capture any relevant impacts). As a result, no amenity changes are expected as a result of the project. Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Northern portal to southern portal

4. Manningham community infrastructure and social impact

Table 4-1 Social impacts on community infrastructure facilities in Bulleen

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
1	Creative Play Early Learning Centre, 1 Templestowe Road, Bulleen	Long day care centre open Monday to Friday. Location in relation to works: Within 100 m	<p>No acquisition or temporary occupation impacts would occur. The centre is located near the proposed Manningham Road interchange.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. The facility is only used during daytime hours. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people's capacity to participate in work and learning activities, and outdoor play and learning activities. Child care facilities are considered especially sensitive to changes in the noise environment, due to the presence of a vulnerable group (young children), and the use involving noise sensitive activities, such as sleeping periods during the day.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Moderate	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>Section 9.3) that would require diversions and may increase travel time, particularly during lane closures and diversions on Bridge Street, Manningham and Templestowe Road.</p> <p>Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p>				
2	Kalker Montessori Centre, 1-3 Estelle Street, Bulleen	<p>Offers early learners' programs and preschool programs.</p> <p>Location in relation to works: Within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The centre is located to the north of the works on the Eastern Freeway.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. The facility is only used during daytime hours. Generally, an increase in noticeable levels of daytime noise could disturb conversation, impact people's capacity to participate in work and learning activities, and outdoor play and learning activities.</p> <p>Preschools are considered especially sensitive to changes in the noise environment, due to the presence of a vulnerable group (young children), and the use involving noise sensitive activities, such as sleeping periods during the day.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would be unlikely</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor-moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>to impact on the functionality of the community infrastructure facility.</p> <p>Changed traffic conditions in the study area may result in users having to factor in additional travel time to access this facility. However, the changes are not expected to be of a magnitude to deter managers or users of the facility from continuing use.</p>				
3	Veneto Club, 191 Bulleen Road, Bulleen	<p>Dining, entertainment, function and sporting facility with formal and passive community gathering spaces. Community sports clubs utilise grounds. Open seven days.</p> <p>Location in relation to works: Within project boundary</p>	<p>The Veneto Club is located to the east of proposed works along Bulleen Road and incorporates a range of sporting and hospitality facilities that provide a recognised social function. Users include vulnerable groups, including children and elderly people, who may have limited mobility.</p> <p>A portion of the car park would be temporarily occupied during the construction of North East Link. While the project has committed to a zero net loss in car parking, it is likely the replacement car park may increase the walking distance between the car park and club facilities. The replacement car park would be within short walking distance and likely located within Bulleen Oval at Bulleen Park. However, it is noted this would present an accessibility issue for some of the club's users, particularly elderly people. Engagement with the club around the location of the replacement car park and practical measures to minimise these impacts would be undertaken.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people's capacity to participate in social activities, and sporting activities within one of the club's soccer grounds adjacent to</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Moderate	Moderate-major	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>the construction footprint. Engagement around reducing impacts to the use of this ground would be undertaken.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time, particularly during lane closures and diversions on Bridge Street, Manningham Road, Templestowe Road and Bulleen Road. Localised traffic increases may increase travel time for users. Although the club is used by social and recreational users throughout the week, usage peaks during the weekend. Traffic generated by the club and the neighbouring Bulleen Park sporting facilities results in significant traffic. Traffic along Bulleen Road would be managed to ensure that accessibility and connectivity was maintained, particularly during the weekend. It is understood there are current users who access the club by foot from the east side of Bulleen Road. However, at present there is no formalised pedestrian access and the current passive pedestrian route is a safety concern for all stakeholders. The potential for the project to implement temporary formalised</p>				

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>pedestrian crossings in this area would improve pedestrian safety.</p> <p>The Veneto Club is currently used by a number of people who participate in sporting activities in the neighbouring Bulleen Park. The removal of one of the ovals in Bulleen Park and potential relocation of some sporting activities may reduce incidental use of the Veneto Club.</p> <p>Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.SC2.</p>				
4	Heide Museum of Modern Art, 7 Templestowe Road, Bulleen	<p>Nationally significant modern art gallery with café, museum shop, and extensive gardens and sculpture park. Facilities open to use for functions. Open six days a week, closed Mondays.</p> <p>Location in relation to works: Within project boundary - sub-surface impact area</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>Heide is located to the north-east of the proposed Manningham Road interchange. No surface works would be conducted at Heide or the sculpture park, with both being included within the project's designated no-go zone.</p> <p>However, works associated with ground improvement would occur to the west of Heide, within Banksia Park. Works involved in ground improvement would require the use of a drill rig to inject grout into the ground to improve the stability of the ground. Consequently, around 14 per cent of Banksia Park would be temporarily occupied during construction. The park would be available for use, within reduced amenity values due to the presence of temporary occupation.</p> <p>Amenity impacts are a particular concern for the facility. Reductions in amenity has the potential to reduce patronage,</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor-moderate	Minor-moderate	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>particularly in the case of outdoor areas, where the attraction is based around high levels of amenity (visual, noise and air). The temporary occupation of Banksia Park is not expected to impact on Heide’s overall usage, particularly due to the distance between the area occupied and the outdoor areas of Heide, such as the sculpture park. The Landscape and visual assessment (Technical report H) found that changes to visual amenity within Heide’s grounds would be negligible.</p> <p>The facility would likely experience a change in the noise environment which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of noise could disturb conversation, impact people’s capacity to participate in social activities, and reduce people’s enjoyment.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>The tunnel vibration assessment (Technical report D) notes that overall impacts are expected to be low after mitigation measures are applied. Consequently, it is unlikely there would be impacts to Heide and social impacts to users of parklands surrounding Heide due to vibration and regenerated noise would be negligible.</p>				

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time, particularly during lane closures and diversions on Bridge Street, Manningham Road, Templestowe Road and Bulleen Road. Localised traffic increases may increase travel time for users. Usage peaks during the weekend, along with traffic generated by the Bulleen sporting precinct. This coincides with the period of highest usage for Heide and the adjacent Banksia Park, indicating that users may experience congestion and increased travel times to access the facility.				
5	Bulleen Art and Garden, 6 Manningham Road West, Bulleen	Not-for-profit plant nursery and community hub. Provides landscape supplies, gardening classes and art workshops. The range of activities provided by the facility includes those that would be typically classified as community development, and include regular meetings that are likely to foster the development of social ties and broader social cohesion. Open seven days.	<p>The land on which Bulleen Art and Garden is located will be required for the North East Link and as a result the Bulleen Art and Garden will be acquired. As a result the business service and community function it provides would cease. As a business, the business owners are likely to experience disruption and stress and worry due to the acquisition. Depending on if and where the business relocates, its displacement could result in potential loss of some local employment opportunities if employees choose not to continue to work with the business due to its relocation, or if the business closes as a result of land acquisition.</p> <p>The loss of employment opportunities would increase the labour pool seeking employment and potentially increase unemployment, especially for those who may be vulnerable to unemployment such as those close to retirement age or those with limited skill sets. The potential social impacts of unemployment on the individual and the community are well</p>	SC1 SC2 B1	Major	Major	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		Location in relation to works: Within project boundary	<p>understood. For individuals, unemployment has the potential to increase social isolation, challenge personal identity and life satisfaction, reduce living standards through a reduction in income and ultimately result in detrimental health and wellbeing outcomes (discussed further in Technical report J – Human health) (Waddell & Burton, 2006; World Bank Group, 2013). These impacts have the potential to radiate outwards from the individual, resulting in loss of family income and living standards, and reductions in household and community wellbeing.</p> <p>The displacement or cessation of this business may inconvenience users of the facility, particularly because of the unique community activities it provides. The users would have to find other facilities that may provide a similar function, if available in the area.</p> <p>Further impacts to the business are discussed Technical report F – Business.</p>				
6	Marcellin College, 160 Bulleen Road, Bulleen	Catholic secondary school for boys offering junior (years 7–9) and senior (years 10–12) schooling. College open space and courts are used out of school hours by both school groups and community groups.	<p>Marcellin College is located to the east of works on Bulleen Road. Its most western sporting field and a portion of the next field would be occupied by a temporary laydown area. Consequently, the school and associated users would temporarily lose access to these facilities at this location, including a number of community groups.</p> <p>NELP would work with Marcellin College to identify local alternative facilities or options to address the loss of recreational facilities. However, the additional time required to travel to an alternative facility may be an inconvenience for the</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11	Minor-moderate	Minor-moderate	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>Location in relation to works: Within project boundary</p>	<p>school's student population and community groups that currently use the school's grounds.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of noise could disturb conversation, impact people's capacity to participate in work and learning activities, and outdoor play and learning activities.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>It is noted the school includes vulnerable groups who may be sensitive to amenity changes, particularly noise. Engagement with Marcellin management around practical measures to minimise these impacts would be undertaken before the project's construction started.</p> <p>Changes in traffic conditions including from of lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users. However, it is notable that current users include vulnerable groups, including children, who may be sensitive to the predicted increase in heavy vehicles along Bulleen Road.</p>	<p>T2</p> <p>SC1</p> <p>SC2</p> <p>SC4</p>			

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>Pedestrian access across Bulleen Road to Bulleen Park/Veneto Club provides important connectivity for users. At present, there is no formalised pedestrian access and the current passive pedestrian route is a safety concern for a number of stakeholders. The potential for the project to implement temporary formalised pedestrian crossings in this area would improve pedestrian safety.</p> <p>While changes in amenity may concern some stakeholders, it is not expected this would result in overall changes to enrolment numbers. Overall there would limited impact to the viability of this facility.</p>				
7	Trinity Grammar School Sporting Complex, Bulleen Road, Bulleen	<p>Trinity Grammar School playing fields. Used for formal recreation during and after school hours for both school and community groups.</p> <p>Location in relation to works: Within project boundary</p>	<p>Trinity Grammar's playing fields are located to the east of works on Bulleen Road. A large portion of the most eastern field would be temporarily occupied. In addition, the tennis courts would be temporarily occupied due to the requirement to undertake cut and cover construction in this area. Consequently, the school and associated users would temporarily lose access to these facilities at this location. NELP would work with Trinity Grammar to identify local alternative facilities or options to address the loss of recreational facilities. Depending on the location of the alternative facilities, users may experience additional travel time. This may inconvenience the school's student population. In addition, the school's grounds are used by a number of community groups. As with the student population, increased travel time may cause inconvenience. However, as consultation for the social impact assessment confirmed that</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2 SC4	Minor	Minor-moderate	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>many travel fair distances to access these facilities, these groups are likely to use the facilities at their new location.</p> <p>Trinity Grammar has a master plan for the redevelopment of the complex; redevelopment following the construction of North East Link should be undertaken in consultation with the school about planned changes at the complex.</p> <p>The school would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of noise could disturb conversation, impact people’s capacity to participate in outdoor play and learning activities.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>It is noteworthy the school includes vulnerable groups who may be sensitive to amenity changes, particularly those in the noise environment. Engagement with Trinity Grammar management around practical measures to minimise these impacts would be undertaken before the project’s construction started.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users. The road that provides access to the Marles Playing Fields within Trinity College</p>				

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>would be closed for approximately 52 weeks to allow for the construction of the North East Link tunnels. A diversion route may not be possible via the existing Marcellin College access road but a connection may be possible via Barak Street. This may require an upgrade of the internal access road. Traffic management including access is to be managed through the implementation of Traffic Management Plans, as per the EPR T2.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users. However, current users include vulnerable groups, including the children, who may be sensitive to the predicted increase in heavy vehicles along Bulleen Road. However, it is notable that at present there is no formalised pedestrian access and the current passive pedestrian route is a noted safety concern for all stakeholders. The potential for the project to implement temporary formalised pedestrian crossings in this area would improve pedestrian safety.</p>				
8	Bulleen Swim Centre, 156 Bulleen Road, Bulleen	<p>Private swim school specialising in beginner learn to swim programs for young children, from babies to school age. Open seven days.</p> <p>Location in relation to works: Within 100 m</p>	<p>Bulleen Swim Centre would be acquired for the construction of North East Link. The function the facility provides would cease. Business owners are likely to experience disruption and stress and worry due to the acquisition. Depending on if and where the business relocated, its displacement could result in potential loss of some local employment opportunities if employees choose not to continue to work with the business</p>	SC1 SC2 B1	Major	Moderate-major	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>due to its relocation, or if the business closes due to land acquisition.</p> <p>The loss of employment opportunities would increase the labour pool seeking employment and potentially increase unemployment, especially for those who may be vulnerable to unemployment such as those close to retirement age or those with limited skill sets. The potential social impacts of unemployment on the individual and the community are well understood. For individuals, unemployment has the potential to increase social isolation, challenge personal identity and life satisfaction, reduce living standards through a reduction in income and ultimately result in detrimental health and wellbeing outcomes (discussed further in Technical report J – Human health) (Waddell & Burton, 2006; World Bank Group, 2013). These impacts have the potential to radiate outwards from the individual, resulting in loss of family income and living standards, and reductions in household and community wellbeing.</p> <p>The displacement of this business may inconvenience users of the facility, who would have to access similar services elsewhere.</p> <p>Further impacts to the business are discussed Technical report F – Business.</p>				
9	Bolin Bolin Billabong, 191 Bulleen Road, Bulleen	Managed by Parks Victoria. The billabong is part of a larger network of billabongs and swamps formed by the Yarra River.	<p>Bolin Bolin Billabong is located to the west of works on Bulleen Road. The Billabong is a designated no go zone for surface works.</p> <p>In terms of visual impacts, views of the project from the walking trail in Bolin Bolin Billabong would be screened by</p>	AQ1 EMF2 LV1 LV2	Negligible	Minor	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>It is a highly sacred site to the Indigenous Wurundjeri people. Walking path used for passive recreation. Given its size and connection to other open space areas, the park is of a regional catchment at a minimum (collectively) (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within 100 m</p>	<p>existing vegetation, resulting in a negligible impact, as discussed in the Landscape and visual assessment (Technical report H).</p> <p>The reserve is primarily used for passive recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changed traffic conditions in the study area may result in users having to factor in additional travel time to access this facility. However, the changes are not expected to be of a magnitude to deter managers or users of the facility from continuing use.</p>	<p>NV3 NV4 NV8 NV10 NV11 T2 SC2</p>			
10	Carey Grammar Sports Complex, 169 Bulleen Road, Bulleen	<p>14 hectares owned by Carey Baptist Grammar School. Comprises five playing fields used for a variety of activities, including cricket, soccer, football, rugby, softball. The complex also includes a swimming pool, diving pool, weights training room and indoor stadium/gymnasium that has two netball/basketball courts. Used for formal recreation during and after</p>	<p>Carey Grammar Sports Complex is located to the west of works on Bulleen Road. A portion of the complex would be acquired. Specifically, the area currently occupied by the synthetic playing courts (netball/tennis courts) would be permanently acquired.</p> <p>NELP would work with Carey Grammar to identify local alternative facilities or options to address the loss of recreational facilities. It is therefore anticipated that availability of sporting facilities and clubs would not be reduced due to the project's land requirements.</p> <p>Depending on the location of the alternative facilities, users may experience additional travel time. This may inconvenience the school's student population. In addition, the school's grounds are used by a number of community groups. As with the student population, increased travel time may result</p>	<p>AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 SC1 T2 SC2 SC4</p>	Minor	Minor-moderate	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>school hours for both school and community groups.</p> <p>Location in relation to works: Within project boundary</p>	<p>inconvenience. However, as consultation for the social impact assessment confirmed that many travel fair distances to access these facilities, these groups are likely to use the facilities at their new location.</p> <p>Works would also be undertaken to upgrade a portion of the access road as part of improvements to the access to Bulleen Road for Carey and Bulleen Park. Similarly, NELP would engage with Carey to ensure that works undertaken would not impede access. Carey has plans to improve the frontage on Bulleen Road; the potential for this to be incorporated into redevelopment would be considered and refined through engagement with Carey.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of noise could disturb conversation, impact people's capacity to participate in and outdoor play and learning activities.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would unlikely impact on the functionality of the community infrastructure facility. It is noteworthy the school includes vulnerable groups who may be sensitive to amenity changes, particularly those in the noise environment. Engagement with Carey management around practical measures to minimise</p>				

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>these impacts would be undertaken before the project's construction started.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users. However, it is notable that current users include vulnerable groups, including the children, who may be sensitive to the predicted increase in heavy vehicles along Bulleen Road. However, it is notable that at present there is no formalised pedestrian access and the current passive pedestrian route is a noted safety concern for all stakeholders. The potential for the project to implement temporary formalised pedestrian crossings in this area would improve pedestrian safety.</p>				
11	Yarra Valley Parklands – Banksia Park, Templestowe Road, Bulleen	The Yarra Valley Parklands include an extensive parkland area which adjoins a number of parks including Banksia Park, Westerfolds Park, Candlebark park, Yarra Flats, Sweeny's Flat and Langridge Park Camp over a number of municipalities. Banksia Park features playgrounds and picnic areas as well as native vegetation. It is used as an	<p>Around 14 per cent of Banksia Park would be temporarily occupied during construction. The Park would be available for use, within reduced amenity values due to the presence of temporary occupation.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of noise could disturb conversation, impact people's capacity to participate in outdoor passive and active recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor	Minor	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>passive recreation area. The Yarra Valley Parklands service a regional catchment, at the least.</p> <p>Location in relation to works: Within project boundary - sub-surface impact area.</p>	<p>users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.</p> <p>The temporary occupation area at Banksia Park would also likely reduce the connectivity between the Yarra Valley Parklands, Banksia Park and Heide. Although access to Heide would remain via Templestowe Road, internal pedestrian access to a trail located within the TBM retrieval shaft compound would be severed during temporary occupation. While access between Banksia Park and Heide via this trail would be severed, other trails would still be accessible.</p>				
11	Yarra Valley Parklands - Yarra Flats	<p>The Yarra Valley Parklands include an extensive parkland area which adjoins a number of parks including Banksia Park, Westerfolds Park, Candlebark park, Yarra Flats, Sweeny's Flat and Langridge Park Camp over a number of municipalities. The Yarra Flats features playgrounds and picnic areas as well as native vegetation. A bike path runs through this area and adjoins the Main Yarra Trail. It is used as a passive recreation area.</p>	<p>A small portion (two per cent) of Yarra Flats Park would be temporarily occupied but the park would be still be available for use.</p> <p>The project's construction would require removal of some vegetation adjacent to Kim Close Reserve and the establishment of an 8-m floodwall. A planted buffer would be established between the flood wall and the parkland. This would result in a low level of visual impact, as discussed in Technical report H – Landscape and visual.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of noise could disturb conversation, impact people's capacity to participate in outdoor passive and active recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p>	<p>AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2</p>	Minor	Minor	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>The Yarra Valley Parklands service a regional catchment, as the least.</p> <p>Location in relation to works: Within sub-surface impact area.</p>	<p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.</p>				
12	Sandra Street Reserve, Sandra Street, Bulleen	<p>A small open space area featuring a playground and basketball/netball half court. Passive recreation area. Given the size of the reserve, it likely provides for a neighbourhood catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The facility is to the north of proposed works along the Eastern Freeway.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of noise could disturb conversation, impact people's capacity to participate in outdoor passive and active recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Minor	Eastern Freeway
13	Bulleen Park, Bulleen	<p>Significant area next to the Yarra River providing a</p>	<p>Around 15 per cent of Bulleen Park would be temporarily occupied during the North East Link's construction, with some</p>	AQ1 EMF2	Minor	Minor-moderate	Northern portal to

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
	Road, Bulleen	<p>combination of sport and recreation opportunities and bushland reserve. Sport activities include football, soccer, cricket, archery and aeromodellers.</p> <p>Facilities and users include: Yarraleen Cricket Club, Bulleen Templestowe District Junior Football Club, Yarra Junior Football League, Yarra Bowmen Archery Club, Doncaster Aeromodellers Club, Area used for both formal recreation from a variety of community groups and for passive recreation. Houses a playground, toilets, BBQ and picnic facilities, Bolin Bolin Billabong walk, Yarra River recreation trail and Bolin Bolin Cultural Heritage Precinct. Given its size and number of recreational nodes, the</p>	<p>of this area permanently acquired for project infrastructure. A significant number of sporting teams use the park.</p> <p>NELP and council officers have developed Principles and Criteria to enable an objective options assessment process for Bulleen Park and other recreational facilities in this area.</p> <p>Informal recreation users of the public open space within Bulleen Park have also been consulted so their needs are understood and can be accommodated within the plan.</p> <p>NELP has also met with all the private schools and the sporting clubs associated with these schools within this Bulleen Park area and are continuing to work with these schools to find solutions to the temporary occupation and permanent acquisition requirements.</p> <p>The park would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of noise could disturb conversation, impact people's capacity to participate in outdoor passive and active recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible.</p> <p>A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p>	<p>LV1</p> <p>LV2</p> <p>NV3</p> <p>NV4</p> <p>NV8</p> <p>NV10</p> <p>NV11</p> <p>T2</p> <p>SC1</p> <p>SC2</p> <p>SC4</p>			southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>Park is of a regional catchment at a minimum (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within 100 m</p>	<p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users. The complex has considerable patronage by car and bus and car parking is presently at capacity.</p> <p>Pedestrian access across Bulleen Road provides important connectivity for users. However, it is notable that at present there is no formalised pedestrian access and the current passive pedestrian route is a noted safety concern for all stakeholders. The potential for the project to implement temporary formalised pedestrian crossings in this area would improve pedestrian safety.</p>				
14	Koonung Reserve (also known as Koonung Park), Corner Furneaux Grove and Balwyn Road, Bulleen	<p>Sporting and recreation facility. The Reserve contains a sportsground, free public community tennis courts, exercise equipment, playground, toilets, open space and Koonarra Hall. The reserve is accessible from the adjacent Koonung Creek Linear Park and used for both formal and passive recreation.</p> <p>The reserve is used by Bulleen Cricket Club and</p>	<p>The reserve is to the north of proposed works on the Eastern Freeway. Around 64 per cent of the reserve would be temporarily occupied during construction. The impacted area is the portion of the reserve adjacent to Thompsons Road, which is a passive open space area. It is expected the remainder of the reserve, including the sporting facilities would be available for use during the project's construction.</p> <p>The reserve includes the Koonung Creek Trail. As the trail intersects the project, it is assumed this would result in a temporary detour but as per T2, connectivity would be maintained. While the detour would be unlikely to impact significantly on commuting cyclists, the presence of a detour along with other amenity impacts would likely diminish the trail's use during construction for recreational users.</p> <p>Noise from construction activities may reduce the appeal of the area for active recreational activities. For example, there may</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor-moderate	Minor-moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>Bulleen Cobras Football Club.</p> <p>Given its size and number of recreational nodes, the Park is of a municipal catchment at a minimum (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within 100 m</p>	<p>be times when call outs during games and training may not be easily audible and construction noise may become a deterrent for spectators or family members to watch the games. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changed traffic conditions in the study area may result in users having to factor in additional travel time to access this facility.</p>				
15	Koonung Creek Reserve, Follows Koonung Creek and Eastern Freeway	<p>Significant recreation corridor offering walking, cycling and dog walking. Contains the Koonung Creek Trail which links directly to the Main Yarra Trail and the EastLink Trail used by commuter and recreational cyclists, as well as local cyclist groups. Used as a passive recreation open space area.</p> <p>Location in relation to works: Within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The reserve is to the north of proposed works along the Eastern Freeway.</p> <p>Noise from construction activities may reduce the appeal of the area for active recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changed traffic conditions in the study area may result in users having to factor in additional travel time to access this facility.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor-moderate	Eastern Freeway
16	Willow Bend Reserve,	<p>Passive open space recreation area featuring open space and</p>	<p>No acquisition or temporary occupation impacts would occur.</p>	AQ1 EMF2	Minor	Minor-moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
	Willow Bend, Bulleen	<p>playground. Given the size of the reserve and its limited recreational facilities, it likely provides for a local catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within 100 m</p>	<p>The reserve is to the north of proposed works along the Eastern Freeway.</p> <p>Noise from construction activities may reduce the appeal of the area for active recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changed traffic conditions in the study area may result in users having to factor in additional travel time to access this facility.</p>	<p>LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2</p>			
17	Pipe Line Reserve, Estelle Street Bulleen	<p>Residential properties back onto this thin linear reserve running north from Estelle Street in the south through to Manningham Road. It adjoins Harold Street Reserve, an passive recreation area featuring open space and playground. Given the size of the reserve and its limited recreational facilities, it likely provides for a local catchment (Parks and Leisure Australia, 2013).</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The reserve is to the north of proposed works along the Eastern Freeway. The reserve is a linear path that acts as a laneway at the rear of houses and has limited community value.</p> <p>The reserve is primarily used for passive recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changed traffic conditions in the study area would be unlikely to affect access to the facility, which would service a local catchment and local traffic conditions are not expected to be affected materially.</p>	<p>AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2</p>	Negligible	Negligible	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		Location in relation to works: Within 100 m					
18	Yarra Valley Country Club, 9 Templestowe Road, Bulleen	Membership only facilities include 9 hole golf course, 7 rink bowling green, 2 tennis courts, 2 squash courts, swimming pool and wading pool, conference and meeting facilities, dining. Open seven days. Location in relation to works: Within project boundary - sub-surface impact area	No acquisition or temporary occupation impacts would occur. The Yarra Valley Country Club includes a range of outdoor recreational facilities (including a golf course, tennis courts, and swimming pool) and dining/conference facilities. The facility is located above the subsurface tunnelling area. The potential for vibration and noise to impact facility use is low with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration. Consequently, the potential for social impacts as a result of changes in noise and vibration amenity are unlikely. Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users.	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Minor	Northern portal to southern portal
19	Bulleen Golf Driving Range, 37 Templestowe Road, Bulleen	250m driving range open to the public seven days a week. Location in relation to works: Within project boundary - sub-surface impact area.	No acquisition or temporary occupation impacts would occur. Although no acquisition of this facility is required for the reference project, it is noted that the Sport & Recreational Options Assessment attached in Appendix F, identifies this site as an area to accommodate other displaced facilities. However, the SIA does not consider the impact of the Options Assessment, as these are yet to be determined. The driving range is located above the subsurface tunnelling area. The potential for vibration and noise impacts to impact facility use is low with implementation of the EPRs, as discussed in Technical report D – Tunnel vibration.	EMF2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Minor	Northern portal to southern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>Consequently, the potential for social impacts as a result of changes in noise and vibration amenity are unlikely.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>				

Table 4-2 Social impacts on community infrastructure facilities in Doncaster

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
20	Wonderland Childcare and Kinder, 6 High Street Doncaster	<p>Childcare programs for children aged 0–3 years, and kinder for 3 year olds at the long day care centre. Operating Monday to Friday.</p> <p>Location in relation to works: Within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The facility is located to the north of the works on the Eastern Freeway.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. The facility is only used during daytime hours. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people’s capacity to participate in work and learning activities, and outdoor play and learning activities. Preschools are considered especially sensitive to changes in the noise environment, due to the presence of a vulnerable group (young children), and the use involving noise sensitive activities, such as sleeping periods during the day.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per EPR SC2.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor-moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
21	Applewood Retirement Village, 5 Grand Blvd, Doncaster	An over 55s residential community, providing aged care services. Location in relation to works: Within 100 m	<p>No acquisition or temporary occupation impacts would occur. The residence is located to the north of works on the Eastern Freeway.</p> <p>Given the residential nature of this facility and vulnerabilities of its inhabitants, users are likely to experience similar amenity impacts to residents living in proximity to the North East Link, as outlined in Sections 9.2.2 to 9.2.4. These changes would include direct views of construction activities reducing people's enjoyment of their properties, including outdoor areas. However, adverse visual changes would be minimised for surrounding communities as far as possible through the implementation of various EPRs mentioned in Technical report H – Landscape and visual and Section 9.2.2. As such, these changes would be unlikely to impact on the functionality and usage of the facility, and the enjoyment of property for the residents.</p> <p>As discussed in Section 9.2.3, a range of project activities would increase noise levels. This may impede people's ability to sleep, relax or engage in conversation, limiting their lifestyle and social interactions. It is likely that some within this vulnerable group could be particularly more sensitive to increases in noise levels and may have less capacity to adapt to changes in the noise environment,</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>managed in accordance with application legislation and a construction noise and vibration management plan, which would manage the impacts of noise changes on users of the facility. Early engagement with facility management would be required to address project-related amenity issues.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>				
22	Tende Beck Scout Hall, 5 High Street, Doncaster	<p>Scout group hall which hosts meetings of a variety of community groups. The scout hall primarily caters to the Tende Beck Scouts, a scouts group for people with a disability. In addition, a number of other recreational groups use the facility. Activities are primarily in the evenings during the week and all day during the weekend.</p> <p>Location in relation to works: Within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur. The scout hall is located to the north-east of works on the Eastern Freeway.</p> <p>As a facility that primarily caters to people with disability, changes in air quality, particularly dust are of a concern. A Dust and Air Quality Management and Monitoring Plan will be prepared prior to construction, which will set out how the project will control the emission of smoke, dust, fume, odour and other pollution in accordance with air quality criteria and describe mitigation measures that will be implemented to ensure compliance with air quality criteria.</p> <p>As discussed in Section 9.2.3 of the SIA, a range of project activities would increase noise levels. This may impede people's ability to relax or engage in conversation, limiting their lifestyle and social interactions. It is likely that some within this vulnerable group of users could be particularly more sensitive to increases in noise levels and may have less capacity to adapt to changes in the noise environment.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>Early engagement with such facilities would be required to address particular project-related amenity issues.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2. It is noted the only access to the facility is via Paul Street and must be maintained to preserve the functionality of the facility.</p>				
23	North Eastern Jewish Centre (Yeshurun Congregation), 6 High Street, Doncaster	<p>The North Eastern Jewish Centre is a Judaism based synagogue offering a place of worship, education programs, religious ceremonial activities, as well as a Yiddish club.</p> <p>Location in relation to works: Within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The centre is located to the north-east of works on the Eastern Freeway.</p> <p>As a religious facility, low levels of noise are generally valued and users would therefore be sensitive to change. As discussed in Section 9.2.3, a range of project activities would increase noise levels. This may impede people’s ability to relax or engage in conversation and religious activities, limiting their social interactions. There is potential that some vulnerable users within this group could be more sensitive to increases in noise levels and may have less capacity to adapt to changes in the noise environment.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor-moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>				
24	Birralee Primary School, 8-26 Heyington Ave, Doncaster	<p>Primary school catering for prep to year 6. Also offers OSHC. Birralee Primary has 328 students enrolled and offers a disability program. Sports groups use school grounds out of hours.</p> <p>Location in relation to works: Within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur. The school is located to the north of the works on the Eastern Freeway.</p> <p>A marginal exceedance of the daytime noise management levels is predicted for the Birralee Primary School in Technical report C – Surface noise and vibration, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of noise could disturb conversation, impact people’s capacity to participate in work and learning activities, and outdoor play and learning activities. Although the noise generated by the construction of North East Link would be minimised, the vulnerability of the school’s population increases their sensitivity to noise level changes. Engagement with school management as per EPR SC2 would be required, in addition to the EPRs identified in Technical report C.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>As noted in Section 9.2.3, the implementation of EPRs, would manage construction noise and vibration impacts to sensitive receivers in accordance with applicable legislation and a construction noise and vibration management plan. Early engagement with these facilities would be required to address particular project-related amenity issues.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p> <p>The school's users actively utilise the pedestrian overpass (Heyington Avenue footbridge) over the Eastern Freeway, inclusive of having established a drop off zone that is located on the southern side of the freeway. The project may mean the Heyington Avenue footbridge requires modification or reconstruction. If required, pedestrian access would be maintained during this process. It is also noteworthy the footbridge is valued by the school for its amenity as a structure and the bridge features in the school's logo. Any change to the design of the bridge should be undertaken in consultation with the school.</p>				
25	Wilsons Road Reserve, 107 Wilsons Road, Doncaster	Open space area with playground and sporting oval for both public use and use of soccer and cricket clubs. Given the size of the reserve and	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The reserve is to the north of proposed works along the Eastern Freeway and provides for formal and passive recreational activities.</p> <p>At present, the reserve draws some value from its hill top views, particularly for passive and active recreation. Due to its</p>	AQ1 EMF2 LV1 LV2 NV3	Negligible	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>its recreational facilities, it likely provides for a sub-district catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within 100 m</p>	<p>elevated position, views of construction screening and activities on the Eastern Freeway may reduce the amenity values at the park in the short term (see Technical report H – Landscape and visual).</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2. The connectivity of the reserve through access to Koonung Creek Trail may be reduced during the short term by diversions.</p>	<p>NV4 NV8 NV10 NV11 T2 SC2</p>			
26	Katrina Street Reserve, Katrina Street	<p>Large open space area with playground, grassy field with basketball hoop. Used for passive recreation. Given the size of the reserve and its recreational facilities, it likely provides for a neighbourhood catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within project boundary</p>	<p>A small portion (18 per cent) of the reserve would be temporarily occupied during construction. However, much of the reserve would still be available for public use. The project intersects the Koonung Creek Trail. As the trail intersects the project (inclusive of upgrades to shared use paths) it is assumed that a temporary closure would result in a temporary detour. While the detour would be unlikely to impact detour would be unlikely to impact significantly on commuting cyclists, the presence of a detour along with other amenity impacts would likely diminish the trail's use during construction for recreational users.</p> <p>The reserve is primarily used for passive and active recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p>	<p>AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2</p>	Minor	Minor-moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.				
27	Davis Street Reserve, Davis Street Doncaster	Small open space area with playground. Given the size of the reserve and its limited recreational facilities, it likely provides for a local catchment (Parks and Leisure Australia, 2013). Location in relation to works: Within 100 m	No acquisition or temporary occupation impacts would occur. The reserve is to the north of proposed works along the Eastern Freeway. The reserve is primarily used for passive recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility. Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Minor	Eastern Freeway
28	Tram Road Reserve, Tram Road and Whittens Lane	Large parkland area with vegetation and sporting oval. Part of the Koonung Creek Bike Trail runs through which is used by both commuter and recreational cyclists. Given the size of the reserve and its	Around 12 per cent of the reserve would be temporarily occupied during construction. However, the sporting oval would not be occupied. The small area of occupation required for North East Link would unlikely impact on the ongoing function of the reserve. Noise from construction activities may reduce the appeal of the area for active recreational activities. For example, there may be times call when outs during games and training may not be easily audible and construction noise may become a deterrent	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		recreational facilities, it likely provides for a sub-district catchment (Parks and Leisure Australia, 2013). Location in relation to works: Within project boundary	for spectators or family members to watch the games. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility. Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.	NV11 T2 SC1 SC2			
29	Koonung Creek Linear Park, Windella Quadrant, Doncaster	Significant vegetated open space area with playground equipment used for passive recreation. The Koonung Creek Linear trail follows the Koonung Creek and is used by both recreational and commuter cyclists. Location in relation to works: Within project boundary - surface impact area	Approximately 60 per cent of the linear park would be temporarily occupied (inclusive of the portion of the reserve that extends into Doncaster and Box Hill North). As the Koonung Creek Trail intersects the project, it is assumed that a temporary closure would result in a temporary detour. While the detour would be unlikely to impact significantly on commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users. The reserve is primarily used for passive recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility. Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
30	Stanton Street Reserve, 33 Stanton Street, Doncaster	Small open space area accommodating Koonung Trail Overpass. Given the size of the reserve and its limited recreational facilities, it likely provides for a local catchment (Parks and Leisure Australia, 2013). Location in relation to works: Within project boundary	The whole of the reserve would be temporarily occupied during construction. The reserve provides passive open space to a neighbourhood catchment, and has limited recreational values. However, the reserve provides a green buffer between residences and open space that is highly valued for amenity and passive green space at the local level. However, given the limited recreational nodes present at the facility, it is unlikely its occupation would impact on social cohesion and resident's ability to engage in active lifestyles. The primary social impact results from limiting access to green space at the local level.	LV2 SC1	Major	Minor	Eastern Freeway
31	Doncaster Park and Ride, 412 Doncaster Road	Major bus terminal and car park area for transit use, used primarily by commuters into the CBD. Location in relation to works: Within project boundary	The Doncaster Park and Ride would be temporarily occupied during construction. The project is committed to a zero net loss of parking and an alternative location for parking and the bus terminal would be identified. Consequently, it is expected the temporary occupation would result in a negligible social impact.	LV2 SC1 SC2 T2	Negligible	Negligible	Eastern Freeway
32	Tino Ceberano Martial Arts Academy, Corner of Doncaster Road and	Martial Arts sporting facility and hall. Location in relation to works: Within 100 m	No acquisition or temporary occupation impacts would occur. The academy is located to the north of works on the Eastern Freeway. The facility is primarily used for active recreation. Noise from construction activities may reduce the appeal of the area for active recreational activities.	AQ1 EMF2 LV1 LV2 NV3	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
	High Street, Doncaster		<p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	NV4 NV8 NV10 NV11 T2 SC2			
33	Greythorn Bowling Club, 7 Gregory Ct, Doncaster	<p>Bowling club with bar and kitchen facilities.</p> <p>Location in relation to works: Within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The Bowling Club is located to the north of works on the Eastern Freeway.</p> <p>The facility is primarily used for active recreation. Noise from construction activities may reduce the appeal of the area for active recreational activities. For example, there may be times when call outs during games and training may not be easily audible and construction noise may become a deterrent for spectators or family members to watch the games. The facility has vulnerable users, particularly elderly people, who may be sensitive to changes in environmental amenity, particularly for outdoor activities conducted at the facility (bowling).</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>to increased noise levels but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2</p> <p>Given the importance of facilities such as bowling clubs to elderly people in maintaining social ties and reducing isolation, the reduction in use is rated as moderate risk.</p>				
34	Manningham Park Reserve (also known as Park Avenue Reserve), 40 Park Avenue	<p>Turf soccer field with seating and public facilities. Used for organised sporting games by local clubs. Given the size of the reserve and its recreational facilities, it likely provides for a sub-district catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within project boundary</p>	<p>Around 27 per cent of the reserve would be temporarily occupied during construction. However, the sporting oval would not be occupied. The small area of occupation required for North East Link would unlikely impact the ongoing function of the reserve.</p> <p>Noise from construction activities may reduce the appeal of the area for active recreational activities. For example, there may be times when call outs during games and training may not be easily audible and construction noise may become a deterrent for spectators or family members to watch the games.. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			reduced to an extent to deter users if changes were effectively communicated as per SC2.				

Table 4-3 Social impacts on community infrastructure facilities in Doncaster East

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
35	Koonung Creek Reserve, Corner of Eastern Freeway and Wetherby Road, Doncaster East	<p>Significant vegetated open space area which follows Koonung Creek. Includes walking/ cycling trail. Used by commuter and recreational cyclists, local cyclist groups and for other passive recreation.</p> <p>Location in relation to works: Within project boundary</p>	<p>Around 19 per cent of the total reserve would be temporarily occupied. The reserve is primarily used for passive recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>The reserve incorporates a section of the Koonung Creek Trail. As the trail intersects the project, it is assumed this would result in a temporary detour, as per T2. While the detour would unlikely deter commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Negligible	Minor	Eastern Freeway
36	Boronia Grove Reserve, Leeds Street, Doncaster East	<p>Northern side of Eastern Freeway. Used for both formal and passive recreation. Large area with sporting oval utilised for soccer and AFL training, as well as an off-lead dog park area. Includes Koonung Creek</p>	<p>Around 23 per cent of the reserve would be temporarily occupied during construction. A significant number of sporting teams utilise the reserve. However, the sporting oval would not be affected by the temporary occupation.</p> <p>Noise from construction activities may reduce the appeal of the area for active recreational activities. For example, there may be times when call outs during games and training may not be easily audible and construction noise may become a deterrent for spectators or family members</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10	Minor	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>Trail used by commuter and recreational cyclists, as well as local cyclist groups. Accessible by a footbridge over the Eastern Freeway near Joseph Street in Blackburn North. Given the size of the reserve and its recreational facilities, it likely provides for a sub-district catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within 100 m</p>	<p>to watch the games. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p> <p>The project intersects the Koonung Creek Trail. As the trail intersects the project (inclusive of upgrades to shared use paths), it is assumed that a temporary closure would result in a temporary detour. While the detour would be unlikely to impact significantly on commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users.</p>	<p>NV11 T2 SC1 SC2</p>			
37	Beverley Hills Primary School, 2 Cassowary Street, Doncaster East	<p>A primary school. The school has been included in this assessment as its catchment would be intersected by the project.</p> <p>Location in relation to works: Outside 100 m</p>	<p>The school is of a sufficient distance (~300 m) to minimise amenity impacts to the facility (refer Technical report C – Surface noise and vibration which uses a buffer of 400 m either side of the project's construction to capture any relevant impacts).</p> <p>The school has been included in this assessment as its catchment would be intercepted by the project and students may need to cross busy roads and the project footprint to access the school. It is likely that traffic conditions would change along the road network near construction sites due to temporary lane, road and shared path closures, detours and additional construction traffic on local and arterial roads. These changes may temporarily increase travel time</p>	<p>AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2</p>	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>during school pick up and drop off times or require people using the shared use paths to make alternative arrangements. EPRs detailed in Technical report A – Traffic and transport would be implemented to mitigate and manage traffic and connectivity changes.</p> <p>Appropriate consultation should be undertaken with the facility managers to ensure the facility users would be able to plan appropriately around changed traffic conditions, as per SC2.</p>				
38	Japara Sydney Williams Apartments, 31 Blackburn Road, Doncaster East	<p>Private or shared room accommodation and 24-hour care.</p> <p>Location in relation to works: Within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The residence is located to the north of works on the Eastern Freeway.</p> <p>Given the residential nature of this facility and vulnerabilities of its inhabitants, users are likely to experience similar amenity impacts to residents living in proximity to the North East Link, as outlined in Sections 9.2.2 to 9.2.4. These changes would include direct views of construction activities reducing people’s enjoyment of their properties, including outdoor areas. However, adverse visual changes would be minimised for surrounding communities as far as possible through the implementation of various EPRs mentioned in Technical report H – Landscape and visual and Section 9.2.2. As such, these changes would be unlikely to impact on the functionality and usage of the facility, and the enjoyment of property for the residents.</p> <p>As discussed in Section 9.2.3, a range of project activities would increase noise levels. This may impede people’s ability to sleep, relax or engage in conversation, limiting</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>their lifestyle and social interactions. It is likely that some within this vulnerable group could be particularly more sensitive to increases in noise levels and may have less capacity to adapt to changes in the noise environment. The predicted traffic noise levels would comply with the project's noise criteria.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be managed in accordance with application legislation and a construction noise and vibration management plan would manage the impacts of noise changes on users of the facility. Early engagement with facility management would be required to address project-related amenity issues. Early engagement with these facilities would be required to address particular project-related amenity issues.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>				

Table 4-4 Social impacts on community infrastructure facilities in Donvale

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
39	Heatherwood School, 370 Springvale Road, Donvale	Secondary school for students with a mild intellectual disability. Location in relation to works: Within 100 m	No acquisition or temporary occupation impacts would occur. The school and centre are to the north of proposed works along the Eastern Freeway. The school would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people’s capacity to participate in work and learning activities, and outdoor play and learning activities. The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility. It is likely that traffic conditions would change along the road network near construction sites due to temporary lane, road and shared path closures, detours and additional construction traffic on local and arterial roads. As the school’s catchment would be intersected by the project, students may need to cross busy roads and the project boundary to access the school. These changes may temporarily increase travel time during school pick up and drop off times or	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor-moderate	Eastern Freeway
40	State Vision Resource Centre, 370 Springvale Road, Donvale	Supports students with vision impairments in Victorian schools. Location in relation to works: Within 100 m					

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			require people using the shared use paths to make alternative arrangements. EPRs detailed in Technical report A – Traffic and transport would be implemented to mitigate and manage traffic and connectivity changes.				
41	Koonung Creek Linear Park, Donvale, Follows the Eastern Freeway. Accessible via Tunstall Rd	<p>Significant vegetated open space area which follows Koonung Creek and includes walking/cycling trail. Used by commuter and recreational cyclists, by local cyclist groups and for other passive recreation.</p> <p>Location in relation to works: Within project boundary</p>	<p>Approximately 60 per cent of the linear park would be temporarily occupied (inclusive of the portion of the reserve that extends into Doncaster and Box Hill North). As the trail intersects the project, it is assumed this would result in a temporary detour, as per T2. While the detour would unlikely deter commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users.</p> <p>Project works would be screened off and visually impermeable, resulting in a medium visual impact, as discussed in Technical report H – Landscape and visual.</p> <p>The reserve is primarily used for passive recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
42	Donvale Primary School, Elata Street, Donvale	<p>A primary school. The school has been included in this assessment as its catchment would be intersected by the project.</p> <p>Location in relation to works: Outside 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The school is to the north of proposed works along the Eastern Freeway.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people's capacity to participate in work and learning activities, and outdoor play and learning activities.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time. Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p>	<p>AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2</p>	Minor	Minor-moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
43	Aranga Reserve, 45 Aranga Crescent, Donvale (also accessible by Eastway Avenue)	<p>Recreational reserve that includes a large fenced dog activity park and a children's playground. Used for passive recreation.</p> <p>Given the size of the reserve and its recreational facilities, it likely provides for a neighbourhood catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The reserve is to the north of proposed works along the Eastern Freeway.</p> <p>The reserve is primarily used for passive recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Minor	Eastern Freeway
44	Oxford Street Reserve, Oxford Street, Nunawading	<p>The reserve shares an unmarked boundary with the Eastern Freeway Open Space. This freeway land contains a secondary shared path that connects to the Koonung Creek Linear Park to the west and Mullum Mullum Park to the east. The Reserve has a linear rain garden feature, path</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The reserve is to the north of proposed works along the Eastern Freeway.</p> <p>The reserve is used for passive and active recreation. Noise from construction activities may reduce the appeal of the area for passive and active recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changed traffic conditions in the study area would be unlikely to affect access to the facility, which would</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>connections, a playground and basketball ring and is used for passive recreation. Given the size of the reserve and the number of recreational nodes present, the facility is assumed to provide for a sub-district catchment, serving three neighbourhoods (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within 100 m</p>	<p>service a neighbourhood catchment and people are likely to walk to access this open space.</p>				

5. Boroondara community infrastructure and social impact

Table 5-1 Social impacts on community infrastructure facilities in Balwyn North

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
1	Belle Vue Primary School, 20 Highview Road, Balwyn North	<p>Primary education catering for prep to year 6. Also offers OSHC. Facilities are used out of school hours by community groups.</p> <p>Location in relation to works: Within 100 m</p>	<p>The school is located to the south of the works on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people's capacity to participate in work and learning activities, and outdoor play and learning activities.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>Localised traffic increases may increase travel time for users. Short-term closure and construction works on Bulleen Road has the potential to impact the considerable number of users who access the school from Bulleen, including outside school hours activities in the evening. To minimise these impacts, Traffic Management Plans would be developed for the closures which need to identify the detour route and undertake</p>	<p>AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2</p>	Minor-moderate	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>traffic engineering assessments of the impacts. Engagement with the school around the potential impact on users and potential mitigation measures should be undertaken, as per SC2. Through effective implementation of the transport EPRs and social EPRs, it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p> <p>The school's users actively utilise the pedestrian paths in Koonung Creek Reserve to access the school, particularly for active transport as traffic around this area is considered by some stakeholders to be prohibitive for young children. The reserve would be temporarily occupied during construction, which would therefore reduce connectivity and opportunities for active transport.</p> <p>It is noted the school also uses Koonung Creek Reserve for recreational activities. Temporary occupation of Koonung Creek Reserve would require the school's users to undertake additional travel time to travel to another local site, which may inconvenience school students.</p> <p>In addition, the school utilises pedestrian/cycling connectivity from Bulleen into Balwyn North, and sporting facilities in Bulleen, which would be impacted as a result of the construction of North East Link. Temporary relocation of these facilities would require additional travel time for the school's users.</p> <p>Finally, it was noted there is a growing proportion of families who have limited English skills. The Communications and Community Engagement Management Plan would ensure that</p>				

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			project communications are appropriate for non-English speaking populations in the area. Engagement with the school and council around appropriately communicating with these groups would be undertaken before construction.				
2	Boroondara Tennis Centre, 150 Bulleen Road, Balwyn North	<p>A significant sporting to the facility owned by Boroondara City Council and open to the public for casual recreation as well as tournaments of various levels and for surrounding school groups. The Centre has 23 fully lit outdoor tennis courts and a café</p> <p>Location in relation to works: Within project boundary</p>	<p>The Boroondara Tennis Centre would be acquired for the construction of the North East Link. The centre is highly utilised by local and regional tennis players and is one of the few facilities that provides for casual players rather than formal clubs.</p> <p>Based on discussions with Boroondara City Council as the owner of the Tennis Centre, the desired outcome is to relocate the tennis centre. Discussions between NELP, Boroondara City Council and other stakeholders will continue as part of the Bulleen Park area options assessment process, which also involves Manningham City Council and various sporting clubs.</p> <p>In the interim, NELP and the relevant local councils are undertaking an assessment of the facilities and usage at the facility to ensure that sporting clubs and user groups can be accommodated within another local site. It is therefore anticipated that availability of sporting facilities and clubs would not be reduced because of the project's land requirements. If facilities are located further away from their existing location some users from the immediate surrounding area may be deterred to travelling the additional distance to access the facilities.</p> <p>Business owners are likely to experience disruption, and stress and worry as a result of acquisition. Depending on if and where the business relocated, its displacement could</p>	LV2 SC1 SC2 SC4	Minor-Moderate	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>result in potential loss of some local employment opportunities if employees choose not to continue to work with the business due to its relocation, or if the business closes due to land acquisition.</p> <p>The loss of employment opportunities would increase the labour pool seeking employment and potentially increase unemployment, especially for those who may be vulnerable to unemployment such as those close to retirement age or those with limited skill sets. The potential social impacts of unemployment on the individual and the community are well understood. For individuals, unemployment has the potential to increase social isolation, challenge personal identity and life satisfaction, reduce living standards through a reduction in income and ultimately result in detrimental health and wellbeing outcomes (discussed further in Technical report J – Human health) (Waddell & Burton, 2006; World Bank Group, 2013). These impacts have the potential to radiate outwards from the individual, resulting in loss of family income and living standards, and reductions in household and community wellbeing.</p> <p>The displacement of this business may inconvenience community members, who would have to access similar services elsewhere.</p> <p>Further impacts to the business are discussed in Technical report F – Business.</p>				
3	Musca Street Reserve, 31	Large open space area with lawn and tree vegetation used for	The reserve is located south of the proposed works on the Eastern Freeway. Around 50 per cent of the reserve would be temporarily occupied during the project's construction.	AQ1 EMF2	Major	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
	Orion Street, Balwyn North	<p>passive recreation. Situated between Eastern Freeway and residential area. Includes Koonung Creek Trail used by both commuter and recreational cyclists. Given the size of the reserve and the limited number of recreational nodes, it likely provides for a sub-district catchment (Parks and Leisure Australia, 2013)</p> <p>Location in relation to works: Within project boundary</p>	<p>However, the remainder of the reserve would be available for use.</p> <p>The reserve includes the Koonung Creek Trail. As the trail intersects the project, it is assumed this would result in a temporary detour, as per T2. While the detour would unlikely deter commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users.</p> <p>Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	<p>LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2</p>			
4	Columba Street Reserve, 47 Columba Street, Balwyn North	<p>Large open space area with lawn and tree vegetation used for passive recreation. Situated between Eastern Freeway and residential area. Includes Koonung Creek Trail used by both</p>	<p>Around 5 per cent of the reserve would be temporarily occupied. The remainder of the reserve would be available for use.</p> <p>The reserve is primarily used for passive recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational</p>	<p>AQ1 EMF2 LV1 LV2 NV3 NV4</p>	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>commuter and recreational cyclists. Given the size of the reserve and the limited number of recreational nodes, it likely provides for a neighbourhood catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within 100 m</p>	<p>facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	<p>NV8 NV10 NV11 T2 SC1 SC2</p>			
5	Leonis Avenue Reserve, 167 Bulleen Road, Balwyn North	<p>Open space area with lawn and tree vegetation used for passive recreation. Situated between Eastern Freeway and residential area. Includes Koonung Creek Trail used by both commuter and recreational cyclists.</p> <p>Given the size of the reserve and the limited number of recreational nodes, it likely provides for a neighbourhood catchment (Parks and Leisure Australia, 2013).</p>	<p>The majority (99 per cent) of the reserve would be occupied during construction. Works would be undertaken in the reserve to upgrade the shared use path network. The reserve incorporates the Koonung Creek Trail. As the trail intersects the project, it is assumed this would result in a temporary detour, as per T2. While the detour would unlikely deter commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users.</p> <p>The reserve is primarily used for passive recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible.</p>	<p>SC1 SC2</p>	Major	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		Location in relation to works: Within project boundary	Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.				
6	Koonung Creek Reserve, 17 Carron Street, Balwyn North	<p>A significant open space area south of the Eastern Freeway with both trees and grassed vegetation. Includes Koonung Creek Wetlands, barbeques, walking tracks and a playground. Used for passive recreation. The Koonung Creek Cycling trail runs through the reserve, and is used by both recreational and commuter cyclists. Given the size of the reserve and its recreational facilities, it likely provides for a sub-district catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within project boundary</p>	<p>A large portion (83 per cent) of the reserve would be temporarily occupied during construction. It is understood the reserve offers important recreational and open space areas and also hosts important connectivity values for vulnerable groups, including school children.</p> <p>Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible.</p> <p>The existing pedestrian bridge at the Koonung Creek wetlands (Estelle Street) would be reconstructed to allow for the widening of the Eastern Freeway and to upgrade it to current Disability Discrimination Act standards (refer to Technical report A – Traffic and transport). This may require the existing bridge to be removed for approximately 12 weeks. The closest crossing of the Eastern Freeway is at Bulleen Road, with a slightly further crossing at Doncaster Road. As noted in Technical report A – Traffic and transport, these should be highlighted as diversion routes for pedestrians and cyclists. The length of the diversion would reduce connectivity to the Koonung Creek Wetlands for users on the north side of the</p>	LV2 SC1 SC2 T2	Moderate-major	Moderate-major	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>Eastern Freeway for the length of the diversion. This would affect the portion of the reserve that would not be temporarily occupied by the laydown area.</p> <p>The Koonung Creek Cycling trail runs through the reserve, inclusive of the area that would be temporarily occupied. A diversion of the trail would be established to ensure connectivity and safety for pedestrians and cyclists during construction, as per EPR T2.</p> <p>The temporary occupation of this facility would remove access at a neighbourhood level in Balwyn North, with potential flow on effects to resident's opportunities to engage in active lifestyles, community interactions, and to connect with nature.</p>				
7	Winfield Road Reserve, 120 Winfield Road, Balwyn North	Linear reserve connecting with Koonung Creek Trail and Elgar Park. Includes grass and tree vegetation and wetland areas. Includes playground and is used for passive recreation. Given the size of the reserve and its recreational facilities, it likely provides for a neighbourhood catchment (Parks and Leisure Australia, 2013).	<p>The reserve is to the south of proposed works along the Eastern Freeway. The reserve incorporates the Koonung Creek Trail. As the trail intersects the project, it is assumed this would result in a temporary detour, as per T2. While the detour would unlikely deter commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users.</p> <p>Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible. However, given the portion of the reserve to be occupied and changes in amenity, it is likely that use would be minimal during occupation.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		Location in relation to works: Within project boundary -	Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.				
8	Yarra Flats Reserve, 1244, Burke Road, Balwyn North	<p>The Yarra Flats Reserve is a part of the Yarra Valley Parklands. A section of the reserve is located in Balwyn North and the Koonung Creek Trail runs through this section. The Yarra Valley Parklands as a whole service a regional catchment, at the least.</p> <p>Location in relation to works: Within project boundary</p>	<p>A small portion (five per cent) of the Yarra Flats Reserve would be temporarily occupied during construction, located to the north of the Eastern Freeway and south-west of the Yarra River. This portion is removed from the primary recreational nodes in the Yarra Flats Park, which is located north of the Yarra River.</p> <p>The reserve incorporates the Koonung Creek Trail. As the trail intersects the project, it is assumed this would result in a temporary detour, as per T2. While the detour would unlikely deter commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users.</p> <p>The reserve is primarily used for passive recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			reduced to an extent to deter users if changes were effectively communicated as per SC2.				
9	Freeway Public Golf Course, 47-49 Columba Street, Balwyn North	<p>The Freeway Public Golf Course is a public 18 hole layout for beginner to advanced golfers. The course also has a café and includes facilities for the Camberwell Golf Club Inc. This is a private golf club with an 18-hole course, proshop and clubhouse.</p> <p>It is noteworthy the Freeway Public Golf Club is the only public golf course in the area and is therefore accessible to a range of people and highly utilised by elderly people on fixed incomes. The club has a noted social aspect.</p> <p>Location in relation to works: Within project boundary</p>	<p>Up to four holes from the Freeway Public Golf Course would be acquired for the construction of the North East Link. Specifically, two holes would be lost and two holes would be partially impacted. The golf course would be redesigned, during which time there would be reduced space available for playing. However, some open space and the club would still be available for the use by patrons. Based on discussions with Boroondara City Council as the owner of the Freeway Golf Public Course, the desired outcome is to maintain the golf course. Discussions between NELP, Boroondara City Council and other stakeholders will continue as part of the Bulleen Park area options assessment process, which also involves Manningham City Council and various sporting clubs.</p> <p>Increased noise levels due to construction activities are likely to disrupt conversations and cause annoyance to facility users. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with facility managers would identify ways minimise any disruption or disturbance to the use of the facilities as far as possible, as per SC2 and SC4.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2 SC4	Minor-Moderate	Moderate	Eastern Freeway
10	Boroondara Park	A primary school. The school has been included	The school of a sufficient distance (over 800 m) to limit amenity impacts to the facility (refer Technical report C –	T2	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
	Primary School, 40 Almond Street, Balwyn North	in this assessment as its catchment would be intersected by the project. Location in relation to works: Outside 100 m	<p>Surface noise and vibration which uses a buffer of 400 m either side of the project's construction to capture any relevant impacts). As such, no amenity changes are expected as a result of the project.</p> <p>The school has been included in this assessment as its catchment would be intercepted by the project and students may need to cross busy roads and the project boundary to access the school. It is likely that traffic conditions would change along the road network near construction sites due to temporary lane, road and shared path closures, detours and additional construction traffic on local and arterial roads. These changes may temporarily increase travel time during school pick up and drop off times or require people that use the shared use paths to make alternative arrangements. EPRs detailed in Technical report A – Traffic and transport would be implemented to mitigate and manage traffic and connectivity changes.</p> <p>Appropriate consultation should be undertaken with the facility managers to ensure the facility users would be able to plan appropriately around changed traffic conditions.</p>	SC2			

Table 5-2 Social impacts on community infrastructure facilities in Kew East

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
11	Kew Golf Club, 120 Belford Road, East Kew	<p>The Kew Golf Club is a private 18-hole course open to members and their guests. Functions are also held here. In addition to the club's formal members, the club's conference facilities are also used by a number of groups regularly. Formal users of the club include vulnerable groups, primarily elderly people, for whom the club is a primary source of social cohesion.</p> <p>Course used by Harp Golf Club.</p> <p>Location in relation to works: Within 100 m</p>	<p>The Kew Golf Club is located to the north of the proposed works on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>The facility is primarily used for active recreation. Noise from construction activities may reduce the appeal of the area for active recreational activities. For example, construction noise may become a deterrent for spectators or family members to watch. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor	Eastern Freeway
12	Hays Paddock/Reserve, Leason Street, Kew East	<p>Hays Paddock has two sportsgrounds for soccer and cricket, a basketball half court and an archery paddock, a large</p>	<p>The reserve is located to the south of the proposed works on the Eastern Freeway. The facility provides for a range of active and passive recreational events and social events.</p> <p>No acquisition or temporary occupation impacts would occur.</p>	AQ1 EMF2 LV1 LV2	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>playground, BBQ's and an off-leash dog area, as well as a hall with kitchen facilities for hire. Used for both organised sports games and passive recreation. A walking trail runs around the open space area. Given the size of Hays Paddocks and the number of recreational nodes present, the facility is assumed to provide for a municipal catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within 100 m</p>	<p>Noise from construction activities may reduce the appeal of the area for active and passive recreational activities, particularly in the area adjacent to the Eastern Freeway. However, Hays Paddock is over 15 ha and it is likely that noise impacts would diminish as the facility extends away from the Eastern Freeway. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	<p>NV3 NV4 NV8 NV10 NV11 T2 SC2</p>			
13	Hyde Park, 2 Kilby Road, Kew East	<p>The park include a playground and are host to Boroondara Dog Training obedience school and Kew City Bowman archery club. The space is used for both formal and passive recreation. A cycle trail</p>	<p>The park is located to the south of the proposed works on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>Noise from construction activities may reduce the appeal of the area for active and passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways</p>	<p>AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10</p>	Minor	Minor-moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>connecting to an Eastern Freeway overpass runs through the open space as well as a walking trail. Given the size of the park and the number of recreational nodes present, the facility is assumed to provide for a sub-district catchment, serving three neighbourhoods (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within 100 m</p>	<p>to minimise any disruption or disturbance to the use of the facilities as far as possible.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	<p>NV11 T2 SC2</p>			
14	Burke Road Billabong Reserve, 1585 Burke Road, Kew East	<p>Significant open space area with natural vegetation, wildlife habitat and wetland area. Includes Main Yarra Trail used by both recreation and commuter cyclists. Open space area used for passive recreation. Given the size of the reserve and the number of recreational nodes</p>	<p>The reserve is located to the north of the proposed works on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>Noise from construction activities may reduce the appeal of the area for active and passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time</p>	<p>AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2</p>	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>present and its connection with other open space areas, it would likely service a municipal catchment at the least (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within 100 m</p>	<p>for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	SC2			
15	Green Acres Golf Club, 51 Elm Grove, Kew East	<p>Green Acres is a private, members only 18-hole course with a clubhouse and a golf centre. Formal users of the club are likely to include vulnerable groups, primarily elderly people, for whom the club is a primary source of social cohesion.</p> <p>Location in relation to works: Within 100 m</p>	<p>The golf club is located to the north of the proposed works on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>The facility is primarily used for active recreation. Noise from construction activities may reduce the appeal of the area for active recreational activities. For example, there may be times when call outs during golf may not be easily audible and construction noise may become a deterrent for members engaging in golf; noting the area would experience. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			would be reduced to an extent to deter users if changes were effectively communicated as per SC2.				
16	Willsmere-Chandler Park, Willow Grove, Kew East	<p>A significant 23-ha open space area, Willsmere-Chandler Park provides a native vegetation corridor and two billabongs. The area contains an off-leash dog area, a playground, a sportsground and picnic tables. Given the size of the park, it likely provides for a regional catchment.</p> <p>Location in relation to works: Within project boundary</p>	<p>The park is located to the north of the proposed works on the Eastern Freeway. The reserve contains considerable active and passive recreational facilities. The park is to the south of proposed works along the Eastern Freeway. The park borders the Main Yarra Trail. As the trail intersects the project, it is assumed this would result in a temporary detour, as per T2. While the detour would unlikely deter commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>Noise from construction activities may reduce the appeal of the area for active and passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor	Eastern Freeway

Table 5-3 Social impacts on community infrastructure facilities in Kew

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
17	Guide Dogs Victoria (National guide dog and mobility Centre), 2 Chandler Hwy, Kew	<p>Disability support centre and guide dog training facility. This charity facilitates guide dog training for those in need. The facility supports a vulnerable group (visual impaired) through the training of guide dogs.</p> <p>Location in relation to works: Within 100 m</p>	<p>The centre is located to the north of the proposed works on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>Noise from construction activities may impact on noise sensitive activities undertaken at the site, particularly the training of guide dogs outside and internal activities, including conversations and social activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with facility managers would identify ways to minimise any disruption or disturbance to the usage of the facilities as far as possible.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Moderate	Eastern Freeway
18	Royal Talbot Rehabilitation Centre, 1 Yarra Blvd, Kew	<p>General hospital. The Royal Talbot Rehabilitation Centre is one of three facilities that constitute Austin Health. The centre provides intensive rehabilitation programs, therapy and support services to people with disabilities.</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The centre is located to the north of the proposed works on the Eastern Freeway.</p> <p>A marginal exceedance of the daytime noise management levels is predicted for the centre according to Technical report C – Surface noise and vibration. Although the noise generated by the construction of North East Link would be minimised in line with applicable legislation (EPR NV4), the vulnerability of the hospital's population increases their sensitivity to noise level changes, for example, increase in noise during the</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10	Minor	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>Areas of specialty include acquired brain injury rehabilitation, amputee rehabilitation, neurological rehabilitation, spinal cord injury rehabilitation, orthopaedic rehabilitation and orthotic and prosthetic services. The centre contains Mary Guthrie House which is a 30 bed facility which provides neurobehavioural rehabilitation primarily for public patients between the ages of 16 and 65.</p> <p>Location in relation to works: Within 100 m</p>	<p>daytime or night has the potential to disturb the rest and sleep of hospital patients. Engagement with hospital management, particularly around the potential for exceedance periods as per EPR SC2 would be required, in addition to the EPRs identified in Technical report C.</p> <p>Access to emergency facilities and provision of emergency services are time sensitive. The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time, which has the potential to impact on response time. As per EPR T2, suitable measures would be developed in consultation with emergency services and facilities to ensure emergency service access is not inhibited because of project construction activities.</p>	NV11 T2 SC2			
19	Yarra Bend Park, Follows Yarra River	Yarra Bend Park spreads over 260 ha and is the largest area of natural bushland in inner Melbourne. The park is located within the municipalities of Yarra and Boroondara but is	<p>Yarra Bend Park in Kew is located to the south of the works on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>Noise from construction activities may reduce the appeal of the area for active and passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8	Negligible	Negligible to minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>managed by Parks Victoria. The park contains significant natural vegetation and wildlife habitats. The park includes walking tracks, picnic grounds and lookouts as well as a number of sporting grounds. The Yarra Bend Park has a rich Aboriginal history, and is of ongoing significance to the Wurndjeri.</p> <p>The Main Yarra cycling trail runs through which is used by both commuter and recreational cyclists, as well as local cyclist groups. The park is used for both formal sporting and passive recreation. Given the size of the park and the number of recreational nodes present and its connection with other open space areas, it would likely service a</p>	<p>any disruption or disturbance to the use of the facilities as far as possible.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	<p>NV10 NV11 T2 SC2</p>			

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		regional catchment (Parks and Leisure Australia, 2013). Location in relation to works: Within 100 m					
20	Kate Campbell Reserve, Kellett Grove, Kew	Natural parkland area with street access and a children's playground. Situated between the Eastern Freeway and residential properties it is used or passive recreation. Given the size of the reserve and the number of recreational nodes present, it would likely service a sub-district catchment (Parks and Leisure Australia, 2013). Location in relation to works: Within project boundary	<p>Around 15 per cent of the reserve would be temporarily occupied during construction. However, much of the reserve would still be available for public use. Visual amenity is expected to be reduced through the presence of screening.</p> <p>Noise from construction activities may reduce the appeal of the area for active and passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p> <p>The reserve is in proximity to alternative areas of passive open space, which offer alternatives for passive recreation at the neighbourhood level. This means that access to open space would be maintained for residents during the project's construction, limiting the impact of changes at this facility.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor	Minor-moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			However, it is recognised that open space alternatives do not have the same recreational nodes offered at this facility.				
21	Jack O'Toole Reserve, 2-4 Kilby Road, Kew	<p>Open space area with North Kew Tennis Club and the 1st Kew Scout Group located within. A walking path connects with Eastern Freeway overpass to Main Yarra Trail. Given the size of the reserve and the number of recreational nodes present, it would likely service a sub-district catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within project boundary</p>	<p>Around 32 per cent of the reserve would be temporarily occupied during construction. However, much of the reserve would still be available for public use. Visual amenity is expected to be reduced through the presence of screening, but there would be not be a notable change.</p> <p>Noise from construction activities may reduce the appeal of the area for active and passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p> <p>The reserve is in proximity to alternative areas of passive open space, which offer alternatives for passive recreation at the neighbourhood level. This means that access to open space would be maintained for residents during the project's construction, limiting the impact of changes at this facility. However, it is recognised that open space alternatives do not have the same recreational nodes offered at this facility.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
22	North Kew Tennis Club, 177 Willsmere Road, Kew	The tennis club has four synthetic clay tennis courts and a clubhouse that has kitchen and entertaining facilities. Location in relation to works: Within 100 m	No acquisition or temporary occupation impacts would occur. The tennis club is located to the south of works on the Eastern Freeway. Noise from construction activities may reduce the appeal of the area for active and passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible. The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Minor	Eastern Freeway
23	1 st Kew Scout Group, 177 Willsmere Road, Kew	Scouts for 6–15 years. Location in relation to works: Within 100 m	No acquisition or temporary occupation impacts would occur. The scout hall is located to the south of works on the Eastern Freeway. Noise from construction activities may reduce the appeal of the area for active and passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers. Engagement with open space and recreational facility managers would identify ways to minimise any disruption or disturbance to the use of the facilities as far as possible.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2	Negligible	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2..	SC2			

6. Whitehorse community infrastructure and social impact

Table 6-1 Social impacts on community infrastructure facilities in Mont Albert North

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
1	Elgar Park, 653-661 Elgar Road, Mont Albert North	<p>The park has three ovals and two field courts utilised for a number of sports and used by multiple local sporting clubs. The area also has a small stand for supporters and viewers. In addition, there is a miniature train line, which consultation for the social impact assessment revealed is considered be highly utilised by the community</p> <p>The park is also used by St Johns Ambulance. It is traversed by the Koonung Creek Trail used by commuter and recreational cyclists, as well as local cyclist groups.</p> <p>Given the size of the park and its recreational facilities, it likely provides for a</p>	<p>Around 43 per cent of the park would be temporarily occupied during the project's construction. Specifically, the north-east and north-west sporting grounds would be occupied. The north-east sporting ground is presently used by Mont Albert Cricket Club and Surrey Hills Cricket Club during the Summer season. The north-west ground is used as a dog 'off-lead' area.</p> <p>NELP and the relevant local councils are undertaking an assessment of the facilities and usage at the facility to ensure that sporting clubs and user groups can be accommodated within another local site. It is therefore anticipated that availability of sporting facilities and clubs would not be reduced due to the project's land requirements. Depending on where the facilities are relocated, it is possible that if facilities are located further away from their existing location some users from the immediate surrounding area may be deterred to travelling the additional distance to access the facilities. However, it was noted through the consultation for the social impact assessment that generally people travel a fair distance to use these facilities and that majority would continue to use the facilities at their new location.</p> <p>The remaining large portion of the park is used by a range of groups.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2 SC4	Moderate	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>municipal catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within project boundary</p>	<p>Noise from construction activities may reduce the appeal of the area for active and passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2. The occupied area of the park also contains the Koonung Creek Trail. As the trail intersects the project (inclusive of upgrades to shared use paths), it is assumed that a temporary closure would result in a temporary detour. While the detour would be unlikely to impact significantly on commuting cyclists, the presence of a detour along with other amenity impacts would likely diminish the trail's use during construction for recreational users.</p>				
2	Koonung Creek Wetlands, Follows Eastern Freeway	A section of the linear park containing vegetation along Koonung Creek and wetlands. The Koonung Creek Trail runs through and is used by commuter and recreational cyclists and is also used commonly by dog walkers. The park is situated between the Eastern	<p>The wetlands are located to the south of work on the Eastern Freeway. A noise wall and shared use overpass would be constructed. This would require removal of existing vegetation. Works would be screened by temporary construction fencing, resulting in a short-term medium impact on visual amenity, as outlined in Technical report H – Landscape and visual.</p> <p>Noise from construction activities may reduce the appeal of the area for active and passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>Freeway and residential properties.</p> <p>Location in relation to works: Within project boundary</p>	<p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p> <p>The project intersects the Koonung Creek Trail. As the trail intersects the project, it is assumed this would result in a temporary detour, as per T2. While the detour would unlikely deter commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users.</p> <p>It is noteworthy there is a lack of other east-west cycling routes into the city available for commuters. Appropriate detours would need to be made available, with the length of the detour minimised.</p>	<p>T2</p> <p>SC2</p>			

Table 6-2 Social impacts on community infrastructure facilities in Box Hill North

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
3	Koonung Creek Linear Park, Follows Eastern Freeway	<p>Northern side of Eastern Freeway. Used for passive recreation, including a playground near Windella Quadrant. Includes Koonung Creek Trail, used by commuter and recreational cyclists, as well as local cyclist groups. Accessible by a footbridge over the Eastern Freeway near Eram Road in Box Hill North.</p> <p>Location in relation to works: Within project boundary</p>	<p>Approximately 60 per cent of the linear park would be temporarily occupied (inclusive of the portion of the reserve that extends into Doncaster and Box Hill North). However, much of the linear park would still be available for public use. Visual amenity is expected to be reduced through the presence of screening.</p> <p>Noise from construction activities may reduce the appeal of the area for active and passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p> <p>The project intersects the Koonung Creek Trail. As the trail intersects the project, it is assumed this would result in a temporary detour, as per T2. While the detour would unlikely deter commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users.</p> <p>It is noteworthy there is a lack of other east-west cycling routes into the city available for commuters. Appropriate detours</p>	<p>AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2</p>	Minor-moderate	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>should be made available, with the length of the detour minimised.</p> <p>The reserve is in proximity to alternative areas of passive open space, which offer alternatives for passive recreation at the neighbourhood level. Consequently, residents access to open space would be maintained, limiting the impact of changes at this facility.</p>				
4	Presbyterian Theological College, 684 Elgar Road, Box Hill North	<p>College specialising in biblical and theological education. The campus offers on-site accommodation for students and their families and also runs weekly pastoral care groups.</p> <p>Location in relation to works: Within 100 m</p>	<p>The college is located to the south of works on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation and impact people's capacity to participate in work and learning activities. In addition, the facility provides on-site accommodation for students, who would experience amenity changes similar to those outlined for other residents in Section 9.3.</p> <p>Noise from construction activities may reduce the appeal of outdoor areas for active and passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			travel time. Given the proximity to the North East Link construction footprint, the project should engage with each facility's management to seek inputs to the Construction Environmental Management Plan and continue engagement before and during construction as per SC2.				
5	Frank Sedgmen Reserve, Box Hill North	<p>Large vegetated open space with playground traversed by Koonung Creek and Koonung Creek Trail. North Box Hill Tennis club is located in the south of the reserve, alongside, alongside the NOVA Music Theatre Rehearsal Hall, which is also used by a scouts group. Situated between the Eastern Freeway and residential properties. Given the size of the facility and its limited recreational facilities, it likely provides for a district catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within project boundary</p>	<p>A small portion of the reserve (10 per cent) would be temporarily occupied. However, much of the reserve would still be available for public use, inclusive of the hall and tennis club. The project intersects the Koonung Creek Trail. As the trail intersects the project, it is assumed this would result in a temporary detour, as per T2. While the detour would unlikely deter commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users.</p> <p>It is noted there is a lack of other east-west cycling routes into the city available for commuters. Appropriate detours would need to be made available, with the length of the detour minimised.</p> <p>Visual amenity is expected to be reduced through the presence of screening, as discussed in Technical report H – Landscape and visual.</p> <p>Noise from construction activities may reduce the appeal of the area for passive and active recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor	Minor-moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p> <p>The reserve is in proximity to alternative areas of passive open space, which offer alternatives for passive recreation at the neighbourhood level. Consequently, residents access to open space would be maintained, limiting the impact of changes at this facility.</p>				

Table 6-3 Social impacts on community infrastructure facilities in Blackburn North

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
6	Bounce Inc., 22 Joseph Street, Blackburn North	Indoor trampoline centre. Location in relation to works: Within 100 m	<p>No acquisition or temporary occupation impacts would occur. The centre is located to the south of works on the Eastern Freeway.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Minor	Eastern Freeway
7	Melbourne Badminton Centre, 6-16 Joseph Street, Blackburn North	Indoor facility with 9 badminton courts, 80 car parks and a pro-shop. Location in relation to works: Within 100 m	<p>No acquisition or temporary occupation impacts would occur. The centre is located to the south of works on the Eastern Freeway.</p> <p>The facility is primarily used for active recreation. Noise from construction activities may reduce the appeal of the area for active recreational activities.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11	Negligible	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>unlikely to impact on the functionality of the community infrastructure facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	T2 SC2			
8	Eastern Freeway Linear Park, Follows Eastern Freeway	<p>Large open space area south of the Eastern Freeway. Includes Koonung Creek Trail connection to Slater Reserve to the west. An overpass connects to Koonung Creek Linear Park on the northern side of Eastern Freeway. Used for passive recreation.</p> <p>Location in relation to works: Within project boundary</p>	<p>The linear park is primarily used for active individual recreation, such as walking and cycling.</p> <p>Noise from construction activities may reduce the appeal of the area for active recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p> <p>The project intersects the Koonung Creek Trail. As the trail intersects the project, it is assumed this would result in a temporary detour, as per T2. While the detour would unlikely deter commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users.</p> <p>It is noted there is a lack of other east-west cycling routes into the city available for commuters. Appropriate detours would</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			need to be made available, with the length of the detour minimised.				
9	Koonung Creek Linear Park 2, Follows Eastern Freeway	<p>A vegetated open space area North of the Eastern Freeway. Includes Koonung Creek Trail. Accessible via footbridge over the Eastern Freeway near Kett Street. Used for passive recreation.</p> <p>Location in relation to works: Within project boundary</p>	<p>Approximately 48 per cent of the linear park would be temporarily occupied during construction. However, much of the linear park would still be available for public use. Visual amenity is expected to be reduced through the presence of screening.</p> <p>The linear park is primarily used for active recreation. Noise from construction activities may reduce the appeal of the area for active recreational activities. For example, there may be times when call outs during games and training may not be easily audible and construction noise may become a deterrent for spectators or family members to watch the games. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p> <p>The project intersects the Koonung Creek Trail. As the trail intersects the project, it is assumed this would result in a temporary detour, as per T2. While the detour would unlikely deter commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			It is noted there is a lack of other east-west cycling routes into the city available for commuters. Appropriate detours would need to be made available, with the length of the detour minimised.				
10	Slater Reserve, 11 Grosvenor Street, Blackburn North	<p>Large open space are with gassed area, tree vegetation and playground. Includes a recreation centre/stadium with indoor and outdoor basketball and netball courts used by local sports clubs. The Nunawading Community Gardens is located next to the stadium. The reserve is used for both formal sporting and passive recreation.</p> <p>Accessible from the Koonung Creek Trail.</p> <p>Given the size of the facility and its recreational facilities, it likely provides for a municipal catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within 100 m</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>The reserve is located to the south of the proposed works on the Eastern Freeway. The reserve contains considerable active and passive recreational facilities.</p> <p>Noise from construction activities may reduce the appeal of the area for active recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility. However, Slater Reserve is over 15 ha and it is likely that noise impacts would diminish as the facility extends away from the Eastern Freeway.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p> <p>Users of the facility rely on the nearby Koonung Creek Trail. The project intersects the Koonung Creek Trail. As the trail intersects the project, it is assumed this would result in a</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>temporary detour, as per T2. While the detour would unlikely deter commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users.</p> <p>It is noted there is a lack of other east-west cycling routes into the city available for commuters. Appropriate detours would need to be made available, with the length of the detour minimised.</p>				

Table 6-4 Social impacts on community infrastructure facilities in Nunawading

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
11	Warekila Preschool, Kett Street, Nunawading	Preschool for children aged 3–4 years. Location in relation to works: Within 100 m	<p>The pre-school is located to the south of the proposed works on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. The facility is only used during daytime hours. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people’s capacity to participate in work and learning activities, and outdoor play and learning activities.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time. Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor-moderate	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
12	Eastern Freeway Linear Reserve, follows Eastern Freeway	<p>Large open space area south of the Eastern Freeway. Includes Koonung Creek Trail connection to Slater Reserve to the West. An overpass connects to Koonung Creek Linear Park on the northern side of Eastern Freeway. Used by commuter and recreational cyclists, by local cyclist groups and for passive recreation.</p> <p>Location in relation to works: Within project boundary</p>	<p>The reserve is located to the south of the proposed works on the Eastern Freeway.</p> <p>Around 65 per cent of the reserve would be temporarily occupied. Although some of the reserve would still be available for public use, amenity would be reduced along with access to highly utilised walking trails.</p> <p>The facility is primarily used for active recreation. Noise from construction activities may reduce the appeal of the area for active recreational activities. For example, there may be times when call outs during games and training may not be easily audible and construction noise may become a deterrent for spectators or family members to watch the games. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2. The project intersects the Koonung Creek Trail. As the trail intersects the project, it is assumed this would result in a temporary detour, as per T2. While the detour would unlikely deter commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users.</p> <p>It is noted there is a lack of other east-west cycling routes into the city available for commuters. Appropriate detours</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Moderate	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>would need to be made available, with the length of the detour minimised.</p> <p>The reserve is in proximity to alternative areas of passive open space, which offer alternatives for passive recreation at the neighbourhood level. Consequently, residents access to open space would be maintained, limiting the impact of changes at this facility. However, it is recognised that open space alternatives do not have the same recreational nodes offered at this facility.</p>				
13	Ronald E Gray Reserve, 30 Outlook Drive, Nunawading	<p>Open space area with tree vegetation. Includes playground, BBQ and picnic tables. Used for passive recreation. Given its size and number of recreational nodes, the reserve likely provides for a sub-district catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within 100 m</p>	<p>The reserve is located to the south of the proposed works on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Eastern Freeway
14	Koonung Creek Linear Park, Follows	A vegetated open space area north of the Eastern Freeway. Includes Koonung Creek Trail. Accessible via footbridge over the Eastern	<p>The park is located to the north of the proposed works on the Eastern Freeway. The park contains considerable passive recreational facilities.</p> <p>No acquisition or temporary occupation impacts would occur.</p>	AQ1 EMF2 LV1 LV2	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
	Eastern Freeway	<p>Freeway near Kett Street. Used for passive recreation.</p> <p>Location in relation to works: Within project boundary</p>	<p>The reserve is primarily used for passive recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility. Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2. The project intersects the Koonung Creek Trail. As the trail intersects the project (inclusive of upgrades to shared use paths), it is assumed that a temporary closure would result in a temporary detour. It is noted there is a lack of other east-west cycling routes into the city available for commuters. Appropriate detours would need to be made available, with the length of the detour minimised.</p> <p>In addition, the Busana Way pedestrian bridge, which provides cross-freeway accessibility would be reconstructed, which would require the existing bridge to be removed for approximately 12 weeks. The closest crossing of the Eastern Freeway would be at Springvale Road. Signage should be placed at Springvale Road and Blackburn Road advising of the closure of the pedestrian bridge. While the detour would be unlikely to impact significantly on commuting cyclists, the presence of a detour along with other amenity impacts would likely diminish the trail's use during construction for recreational users.</p>	<p>NV3 NV4 NV8 NV10 NV11 T2 SC2</p>			

7. Yarra Community infrastructure and social impact

Table 7-1 Social impacts on community infrastructure facilities in Alphington

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
1	Alphington Park, View Street, Alphington	<p>Significant open space area traversed by the Yarra River and the Main Yarra cycle trail. The park includes soccer and cricket sports grounds, a playground, barbeque, picnic facilities and an off-leash dog area. A number of local sports clubs utilise the park facilities and the park is also used for passive recreation. Given its size and number of recreational nodes, the park likely provides for a municipal catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within 100 m</p>	<p>The park is located to the north of the proposed works on the Eastern Freeway. The park contains considerable passive and recreational facilities.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>Noise from construction activities may reduce the appeal of the area for active and passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Eastern Freeway
2	Latrobe Golf Club, Farm	The Latrobe Golf Club is an 18-hole course private club on freehold land. The golf club frequently holds	<p>The golf club is located to the north of the proposed works on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p>		Negligible	Negligible	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
	Road, Alphington	<p>functions and also has a pro-shop facility.</p> <p>Location in relation to works: Within 100 m</p>	<p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people’s capacity to participate in work and learning activities, and outdoor play and learning activities.</p> <p>Noise from construction activities may reduce the appeal of the area for active and passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time. Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p>				

Table 7-2 Social impacts on community infrastructure facilities in Fairfield

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
3	Thomas Embling Hospital, 101 Yarra Bend Road, Fairfield	<p>Mental Health Clinic, also known as Forensicare (Victorian Institute of Forensic Mental Health) provides programs, inpatient care, and rehabilitation and community transition support.</p> <p>Location in relation to works: Within 100 m</p>	<p>The hospital is located to the north of the proposed works on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility. Although the noise generated by the construction of North East Link would be minimised in line with legislation (per EPR NV4), the vulnerability of the hospital's population increases their sensitivity to noise level changes. For example, increases in noise during the daytime or night has the potential to disturb the rest and sleep of hospital patients. Engagement with hospital management as per EPR SC2 would be required.</p> <p>Access to emergency facilities and provision of emergency services are time sensitive. The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time, which has the potential to impact on response time. As per EPR T2, suitable measures would be developed in consultation with emergency services and facilities to ensure emergency service access is not inhibited because of project construction activities.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
4	Melbourne Polytechnic, Yarra Bend Road, Fairfield	Melbourne Polytechnic offers a range of TAFE (VET) and Higher Education (Degree) programs. Location in relation to works: Within 100 m	<p>The polytechnic is located to the north of the proposed works on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of noise could disturb conversation and impact people's capacity to participate in work and learning activities.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time. Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.</p>		Negligible	Minor	Eastern Freeway
5	RMIT Surveying Field Station, 201 Yarra Bend	RMIT facility of land surveying equipment. Location in relation to works: Within 100 m	<p>The field station is located to the north of the proposed works on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p>		Negligible	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
	Road, Fairfield		<p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of noise could disturb conversation and impact people’s capacity to participate in work and learning activities.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time. The project should engage with each facility’s management to seek inputs to the Construction Environmental Management Plan and continue engagement before and during construction as per SC2.</p>				
6	Victorian Indigenous Nurseries Co-Operative, Yarra Bend Road, Fairfield VIC 3078	<p>Community owned not-for-profit nursery specialising in indigenous plants.</p> <p>Location in relation to works: Within 100 m</p>	<p>The co-operative is located to the south of the proposed works on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. Temporary and intermittent increase in noticeable levels of noise could disturb conversation and impact people’s capacity to participate in outdoor activities.</p>		Negligible	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			<p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time. The project should engage with each facility's management to seek inputs to the Construction Environmental Management Plan and continue engagement before and during construction as per SC2.</p>				
7	Yarra Bend Park, Yarra Bend Road, Fairfield	Yarra Bend Park spreads over 260 ha and is the largest area of natural bushland in inner Melbourne. The park is managed by Parks Victoria. The parkland contains significant natural vegetation and wildlife habitats featuring river escarpments, open woodlands, playing fields including and public golf courses. There are noted areas within the park that	<p>A small area of the park (3 per cent) would be temporarily occupied during the project's construction. Although this area would not be available for public use, due to the size of the park it is not expected this would impact on the park's use.</p> <p>A new pedestrian bridge would be established within the park, which would require removal of some existing vegetation. The visual impact would be low, as it is located close to existing infrastructure (the Eastern Freeway viaduct) (see Technical report H – Landscape and visual).</p> <p>The reserve is primarily used for passive recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>hold value to the community including Dights Falls Reserve (listed below in Abbotsford).</p> <p>The park also includes walking tracks, picnic grounds and lookouts as well as a number of sporting grounds. The Main Yarra cycling trail runs through which is used by both commuter and recreational cyclists. Given the size of the park, its recreational facilities and connection to other open space areas, it would likely have a regional catchment at a minimum (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: Within project boundary</p>	<p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>				
8	Fairlea Reserve (within Yarra Bend Park)	<p>Large park area featuring cricket grounds and netball courts are used by local clubs. Ponds at this reserve are used by multiple fly fishing clubs. Mainly used</p>	<p>Around 25 per cent of the reserve would be temporarily occupied during construction. Although this area would not be available for public use, due to the size of the park, it is not expected this would impact the park's use.</p> <p>The facility is primarily used for active recreation. Noise from construction activities may reduce the appeal of the area for</p>	AQ1 EMF2 LV1 LV2 NV3	Minor	Minor	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>for formal recreation. Given the size of the reserve, its recreational facilities and connection to open space areas, it would likely have a regional catchment at a minimum (Parks and Leisure Australia, 2013)</p> <p>Location in relation to works: Within project boundary</p>	<p>active recreational activities. For example, there may be times when call outs during games and training may not be easily audible and construction noise may become a deterrent for spectators or family members to watch the games. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	<p>NV4 NV8 NV10 NV11 T2 SC1 SC2</p>			
9	Yarra Bend Public Golf Course. Yarra Bend Road, Fairfield	<p>Public access, 18-hole golf course with adventure golfing, coaching and a driving range.</p> <p>Private operator to whom Parks Victoria is landlord on behalf of the Victorian Government.</p> <p>Location in relation to works: Within project boundary</p>	<p>The golf club is located to the south of the proposed works on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>The facility is primarily used for active recreation. Noise from construction activities may reduce the appeal of the area for active recreational activities. For example, there may be times when call outs during golf may not be easily audible. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	<p>AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2</p>	Negligible	Negligible	Eastern Freeway

Table 7-3 Social impacts on community infrastructure facilities in Clifton Hill

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
10	Petit Early Learning Journey, 372 Hoddle Street, Clifton Hill	<p>Child care facility open Monday to Friday, 6:30 am-6:30 pm. Petit Early Learning offers childcare for children aged 0–3 years and pre-kinder for children aged 3–5 years.</p> <p>Location in relation to works: Within 100 m</p>	<p>The facility is located to the east of the project on the Eastern Freeway.</p> <p>No acquisition or temporary occupation impacts would occur.</p> <p>The facility would likely experience a change in the noise environment, which has the potential to impact on users and managers. The facility is only used during daytime hours. Temporary and intermittent increase in noticeable levels of daytime noise could disturb conversation, impact people’s capacity to participate in work and learning activities, and outdoor play and learning activities. Child care facilities are considered especially sensitive to changes in the noise environment, due to the presence of a vulnerable group (young children), and the use involving noise sensitive activities, such as sleeping periods during the day.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time. Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users,</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Moderate	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			engagement with its management should occur before and during construction as per SC2 to seek inputs to the Construction Environmental Management Plan.				
11	Gray Street Reserve, Corner of Gray Street and Treney Crescent	Small native shrubby greenspace area. The reserve essentially acts as a greenspace buffer. Location in relation to works: Within project boundary	Over half of the reserve would be temporarily occupied during construction. Given the facility essentially acts as a greenspace buffer and has limited social value, the social impact is expected to be limited.	SC1 LV2	Negligible	Negligible	Eastern Freeway
12	Ramsden Street Reserve, Corner of Ramsden Street and Field Street	Sporting oval and greenspace area. Facilities include sporting ovals, Quarries Park Skate park, Hall Reserve and an adventure playground. Sporting ovals are used by local clubs. The reserve is used for both sporting and passive recreation. Given the size of the reserve and its recreational facilities, it likely provides for a district to municipal catchment (Parks and Leisure Australia, 2013). Location in relation to works: Within 100 m	The reserve is located to the north of works on the Eastern Freeway and is separated from the project by Merri Creek. The reserve would be over 100 m from the main works on the Eastern Freeway, and has been included due to the construction footprint including smaller works, such as the establishment/upgrade of shared used paths. The reserve is primarily used for passive recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility. Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	Eastern Freeway

Table 7-4 Social impacts on community infrastructure facilities in Abbotsford

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
13	Dights Falls Reserve, Trenerry Crescent, Abbotsford	<p>Significant natural open space area including walking paths, sheltered areas and public toilets used for passive recreation.</p> <p>An important industrial heritage site that is now a highly utilised walking/cycling area.</p> <p>Given the size of the reserve, its recreational facilities and connection to open space areas, it would likely have a regional catchment at a minimum (Parks and Leisure Australia, 2013)</p> <p>Location in relation to works: Within 100 m</p>	<p>Around 2 per cent of the reserve would be temporarily occupied during construction but the majority of the facility would be available for public use. The reserve is highly utilised walking/cycling area that connects to the larger area.</p> <p>The reserve is primarily used for passive recreation. Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Localised traffic increases may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2. Overall, the section of temporary occupation is a small area of the reserve, and unlikely to impact on community enjoyment of the reserve as a whole.</p> <p>The Main Yarra Trail runs through the reserve. As the trail intersects the project, it is assumed this would result in a temporary detour, as per T2. While the detour would unlikely deter commuting cyclists, the presence of a detour would likely diminish the trail's use during construction for recreational users.</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC1 SC2	Minor	Minor	Eastern Freeway
14	Victoria Park, Abbot Street and Lulie	Former home of the Collingwood Football Club, now major community recreation space. The park	<p>Victoria Park is located south of the proposed upgrades to the Eastern Freeway in Abbotsford.</p> <p>Noise from construction activities may reduce the appeal of the area for passive recreational activities. A number of EPRs</p>	AQ1 EMF2 LV1	Negligible	Negligible	Eastern Freeway

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
	Street, Abbotsford	<p>includes a fenced football oval, community centre, public art and sculpture and is home to VFL matches.</p> <p>The park is used by a variety of sporting and non-sporting community groups and is used for both formal and passive recreation.</p> <p>Given the size of the park and its recreational facilities, it would likely have a regional catchment at a minimum (Parks and Leisure Australia, 2013)</p> <p>Location in relation to works: Within 100 m</p>	<p>would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changes in traffic conditions including from lane closures and an increase in heavy vehicles may increase travel time for users but it is unlikely that connectivity to the facility would be reduced to an extent to deter users if changes were effectively communicated as per SC2.</p>	<p>LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2</p>			
15	Maugie Street Reserve, Maugie Street	<p>Small greenspace area buffer between houses on Maugie Street and the Eastern Freeway. The reserve essentially acts as a greenspace buffer.</p> <p>Location in relation to works: Within project boundary</p>	<p>The whole of the reserve would be temporarily occupied during construction. Given the facility essentially acts as a greenspace buffer between a major road and houses, the social impact is expected to be limited.</p>	<p>LV2 SC1</p>	Negligible	Negligible	Eastern Freeway

8. Whittlesea community infrastructure and social impacts

Table 8-1 Social impacts on community infrastructure facilities in Whittlesea

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
1	Plenty Road Path, Bundoora	An off road walking and cycling path follows Plenty Road in Bundoora, running underneath the Metropolitan Ring Road and connecting to the Metropolitan Ring Road path. It is buffered by some vegetation. The primary social value provided by the facility is connectivity and the ability to engage in active lifestyle choices. Location in relation to works: within 100 m	No acquisition or temporary occupation impacts would occur. Noise from construction activities may reduce the appeal of the area for passive recreational activities. However, changes in the noise environment would be unlikely to affect commuters, who would move through the space quickly. Similarly, the facility is currently exposed to traffic noise, given its proximity to the M80 Ring Road. Noise from construction activities may reduce the appeal of the area for active recreational activities. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility. Changed traffic conditions in the study area may result in users having to factor in additional travel time to access this facility. However, the changes are not expected to be of a magnitude to deter managers or users of the facility from continuing use.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Negligible	M80 Ring Road to the northern portal
2	Unnamed open space area, 22 Enterprise Drive, Bundoora	A large open space area with native vegetation including established trees. The area includes a seating area and walking and cycling path connection between Enterprise Drive and the	No acquisition or temporary occupation impacts would occur. Noise from construction activities may reduce the appeal of the area for passive recreational activities but this use is likely limited. A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.	AQ1 EMF2 LV1 LV2 NV3 NV4	Negligible	Minor	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		<p>Metropolitan Ring Road Path. It is likely used by persons in the adjoining commercial precinct.</p> <p>Given the size of the facility and its limited recreational facilities, it likely provides for a neighbourhood catchment (Parks and Leisure Australia, 2013).</p> <p>Location in relation to works: within 100 m</p>	<p>Changed traffic conditions in the study area would be unlikely to affect access to the facility, which would service a neighbourhood catchment and local traffic conditions are not expected to be affected materially, as people would walk to the facility.</p>	<p>NV8 NV10 NV11 T2 SC2</p>			
3	<p>Unnamed reserve, 40 Worcester Crescent, Bundoora</p>	<p>A small open space area with native vegetation including established trees. A path travels through the reserve, and connects Worcester Crescent with the Metropolitan Ring Road Path. The noise environment would be heavily influenced by the traffic noise from the M80 Ring Road.</p> <p>Given the size of the reserve and its limited</p>	<p>No acquisition or temporary occupation impacts would occur.</p> <p>Noise from construction activities may reduce the appeal of the area for passive recreational activities but this use is likely limited. Similarly, there is considerable open space at the neighbourhood level that has higher amenity and recreational values.</p> <p>A number of EPRs would be implemented to reduce and manage noise impacts on receivers, which would also likely reduce noise at this facility.</p> <p>Changed traffic conditions in the study area would be unlikely to affect access to the facility, which would service a neighbourhood catchment and local traffic conditions are not expected to be affected materially, as people would walk to the facility.</p>	<p>AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2</p>	Negligible	Negligible	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
		recreational facilities, it likely provides for a local catchment (Parks and Leisure Australia, 2013). Location in relation to works: within 100 m					
4	Apostolic Church 28/20 Enterprise Drive, Bundoora	Apostolic Church offering a Sunday service to the wider community. Location in relation to works: within 100 m	<p>No acquisition or temporary occupation impacts would occur.</p> <p>As a religious facility, low levels of noise are generally valued and users would therefore be sensitive to change. As discussed in Section 9.2.3, a range of project activities would increase noise levels. This may impede people’s ability to relax or engage in conversation and religious activities, limiting their social interactions. There is potential that some vulnerable users could be more sensitive to increases in noise levels and may have less capacity to adapt to changes in the noise environment.</p> <p>The EPRs outlined in Technical report C – Surface noise and vibration would manage noise changes at community facilities to be within acceptable noise limits during most times. At times, there could be temporary and intermittent disruption due to increased noise levels, but overall noise changes would be unlikely to impact on the functionality of the community infrastructure facility.</p> <p>The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time. Given the proximity of the facility to the North East Link construction footprint and the sensitivity of facility users, engagement with its management should occur before and during</p>	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Minor	Minor-moderate	M80 Ring Road to the northern portal

Map code	Facility name and address	Description	Social impacts	EPRs	Impact rating (function of the facility)	Impact rating (users)	Precinct
			construction as per SC2 to seek inputs to the Construction Environmental Management Plan.				
5	Northpark Private Hospital, Greenhills Road, Bundoora	General hospital. The facility provides private health services to the north-eastern region. Location in relation to works: Emergency facility outside 100 m	No acquisition or temporary occupation impacts would occur. The hospital is of a sufficient distance (around 50 m from the upgrade works on the M80 Ring Road interchange) to limit amenity impacts to the facility (refer Technical report C – Surface noise and vibration which uses a buffer of 400 m either side of the project’s construction to capture any relevant impacts). As a result, no amenity changes are expected as a result of the project. Access to emergency facilities and provision of emergency services are time sensitive. The construction of North East Link is expected to require temporary lane and road closures across the study area (see Section 9.3) that would require diversions and may increase travel time, which has the potential to impact on response time. As per EPR T2, suitable measures would be developed in consultation with emergency services and facilities to ensure emergency service access is not inhibited because of project construction activities.	AQ1 EMF2 LV1 LV2 NV3 NV4 NV8 NV10 NV11 T2 SC2	Negligible	Minor	M80 Ring Road to the northern portal

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Appendix F – Sport and Recreation Options Assessment



Sport and Recreation Preliminary Options Assessment

15 March 2019

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1. Introduction

North East Link and Sport and Recreation

North East Link is a proposed new freeway standard road connection that would complete the missing link in Melbourne's ring road, giving the city a fully completed orbital connection for the first time. North East Link would connect the M80 ring road (otherwise known as the Metropolitan Ring Road) to the Eastern Freeway and include expansion and upgrades of the Eastern freeway from near Hoddle Street to Springvale Road.

The State Government has established the North East Link Project (NELP) team, established within the Major Transport Infrastructure Authority, to plan and deliver the project.

The North East Link Reference Design represents one feasible way that North East Link ('the project') could be designed, constructed and operated (refer Figure 1). The project is being assessed by way of a reference project. The ultimate design for the project will be selected during project procurement which will conclude following completion of the EES assessment process and obtaining project approvals. The preferred contractor would provide their design which may differ from the Reference Project. Nevertheless, the contractor's design would need to be contained within the approved project area and would need to comply with environmental performance requirements established for the project.

As part of delivering the NELP, some sports and recreation facilities and uses may be impacted either temporarily or permanently. This strategic assessment has been undertaken to identify opportunities to relocate these facilities with the overall aim of minimising any impact to the community. This report builds on the Social Impact Assessment (SIA) report for specific sporting and recreation facilities. This report provides further and more specific detail in regard to club usage and relocation requirements and has identified relocation options for further consideration.

Additional investigation is required to enable the continued use of the sport and recreation facilities during the construction phase.

This assessment excludes impact to private schools along Bulleen Road as separate discussions are being held with each school to address temporary and permanent impacts on their respective facilities and needs.



Figure 1 North East Link - The Project

Purpose

The purpose of this Plan is to summarise the permanent and temporary impacts of the project on sport and recreation facilities across the project corridor and to identify potential options and opportunities to relocate those facilities and uses to alternative sites.

Objectives

Through this Plan we aim to:

- Identify options to provide for the relocation of all existing sport and recreation facilities, clubs and user groups impacted by the project to enable their continued use and operation with minimal disruption,
- To support their relocation to suitable replacement facilities,
- The prepare for the reinstatement of recreation reserves temporarily impacted by the project.

Guiding principles

The guiding principles should be applied when determining the preferred option/s for relocation / reinstatement of sporting and recreation facilities. The guiding principles include:

- Relocation and / or reinstatement should provide a suitable replacement facility, (to current standards). In the instance where existing facilities do not meet current standards, the reinstatement would be required to provide facilities to current standards, such as flood lights that comply with Australian Standards, or the provision of female friendly / gender neutral change rooms.
- Relocation and reinstatement should occur in a timely manner to minimise disruption to the continued operation of the club or user group and to facilitate ongoing community participation in the relevant sport and recreation activity.
- Alternate relocation sites are within a reasonable proximity to their existing site to minimise the impact on the community when travelling to a different location to participate in their selected activity.

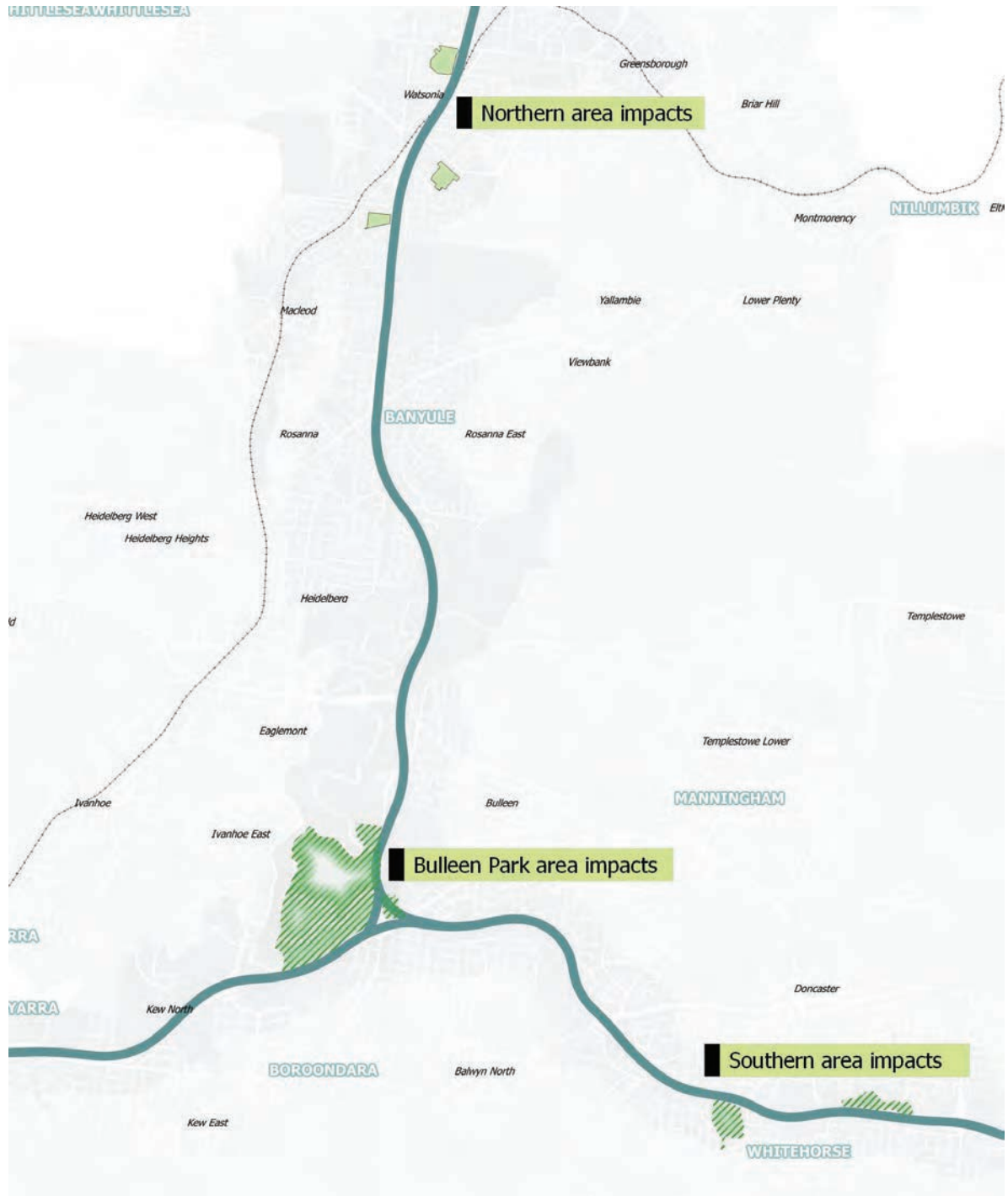


Figure 2 Sport and Recreation Impacts along the project corridor

Scope

The scope of this assessment includes specific sport and recreation reserves across the Project corridor that have been identified for temporary and / or permanent acquisition based on the current reference design (refer Figure 2). The impacts span across three geographical areas and are the primary focus for this Plan and they include:

- Northern area (Banyule City Council)
- Bulleen Park Area (Manningham City Council and Boroondara City Council)
- Southern area (Whitehorse City Council)

Out of scope

This Plan does not seek to determine the hierarchy of one sport over the other and does not seek to determine land use changes or outcomes for local Councils.

Additionally, there may be other sport and recreation impacts considered separately from this Plan. As an example, there is an existing network of pedestrian paths and shared trails. There is a commitment from the State Government to prioritise reinstatement of these paths and trails, and this Plan has not undertaken an assessment of these areas.

This assessment also excludes impact to private schools along Bulleen Road as separate discussions are being held with each school to address temporary and permanent impacts on the respective facilities and needs.

Review process

This Plan is based on the sport and recreation impacts specific to the reference design and as such it reflects the information known at this point in time.

The final design of the project is subject to change and as a result, the Plan will be reviewed and refined following selection of the preferred tenderer's design and as the project design and construction methodology develops.

2. Background

Strategic context - Local

Local area assessments have been undertaken and include specific detail regarding the current usage, participation data and proposed options that could accommodate facilities and clubs / user groups during the NELP construction. These reports have informed this Sport and Recreation Option Assessment report and are included in the appendices to this Plan and referred to below.

Banyule Options Assessment

The assessment report is titled *North East Link Project Sport and Recreation Options Assessment, City of Banyule*, 15 March 2019, (refer Appendix 1).

The report included consultation and feedback from Banyule Council officers. It documents the assessments undertaken at the three sites that are identified for temporary occupation, AK Lines, Gabonia and Winsor Reserves. A small portion of land has also been identified for permanent acquisition at AK Lines Reserve. Consideration has been given to the site context, use of the site and potential NELP impact. An assessment has also been undertaken on other reserves in the municipality to identify opportunities to relocate clubs during the NELP construction period.

Early consultation has been undertaken with some of the clubs from the three reserves in early 2018 and the club committees are invited to individual club meetings currently scheduled for March 2019. These meetings will be an opportunity to discuss the draft options assessment and for the clubs to provide further input into the relocation options available. Information regarding the process for the upcoming EES will also be provided to the clubs. Further consultation and assessments will be required with Banyule City Council and the clubs over coming months with the aim to continue to refine the options assessment and develop an implementation plan.

The Banyule Options Assessment report also documents the population growth in Banyule Council to 2036 and the expected growth in field sports during this period. This has identified the need for sporting and recreation fields in the future. This information will be used by Banyule City Council to inform their long-term strategic planning.

Boroondara and Manningham Options Assessment

The assessment report is titled *Bulleen Park Area Sport and Recreation Options Assessment*, 15 March 2019 (refer appendix 2). Given there are multiple sites identified for permanent acquisition in the Bulleen Park area to accommodate the NELP, extensive consultation was undertaken with relevant officers from Manningham and Boroondara City Council's and the clubs/user groups in the area. Informal recreation users were also surveyed to gain an understanding of how the public open space is used within this area.

Through the consultation, multiple options were identified to relocate sporting facilities in the area. It was also identified that additional offset site/s would be required to ensure reinstatement of all facilities.

Evaluation criteria was developed by NELP and included consultation and feedback from Boroondara and Manningham City Council officers. The criteria include:

Objective 1: Protect facilities and activities available for existing park users

Objective 2: Protect capacity for future use or development

Objective 3: Protect social, environmental and cultural heritage values

Objective 4: Efficient use of resources.

The criteria were developed to objectively assess the options available and to identify any unacceptable consequences with the aim to refine the options.

Further, Manningham City Council submitted an Issues and Opportunities Paper in July 2018 to NELP, which identified their endorsed position in relation to the NELP impacts within the municipality and also their strategic direction for public open space in Bulleen Park. In November 2018, Boroondara Council endorsed two concept plans for the Bulleen Park area. These concepts represent the endorsed position of Boroondara Council.

These options, along with multiple other options have been assessed utilising the evaluation criteria. This identified that variations of the options are possible, and each solution requires some form of compromise.

The Options Assessment report documents the process that has occurred and the site context, land planning, consultation and the range of options explored and summary of the Boroondara and Manningham options assessment.

The club committees are invited to attend an individual club meeting currently scheduled for March 2019. These meetings will be an opportunity to discuss the draft options assessment and for the clubs to provide further input into the relocation options available. Information regarding the process for the upcoming EES will also be provided to the clubs. Further consultation and assessments will be required with Manningham and Boroondara Council's, clubs and stakeholders over coming months with the aim to continue to refine the options assessment and develop an implementation plan.

Whitehorse Options Assessment

This assessment report is titled *North East Link Sport and Recreation Options Assessment, City of Whitehorse*, 15 March 2019.

The report documents the current community usage, participation numbers and potential options available to manage the temporary occupation of the north west and north east ovals at Elgar Park.

Consultation was undertaken with relevant officers from Whitehorse Council with the aim to explore options that may be able to accommodate the temporary impacts at Elgar Park Reserve. Whitehorse City Council submitted a NELP Design Principles and Project Opportunities paper in October 2018 which outlined their endorsed Council position regarding the NELP impacts within Whitehorse and also addressed their position on Elgar Park Reserve. This paper outlined the Council's preference for NELP to use Eram Park rather than Elgar Park to minimise community impact. This request has been considered and addressed within this report.

The club committees are invited to attend individual club meetings currently scheduled for March 2019. These meetings will be an opportunity to discuss the draft options assessment and for the clubs to provide further input into the relocation options available. Information regarding the process for the upcoming EES will also be provided to the clubs. Further consultation and assessments will be required with Whitehorse Council, clubs and stakeholders over coming months with the aim to continue to refine the options assessment and develop an implementation plan.

Strategic context - State

Other relevant State Government Plans and Strategies that have informed aspects of this Plan include:

Active Victoria 2017-2021

The Victorian State Government released their strategic framework for sport and recreation for 2017 – 2021. *Active Victoria* describes Victoria’s current sport and recreation system and delivers a strategic framework for future work based on six key directions:

- meeting demand
- broader and more inclusive participation
- additional focus on active recreation
- build system resilience and capacity
- connect investment in events, high performance and infrastructure
- work together for shared outcomes.

Consideration has been given to the relationship between the strategic framework outlined in *Active Victoria* and the sport and recreation options assessment undertaken for the NELP. Given the required investment into relocation and reinstatement of impacted facilities, there is an opportunity for these works to also consider the States key directions as identified above, for sport and recreation.

Vic Health Physical Activity Strategy 2018-2023

Vic Health released their Physical Activity Strategy in 2018 with the aim to increase the number of Victorians who are physically active. The focus area for the strategy is on:

- Children 5-12 years
- Young people 12-17 years
- Women and girls

The strategy aims to engage people who are less active and who experience the greatest barriers to participation and also connect people at key life stages where the physical activity typically drops off, potentially leading to an inactive life.

Yarra River Strategic Plan DELWP

Melbourne Water is leading the development of the Yarra Strategic Plan, which will provide the basis for the future planning of the river corridor and each of its reaches. There are four key elements that will guide Melbourne Water’s development of the YSP:

- the overall environmental health of the river (waterway and riparian land)
- community use, access and amenity of the river and parklands
- the river’s landscape setting and interface of the river corridor with adjacent land use
- cultural and heritage values

The plan will also be underpinned by the Yarra River 50 Year Community Vision which was developed in 2018. Bulleen is located within the 'Suburban Reach' of the Yarra Strategic Plan. The draft Yarra Strategic Plan is planned to be released in 2019.

The Yarra River – Bulleen Land Use Framework Plan

One of the key strategic actions identified in the Yarra River Action Plan is developing the 'Cultural River Precinct Structure Plan' now titled *The Yarra River – Bulleen Land Use Framework Plan*, which includes the area along the Yarra River Corridor between Bulleen Park and the Banyule Flats.

The Department of Environment, Land, Water and Planning (DELWP) is developing a structure plan with a 50-year outlook. The plan aims to ensure the long-term protection of the Yarra River and its parklands and manage development along the Yarra corridor.

In October 2018, the Minister for Planning appointed an Advisory Committee to provide advice about the plan in addition to the draft planning scheme amendments provided by the land owners of the Yarra Valley Country Club and the Former Bulleen Drive-In. The plan is expected to go through a public exhibition process and public hearing in 2019.

Project timeframe and staging

The reference design has identified potential reserves for permanent acquisition and temporary site compounds and laydown areas close to each section of the main works. Details of these locations and the proposed staging of the works will be informed by the EES and the concept design of the Primary Package contractor who is expected to be appointed in Q3 2020, and will be further refined by the works and methodology proposed by the Primary Package contractor and Secondary Package contractors who will be progressively procured. Certain details may also be informed by the Early Works contractor expected to be appointed in 2019.

Development of the Sport and Recreation Options Assessment

In the development of this assessment, the NELP team has consulted and sought feedback from relevant local Council officers including Banyule, Manningham, Boroondara and Whitehorse Council's. Furthermore, consultation has been undertaken with State Government Departments such as Department of Health and Human Services (DHHS) - Sport and Recreation Victoria (SRV), Department of Environment, Land, Water and Planning (DELWP) and key agencies such as Parks Victoria and Melbourne Water and relevant State Sporting Associations. Consultation has also been undertaken with local clubs, user groups and some schools where relevant. Furthermore, specialist golf designers have been engaged to provide golf solutions to address identified golf impacts.

3. Northern Area Options Assessment

The Project has identified three community sporting Reserves within the City of Banyule for temporary occupation due to the need to have local construction laydown sites. The sites include AK Lines and Gabonia Reserves, both located in Watsonia and Winsor Reserve located in Macleod (refer Figure three). These Reserves are currently utilised by a range of sporting clubs, user groups and informal recreation users. For the purpose of this Plan, it has been assumed that the land will be required for five years with a further year for reinstatement.

The *Sport and Recreation Options Assessment, Banyule City Council* report was undertaken in consultation with Banyule City Council. This report provides further details in relation to the specific use and options assessment for this area (refer appendix 1).



Figure 3 Sport and Recreation reserves impacted within the northern area

AK Lines Options Assessment

AK Lines Reserve is located in Grimshaw Street, Watsonia, and is owned by Banyule City Council. The primary use of this reserve is for football and turf cricket, and the field is utilised exclusively by the sports clubs for approximately 23 hours per week during winter and 21 hours per week during summer. The reserve is also home to the Watsonia Scouts. The scout building is located to the south west of the reserve. The scouts also utilise the playground, open space and BBQ area. The reserve also provides open space for informal recreation use.

During the temporary occupation period, the majority of the Reserve will not be available for community use. There is also a strip of land on the northern and eastern boarder of the reserve required to accommodate the NELP. The key elements are summarised in table 1 and figure 4 below.

Table 1 AK Lines Reserve, summary of usage and areas required for the NELP

Facility	User group	Areas required for the NELP
Football/ Cricket oval	Plenty Valley Cricket Club, Watsonia Sporting club (includes Watsonia Football Club and Watsonia Netball Club) St Marys Junior Football Club	Required for temporary occupation for construction lay down area.
Sporting pavilion		Required for temporary occupation for construction lay down area. The pavilion will be secured for the duration of the works. Clubs can gain access to the pavilion via arrangement. Clubs will have access to a suitable alternate pavilion at the relocation site.
Cricket nets	Plenty Valley Cricket Club	Required for temporary occupation for construction lay down area. Cricket nets will be secure for the duration of the works.
Scout Hall	Watsonia Scouts	Scout Hall to be excluded from temporary occupation so that the scouts can continue to utilise this facility.
Picnic, play space and open space	Watsonia Scouts Informal community use	This area to be excluded from temporary occupation to enable the scouts and informal reserve users to continue to use this area.
Car park	All users	Required for temporary occupation for construction lay down area. Off street parking will be provided to service the scout hall.
Vehicle entrance from Grimshaw Street	All users	This entrance will be required for temporary occupation for construction lay down area and closed off to the general public.

Facility	User group	Areas required for the NELP
Vehicle entrance from Peters Street	All users	This entrance will be excluded from temporary occupation and made available for the community to access the scout hall and playground area.
Strip of land on the north and eastern border of the reserve	Open space – informal use	A strip of land along the northern and eastern border of AK Lines Reserve is required for permanent acquisition for the NELP.



Figure 4 AK Lines Reserve – NELP areas for temporary occupation and permanent acquisition

Gabonia Avenue Reserve Options Assessment

Gabonia Avenue Reserve is located in Watsonia and is owned by Banyule City Council. It is one of Banyule Council’s major soccer venues and is a home ground for Watsonia Heights Football club, senior men’s and women’s training and competition. The reserve is utilised exclusively by the sports clubs for approximately 26 hours per week. The reserve is also used for informal recreation such as walking and bike riding on the shared trail and walking the dog.

During the temporary occupation period, aspects of the Reserve will be unavailable for community use. The key elements are summarised in table 2 and figure 5 below.

Table 2 Gabonia Avenue Reserve, summary of usage and areas required for temporary occupation

Facility	User group	Areas required for the NELP
Soccer Field	Watsonia Heights Football Club (Soccer - senior teams)	The soccer field and surrounding areas are required for temporary occupation for construction lay down area.
Sporting pavilion	Watsonia Heights Football Club (Soccer – senior teams)	Required for temporary occupation for construction lay down area. The pavilion will be secured for the duration of the works. Clubs can gain access to the pavilion via arrangement. Clubs will have access to suitable alternate pavilion at the relocation site.
Shared user trail	Informal community use	The shared trail will remain open and accessible during the temporary occupation. This may require a temporary realignment of the shared user trail to avoid construction vehicles entering from Frenshman Road.
Car park	All users	The car park is required for temporary occupation for construction lay down area.
Entrance from Gabonia Avenue	All users	Access to car park from Gabonia Avenue to remain open with a reduced car park area.
Frenshman Road interface / Powerline easement	Informal community use	Frenshman Street to be used for construction vehicle access into the Reserve. This will require temporary realignment of the shared user trail to maintain a safe passage for cyclists and pedestrians.
Open space north east side	Informal recreation	This area of open space is required for temporary occupation for construction lay down area.



Figure 5 Gabonia Avenue Reserve - NELP areas for temporary occupation

Winsor Reserve Options Assessment

Winsor Reserve is located on Somers Avenue in Macleod and is owned by Banyule City Council. This reserve provides an overflow venue for junior cricket and Australia rules football and is utilised exclusively by the sports clubs for approximately 27 hours per week in winter and 11 hours per week in summer. The reserve also provides open space for informal recreation use, including a basketball / netball area and a children’s playground and a pedestrian path providing access between Somers Avenue and Tuckfield Court.

During the temporary occupation period, aspects of the Reserve will be unavailable for community use. The key elements are summarised in table 3 and figure 6 below.

Table 3 Winsor Reserve, summary of usage and areas required for temporary occupation

Facility / area	User group	Areas required for the NELP
Australian Rules Football / cricket oval	Macleod Cricket Club Macleod Junior Football Club	The sports oval and land surrounding the oval will be required for temporary occupation for construction lay down area.
Sporting pavilion, car park and entrance from Somers Avenue	Macleod Cricket Club Macleod Football Club	Required for temporary occupation for construction lay down area. The pavilion will be secured for the duration of the works. Clubs can gain access to the pavilion via arrangement. Clubs will have access to suitable alternate pavilion at the relocation site.
Playground pedestrian path and open space (west side)	Informal community use	The pedestrian access between Somers Avenue and Tuckfield Court, playground and open space will be retained for informal community use and excluded from temporary occupation.
Basketball / netball hoop and open space (east side)	Informal community use	The informal basketball / netball area and open space along the eastern side will be required for temporary occupation for construction lay down area. Consideration will be given to relocating the basketball / netball hoop to the western side of the reserve in consultation with the community. Construction vehicle entrance will be provided from Greensborough Hwy into the reserve.



Figure 6 Potential impact to Winsor Reserve

Required relocation schedule

The three Banyule reserves identified for construction laydown for the NELP have combined structured sports usage of 76 hours in winter and 32 hours in summer which needs to be relocated to alternative sites. Current usage based on the 2018/19 season is outlined in the table 4.

Table 4 Summary of scheduled hours of use for the Banyule reserves impacted by the NELP

Banyule sites	Hours of usage	Summer usage	Winter usage
Ak Lines Reserve	23 hours per week during winter and 21 hours during summer	Tuesday, Wednesday, Thursday, Saturday and Sunday	Monday, Tuesday, Thursday and Saturday
Gabonia Avenue Reserve	26 hours per week	Winter season extends into summer. Soccer approximately February to November	Monday, Tuesday, Saturday and Sunday. Winter sport.
Winsor Reserve	27 hours per week in winter and 11 hours per week in summer	Wednesday, Friday and Saturday	Monday - Sunday
TOTAL	76 hours per week in winter and 32 hours in summer		

Relocation options

Extensive consultation has been undertaken with Banyule Council Officers to understand the current usage and condition of the three impacted reserves. Further assessment has been undertaken at other sporting reserves across the municipality to determine where there may be opportunities to relocate this sporting usage during the NELP construction period.

A range of options have been identified for consideration for relocation options within the area, with the aim to achieve suitable replacement facilities for all existing uses (refer to table 5 and appendix 1).

The assessment identified that the sporting reserves in Banyule Council area are currently operating at their usage capacity. This is based on a number of factors including:

- The standards of each particular oval (ie dependent on drainage, irrigation, floodlighting etc) and that increasing usage based on its current condition would be detrimental to the ongoing condition and quality of the playing surface,
- Current schedule commitments across peak times to accommodate the relocated clubs.

To support the relocation plan, a range of infrastructure improvement opportunities have been identified to provide an upgrade that will enable additional hours of use, such as installing full irrigation, drainage, warm season grasses and sports field lighting. This has been identified in Appendix 1.

Draft relocation options to accommodate the club usage at the three reserves have been summarised in table 5 and Figure 7. Further consultation is required with all the clubs to explore these options and any other options that may be identified. The NELP has committed to reinstating the impacted reserves following the construction period, to ensure continued community access and sports club participation.

Table 5 Banyule relocation options to be considered

Site	Context	Relocation options	Critical Factors
AK Lines Reserve	Ak Lines Reserve schedules three different clubs and a total of 23 hours usage during winter and 21 hours usage during summer.	There is an opportunity to relocate Plenty Valley Cricket Club to Binnak Park Oval for training and competition (21 hours - summer). Travel distance 2.3kilometres	Northcote Cricket Club (Darebin club) have used Binnak Park for many years. Darebin Council is currently upgrading Mayer Park with the opportunity for Northcote Cricket Club to relocate back closer to their home ground in Darebin. This will result in Binnak Park Oval becoming available to accommodate Plenty Valley Cricket Club. Reserve upgrade required at Binnak Reserve. (refer to Appendix 1).
	Banyule Council Ovals are all currently being utilised. The relocation plan requires multiple sites to share the community usage during the period of temporary occupation.	There is an opportunity to relocate St Marys Junior football club training and competition to a new facility at Greensborough Secondary College (GSC) (9 hours - winter). Travel distance 2.3 kilometres	Opportunity to construct a shared facility at GSC. This will require negotiation of a shared use agreement between the Council, School and DET prior to construction of a shared facility. Consultation underway with the school and Department of Education and Training (DET). Timing to negotiate this arrangement, design work and construction is critical to the success of this option.
	These sites will require infrastructure upgrade to increase their capacity and facilitate a portion of the AK Lines usage.	There may be an opportunity to relocate the Watsonia Football Club to Barling Reserve (Darebin Council) or Redleap Reserve (Whittlesea Council), or Latrobe University Travel distance up to 7 kilometres	Further consultation required with Watsonia Football Club and requires discussions between NELP, Banyule, Darebin and Whittlesea City Council's and La Trobe University. Relocation site may require infrastructure upgrades or construction to increase the capacity for this additional usage.

Site	Context	Relocation options	Critical Factors
Gabonia Avenue Reserve	A senior size soccer pitch is required to accommodate 26 hours of winter usage.	There is an opportunity to relocate Watsonia Heights Football Club (soccer) to a new facility at GSC. Travel distance 3.9 kilometres	This will require negotiation of a shared use agreement between the Council, School and DET prior to construction of a shared facility. Consultation underway with the school and Department of Education and Training (DET). Installation of a synthetic soccer field will ensure durability during heavy usage from soccer club and school day time usage. Timing to negotiate this arrangement, design work and construction is critical to the success of this option.
Winsor Reserve	An overflow venue for junior football and cricket with 27 hours per week in winter and 11 hours per week in summer.	There is an opportunity to relocate Macleod Junior football club competition to De Winton Park (8 hours - winter). This would bring the senior and junior club together on the one site. Travel distance 2.3 kilometres	Banyule Council is upgrading this Reserve in 2021-22 and there is an opportunity for the scope to increase to include instant turf to reduce displacement times and increase capacity to accommodate additional usage.
		Opportunity to relocate Macleod junior Football Club training to a new facility at GSC (18 hours -winter) Travel distance 4.1 kilometres	This will require negotiation of a shared use agreement between the Council, School and DET prior to construction of a shared facility. Consultation underway with the school and Department of Education and Training (DET). Timing to negotiate this arrangement, design work and construction is critical to the success of this option.
		There is an opportunity to relocate Macleod Cricket Club for competition (11 hours – summer) to a new facility at GSC. Travel distance 4.1 kilometres	This will require negotiation of a shared use agreement between the Council, School and DET prior to construction of a shared facility. Consultation underway with the school and Department of Education and Training (DET). Timing to negotiate this arrangement, design work and construction is critical to the success of this option.

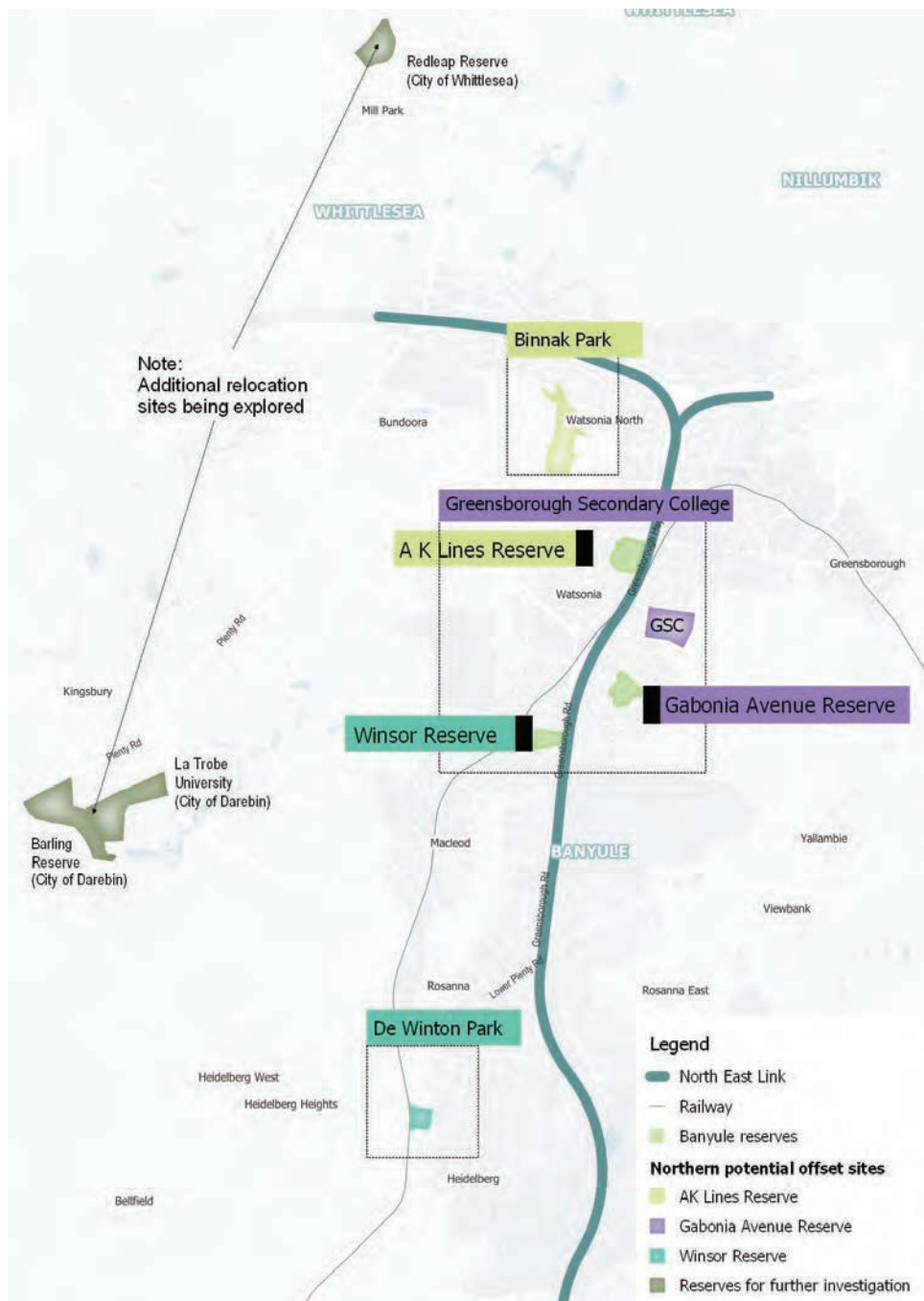


Figure 7 Northern area impact and relocation options

Next steps

At this stage a preliminary assessment has been undertaken to explore options for relocation of clubs that utilise the three reserves impacted by the NELP. Further work is required to progress this assessment and these steps include:

- Undertake comprehensive consultation with stakeholders including:
 - o Clubs and users of Ak Lines, Gabonia and Winsor Reserve.
 - o Clubs and users of reserves identified as potential relocation options (Binnak Park and De Winton Park).
 - o Continued negotiation with Greensborough Secondary College and DET to progress negotiations on the shared facility.
 - o Stakeholders for other potential relocation sites such as Darebin Council and Barling Reserve, Whittlesea Council and Redleap Reserve and Latrobe University (note: only one of these sites will be required).
 - o Continued conversations with Sport and Recreation Victoria, and the relevant state sporting associations and leagues / associations.
- Development of an implementation plan that documents the scope and sequencing of works, project timeline, method of delivery.
- Progress options assessment to concept plan and detailed design in consultation with Banyule Council and clubs and user groups.

4. Bulleen Park Area Options Assessment

The Project has identified permanent impacts to sporting infrastructure within the Bulleen Park area. The study area is located on land within the City of Manningham and the City of Boroondara and also includes the private land at the Veneto Club (refer to Figure 8). Consideration has also been given to the Manningham Hotel and the Bulleen Swim Centre site.

The *Bulleen Park Sport and Recreation Options Assessment* report included consultation and feedback informed by officers from Boroondara City Council and Manningham City Council (Refer to appendix 2 for further details in relation to the land assessment, specific use and options assessment for this area).

Note: this assessment excludes Trinity College, Marcellin College and Carey Grammar. Separate discussions are underway with the private schools regarding options to address the impacts on their respective facilities and need.



Figure 8 Bulleen Park Study Area (This assessment excludes Private Schools, separate discussions underway)

Background

Bulleen Park area is an intensive sporting site and heavily utilised by a large number of sporting clubs/users. When considering the potential options to relocate sport and recreation facilities in this area, there is a flow on effect of impacts to other facilities and clubs / users. A summary of the areas required for temporary occupation and permanent acquisition has been listed in the table 6 and illustrated in Figure 9.

Table 6 Bulleen Park area – Summary of facilities required for the NELP and user groups

Facility	User group	Areas required for the NELP
Veneto Club	Private facility. Home to the Bulleen Lions Soccer club (National Premier League – NPL club). Also caters to other clubs as required.	An area of the car park is required for temporary occupation and permanent acquisition as a result of the NELP. Vehicle access in and out of the Veneto Club must be maintained to minimise impact. A temporary car park will be provided on part of the YJFL Oval 1. Soccer fields, function centre and other facilities will remain available for ongoing use and are excluded from temporary occupation.
Australian rules football Oval 1	Home ground for Yarra Junior Football League (YJFL) who also utilise oval 2 within Bulleen Park. This oval also provides as a training field for Bulleen Lions Soccer Club.	A section of this Oval is required for permanent acquisition to accommodate part of the new road. A temporary car park will also be constructed on a portion of this oval to offset the loss of car parking at the Veneto Club. There may be an opportunity for this temporary car park area to be reinstated to public open space following the NELP construction period. Manningham Council’s preference is to relocate Oval 1 in Bulleen Park, consolidating the 3 Australian rules football ovals (and retaining 2 cricket ovals). Keeping these sports and users together on the one site.
Freeway Golf Course, 18 hole parr 69	Camberwell Golf Club, Harp Golf Club, public / casual users	There are 4 golf holes required for permanent land acquisition on the south eastern side of the golf course. Holes 2 and 3 will need to be relocated and 1 and 5 area shortened. Boroondara Council’s preference is to maintain this facility as a competitive 18 hole golf course
Boroondara Tennis Centre	Competition, lessons, casual users	The 23 court tennis facility has been identified for permanent land acquisition. Boroondara Council’s preference is to relocate the tennis facility on Boroondara land.



Figure 9 Potential impact to Bulleen park area -

There is not enough space in this site to relocate the impacted facilities without a flow on effect to other facilities and clubs / user groups. The remaining facilities within this area are located within the City of Manningham’s public open space and includes:

- YJFL regional pavilion (adjacent to existing oval 1) and associated car parking
- Two senior soccer fields, storage container and car parking
- Two Australia rules football / cricket ovals, pavilion and car parking
- Archery field, club house, sheds and car parking
- Aeromodellers field, club house and car parking

- Shared trails and river walks
- Playground

These facilities are not fenced and when not in use by the clubs, they are open and available for informal community use. The most popular informal recreation activity in this area is walking the dog, due to the large open space and distance away from roads.

Development of the options

Extensive consultation was undertaken with officers from Boroondara and Manningham City Councils and the sporting clubs. This included meetings and workshops to ensure that the stakeholders were able to provide input into the development of the options.

Following the consultation and analysis, a range of options have been explored to address the impact to the public sporting use within the Bulleen Park Area, with the aim to achieve suitable replacement facilities for all existing uses. A number of options were developed utilising ideas from the consultation with Councils and sporting clubs. One concept plan has been derived from the Manningham Issues and Options Paper and two concept plans are the Boroondara Council preferred options (refer to appendix 2 for explanation of each option).

Potential offset site

Given that the reference design for the Project requires permanent land acquisition in the Bulleen Park area, all options require an offset site/s to accommodate suitable replacement facilities. The preferred offset site is the Bulleen Driving Range, due to its close proximity to Bulleen Park, the reservation of the land for a public purpose by way of a public acquisition overlay under the planning scheme, and the opportunity of the adjacent parcel of crown land managed by Parks Victoria. There are some site limitations that require consideration including:

- Transmission lines run through the property traveling east – west on the mid to back half of the site,
- The site topography is steep and undulating
- Appropriate Yarra River set backs required

These site limitations have excluded the opportunity to relocate Oval 1 from Bulleen Park, as the sheer size would result in the facility being located under the transmission lines which is unacceptable for junior sport and would require an extensive amount of excavation to achieve a flat surface.

Consideration has been given to the option of relocating Templestowe United Football Club (soccer - TUFC) and their two soccer fields to the offset site to make way for Oval 1 in Bulleen Park. If the Parks Victoria land is also included in the offset option, the archery club and their field is also able to be relocated to make way for the additional land required to address the impacted golf holes. This can achieve the 2 soccer fields outside of the

transmission lines, with the ability to be terraced to minimise excavation works, plus an archery field, pavilion/s and car parking. This site has been identified in Figure 10. There is also a potential long-term opportunity for future sporting use at the Bulleen Drive In site as identified in Manningham Council's Yarra River Corridor Concept Plan February 2019. The former Drive in site will be utilised for a construction compound for the NELP Project, and given the property has a Public Acquisition Overlay (PAO) for open space, it could be acquired for this purpose following project construction (refer Figure 10) however this requires further assessment.

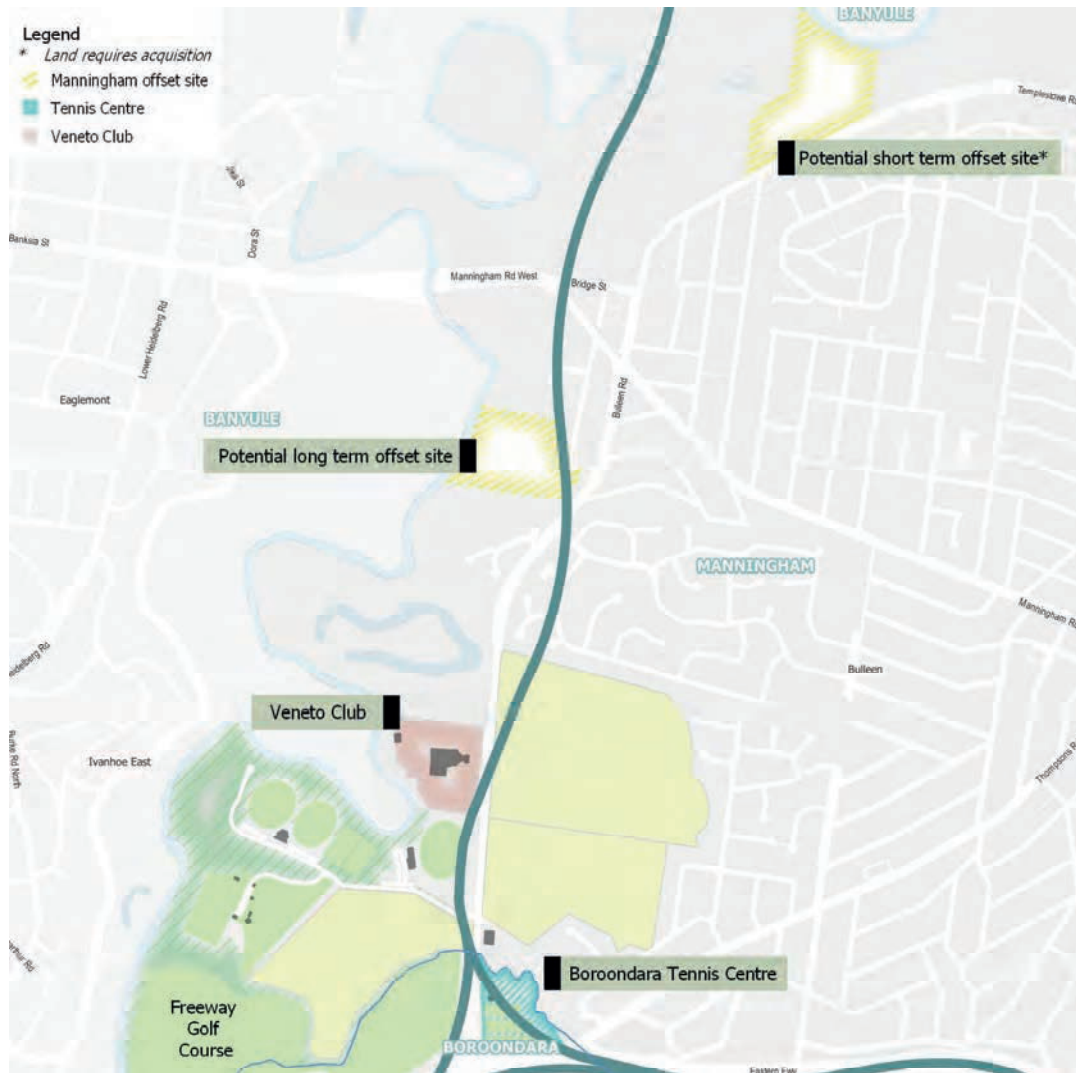


Figure 10 potential offset sites

Evaluation criteria Assessment

NELP has also developed Principles and Evaluation Criteria to enable an objective options assessment process. The development of these principles and criteria has included consultation and feedback from Council officers. It is acknowledged that any advice received from officers does not represent the formal position of the Councils. The criteria have been used to assess each of the options that have been developed and understand the compromises that may be required to minimise the overall impact to the community and users of the facilities. The objectives outlined in the assessment included:

Objective 1: Protect facilities and activities available for existing park users

Objective 2: Protect capacity for future use or development

Objective 3: Protect social, environmental and cultural heritage values

Objective 4: Efficient use of resources

A summary of the options assessment based on the evaluation criteria is documented in appendix 2.

Strategic direction Bulleen Park Area

The overarching aim for the concept plan assessment is to provide suitable replacement facilities to accommodate existing user groups. Based on the preliminary assessment, each option may require some level of business interruption during the staging of the construction and have an impact on council land.

Of the seven options explored, four options (concept plans 1, 5, 6 and 7) have been discounted due to the extent of impact they impose and the inability to accommodate suitable replacement facilities for all clubs and users (Refer to appendix 2 for more information on the assessment). The three remaining options (Options 2, 3 and 4) are summarised in table 7. Following a recent workshop involving council officers and NELP staff, challenges have been identified with each of these options.

For Option 2 the proposed location of the Boroondara Tennis Centre within Bulleen Park is not supported by either Council and displaces the Aeromodellers club. Option 3 provides the ability to achieve suitable replacement facilities for all clubs and users, however it does require land within the City of Manningham to be used for the golf course and does not align with Manningham Councils endorsed position. Option 3 also requires further investigation of the feasibility of when the tennis centre could be built and if operation throughout the construction period is feasible. The change to the golf course outlined in Option 4 does not align with Boroondara Councils endorsed position of retaining an 18 hole golf course, and has the tennis centre relocated into the golf course site.

The options presented in this report represent work undertaken by council officers and NELP. At this stage an option has not been identified that has the support of both councils. Further work is being undertaken to develop options in consultation with both councils and sporting clubs, and to work through the constraints with current land ownership.

Refer to Appendix 2 for further details of the options assessment undertaken.

Table 7 Preferred options for the facilities within Bulleen Park area

Option	Summary of concept plan	Benefits	Issue	Critical Factors
Option 2	Tennis Centre relocated to the Aeromodellers Field on Manningham Council land, extending freeway golf course onto The Archery Field on Manningham Council land, maintaining an 18 hole golf course (par 69). The archery and soccer facilities relocated to an alternate site such as the Bulleen Golf Driving Range.	Replacement of the Golf and Tennis facilities within the site. Alternate site identified for Archery and Soccer, pending land acquisition.	In this option, Manningham Council will lose a large portion of their public open space in Bulleen Park. No site has been identified to relocate the Aeromodellers facility.	Due to site requirements, it is difficult to find a site suitable for aeromodeller club. The closest alternate aeromodeller facilities / clubs is between 25 kms and 47km in distance. This will require further investigation for an alternative site or potential merger with another club.



Option	Summary of concept plan	Benefits	Issue	Critical Factors
Option 3	<p>Tennis Centre relocated north of the existing site on land acquired for the project from the Bulleen Swim Centre, plus the Manningham Hotel, and Manningham and Boroondara land. The facility would also be located on top of the Koonung Creek.</p> <p>The Freeway Golf Course will extend onto the Archery Field on Manningham land maintaining an 18 hole golf course (par 69). Aeromodellers retained on site. Manningham soccer and archery facilities relocated to an alternate site.</p>	<p>Pending land acquisitions, This option can achieve suitable replacement facilities and opportunity for staged construction to minimise community and business interruption.</p>	<p>Critical land acquisitions at the Bulleen Driving Range and the adjacent Parks Victoria site for soccer and archery.</p>	<p>Further assessment required to inform the technical feasibility and timing for the tennis centre relocation.</p> <p>Critical staging to coordinate land acquisition, design and construction of the new facilities to enable smooth transition from the old facilities to the new facilities to achieve minimal community / business interruption.</p>
Option 4	<p>Boroondara Tennis Centre relocated on golf course site, redesign of the Freeway Golf Course to create a diversified golf product to include 9 hole course, mini golf, virtual Golf etc. Tennis and Golf centre to be integrated into the one facility.</p> <p>Manningham Council soccer facilities relocated to an alternate site.</p>	<p>Modernised golf product to retain existing users and attract new participants. Retain most other users on site.</p>	<p>Different golf product may present a challenge for some existing users.</p> <p>Pending land acquisition for an alternate site to relocate TUFC (soccer).</p>	<p>Boroondara preference is to maintain a competitive 18 hole golf course.</p> <p>Harp and Camberwell Golf Clubs preference is to maintain a competitive 18 hole golf course.</p>

Timing of impact

Bulleen Park area is located within the main package of works (Somers Avenue to the Bulleen Interchange) which will be delivered under a Public Private Partnership (PPP) model. This is the first section of the Project to be tendered and the main package contractor will be responsible for operations and maintenance of the whole of NELP of which it is intended for them to develop innovative design solutions and construction methods for other areas outside the main package.

Given the complexity of this area, consultation with clubs and relevant councils is progressed to a higher level compared to the northern and southern sections of the project.

Once the preferred option is determined, development of the implementation plan is critical, with the aim to prioritise the construction of the replacement facilities so that clubs and community can continue with their sporting and recreation pursuits with minimal interruption.

Potential staging of works

In each option, the staging of works is imperative to ensure that impact to clubs and community is minimised with the aim for a business as usual approach to participation. As an example, the sports Ovals will be unavailable for a period of time to accommodate the changes in sporting use due to the construction and turf establishment period. Careful staging and alternate sites will be required to manage this displacement for a period of approximately 12 – 18 months. Further assessment to test the technical feasibility and staging will need to be determined in the next stage.

Next steps

At this stage a preliminary assessment has been undertaken to explore options for the permanent impacts to Bulleen Park area. Further work is required to progress this assessment and these steps include:

- Undertake comprehensive consultation with Stakeholders including:
 - o Clubs and users within the Bulleen Park area
 - o Land owners and business owners of sites identified within this plan (Bulleen Swim Centre, Manningham Hotel, Bulleen Driving Range)
 - o Continued conversations with Sport and Recreation Victoria, and the relevant state sporting associations and leagues / associations.
- Development of an implementation plan based on the preferred options, that documents the scope and sequencing of works, project timeline, method of delivery.
- Progress options assessment to concept plan and detailed design in consultation with Boroondara and Manningham Council's and clubs and user groups.

5. Southern Area Option Assessment

The Project has identified areas of Elgar Park Reserve to be acquired for temporary occupation. Elgar Park, located within the City of Whitehorse, is situated on Elgar Road and borders the Eastern Freeway to the north. This Reserve is recognised as a municipal level Reserve in line with Whitehorse Council Open Space Strategy as it services a municipal wide catchment due to the scale and infrastructure provided within the Reserve. Elgar Park has five sporting ovals of which two have been identified for temporary occupation, the north west oval and the north east oval.

Whitehorse Council has requested the Project considers the use of Eram Park (also known as Koonung Creek Linear Park) rather than Elgar Park, as Eram Park does not have scheduled sporting use. This option has not been considered in the SIA. Eram Park is located on the northern side of the Eastern Freeway between Tram and Whethby Roads and is also located within the City of Whitehorse, however this Reserve is more easily accessed from the City of Manningham. An assessment has been undertaken on both Elgar Park and Eram Park (refer Figure 11).

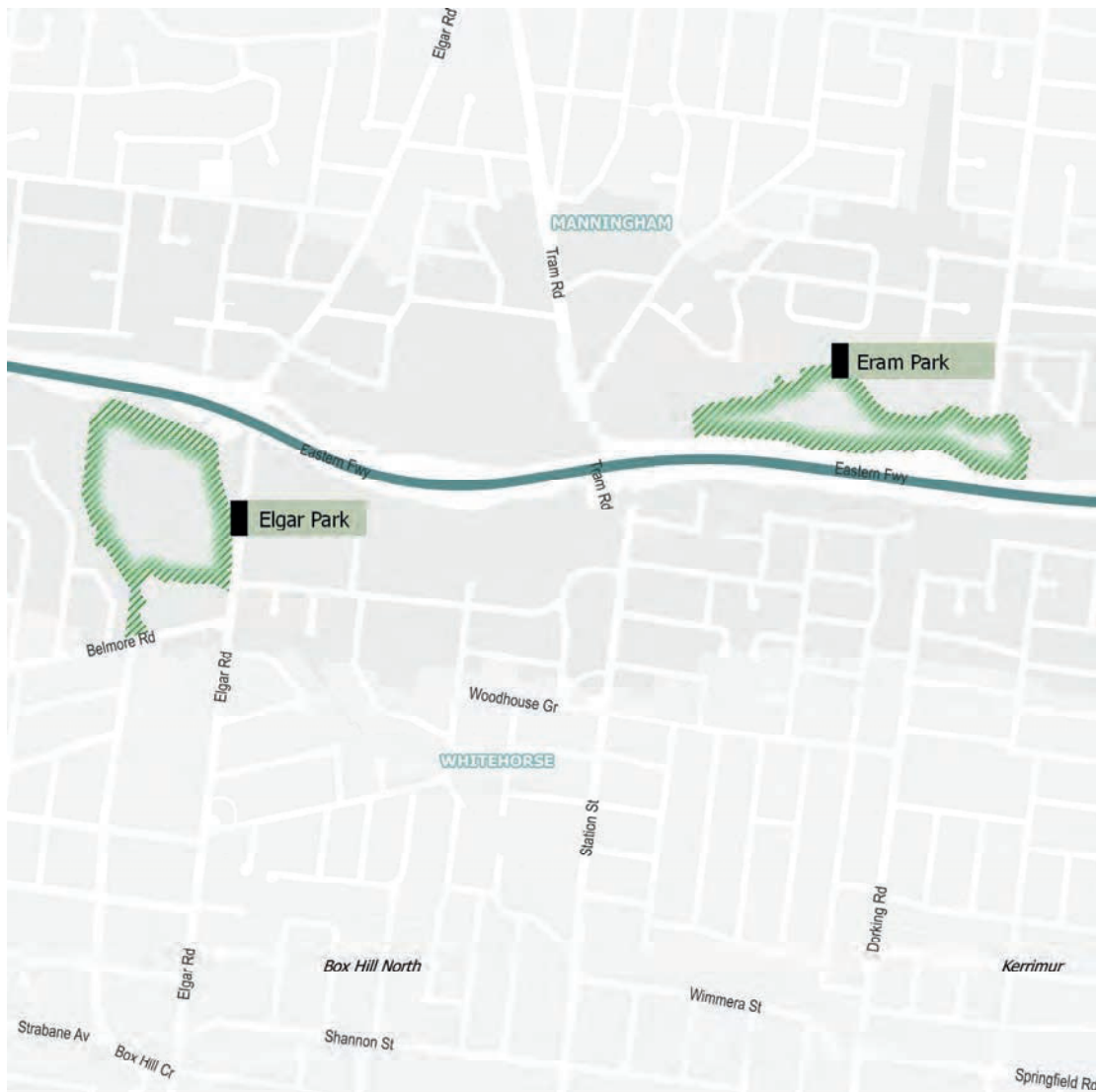


Figure 11 Southern area reserves

Elgar Park North West Oval

The north west oval in Elgar Park is currently utilised by the Mont Albert Cricket Club for men’s turf cricket competition. The clubs home ground is Mont Albert Reserve, however the Elgar Park west oval provides a secondary (overflow) site for the cricket club, and is allocated to them on both Saturday and Sunday for approximately 14.5 hours per week during the summer season. This provides access to three teams, two teams alternate Saturdays to host their home matches and the third team has fortnightly matches at this ground each second Sunday.

This oval is located within the Bushy Creek Retarding basin. Given the additional hard paved areas within the Project, it is proposed that the surface of the oval is lowered to increase the storage capacity during a flood event. Although the extent of works is estimated to be a short duration of approximately 3 months, the field reconstruction and turf re-established period will result in sports use displacement of approximately 12 – 18 months. Hence, it is likely the club will be displaced for 1-2 seasons.

During the temporary occupation period, aspects of the Reserve will be unavailable for community use. The key elements are summarised in table 8 and figure 12 below.

Table 8 Elgar Park north west oval

Facility	User group	Areas required for the NELP
Senior size cricket oval – turf wicket	Mont Albert Cricket Club	Required for temporary occupation to undertake flood water retention works
Shared trail	Informal community use	Excluded from temporary occupation.
Entrance from Elgar Road	All users	One vehicle entrance to Reserve – to be shared with construction vehicles and community use. Designed to minimise disruption to existing park users.
Car park	All users	Excluded from temporary occupation.



Figure 12 Elgar Park North West Oval

Elgar Park North East Oval

The North East Oval is used for junior cricket for Mont Albert Cricket Club. During the 2018/19 cricket season, this oval has been allocated to one club on a Saturday only and has been used for 4 hours during the summer season. As an overflow site, usage of this oval fluctuates each season pending club (team) numbers, so in previous years there has also been additional Saturday afternoon and Friday afternoon usage. Pending team numbers into the future, there may be a requirement for additional hours of usage for this oval. The Elgar Park Masterplan 2016 identifies further assessment to be undertaken for this oval to inform future upgrades and community usage.

This sports oval has been identified as a temporary construction lay down area for the Project and may be impacted for up to five years with an additional year for reinstatement.

During the temporary occupation period, aspects of the Reserve will be unavailable for community use. The key elements are summarised in table 9 and figure 13 below.

Table 9 Elgar Park north east oval

Facility	User group	Areas required for the NELP
Junior Cricket oval	Mont Albert Cricket Club	Required for temporary occupation for construction lay down area.
Shared trail	Informal community use	Excluded from temporary occupation. Community access must be maintained throughout the Project.
Entrance from Elgar Road	All users	One vehicle entrance to Reserve – to be shared with construction vehicles and community use. Designed to minimise disruption to existing park users.
Proposed new car park – 20 new parking spaces under construction in 2019	All users	Potentially required for temporary occupation for construction lay down area.
Substation – will be relocated on to this oval in 2019	Council asset	May be included in the area of temporary occupation. Council access to be provided.



Figure 13 Elgar Park North East oval.

Eram Park

Eram Park is an area of informal open space located on the northern side of the Eastern Freeway (refer Figure 14). This reserve can be accessed by the community via the pedestrian bridge over the Eastern Freeway near Whetherby Road or from Koonung Creek Linear Park on the northern (Manningham side). As this site has no structured sporting use, Whitehorse City Council has requested that this reserve be used for temporary occupation rather than the Elgar Park north east and north west ovals.

When analysing the potential to utilise Eram Park as a construction compound for the NELP project it was found that:

- Access from the Eastern Freeway will be impractical. The Reference Design of the Eastern Freeway widening, and associated ramps is complex at this location with braided ramps weaving along the length of Eram Park. These ramps are at differing levels and will require significant construction staging meaning entry into Eram Park from the Eastern Freeway will be difficult. Further to this only construction vehicles with flashing lights would be allowed to access the site resulting in other construction vehicle access needed from local streets within Manningham municipality.
- To enable local access, Manningham City Council approval would be required. With deliveries likely being larger vehicles than existing local traffic and the proximity of the local residents, the hours of operation for the access may be restricted and road upgrades at the end of the project would likely be required.
- Access across the Koonung Creek would require a temporary bridge as the existing access only allows for small maintenance vehicles.
- The topography of Eram Park is undulating and would need to be re-graded for the construction compound. This area is an old landfill with resultant use risk.
- Additional tree removal would be required for either accessing or building a construction compound.

As a result of this assessment, the continued utilisation of Elgar Park remains the preferred NELP site for temporary occupation.

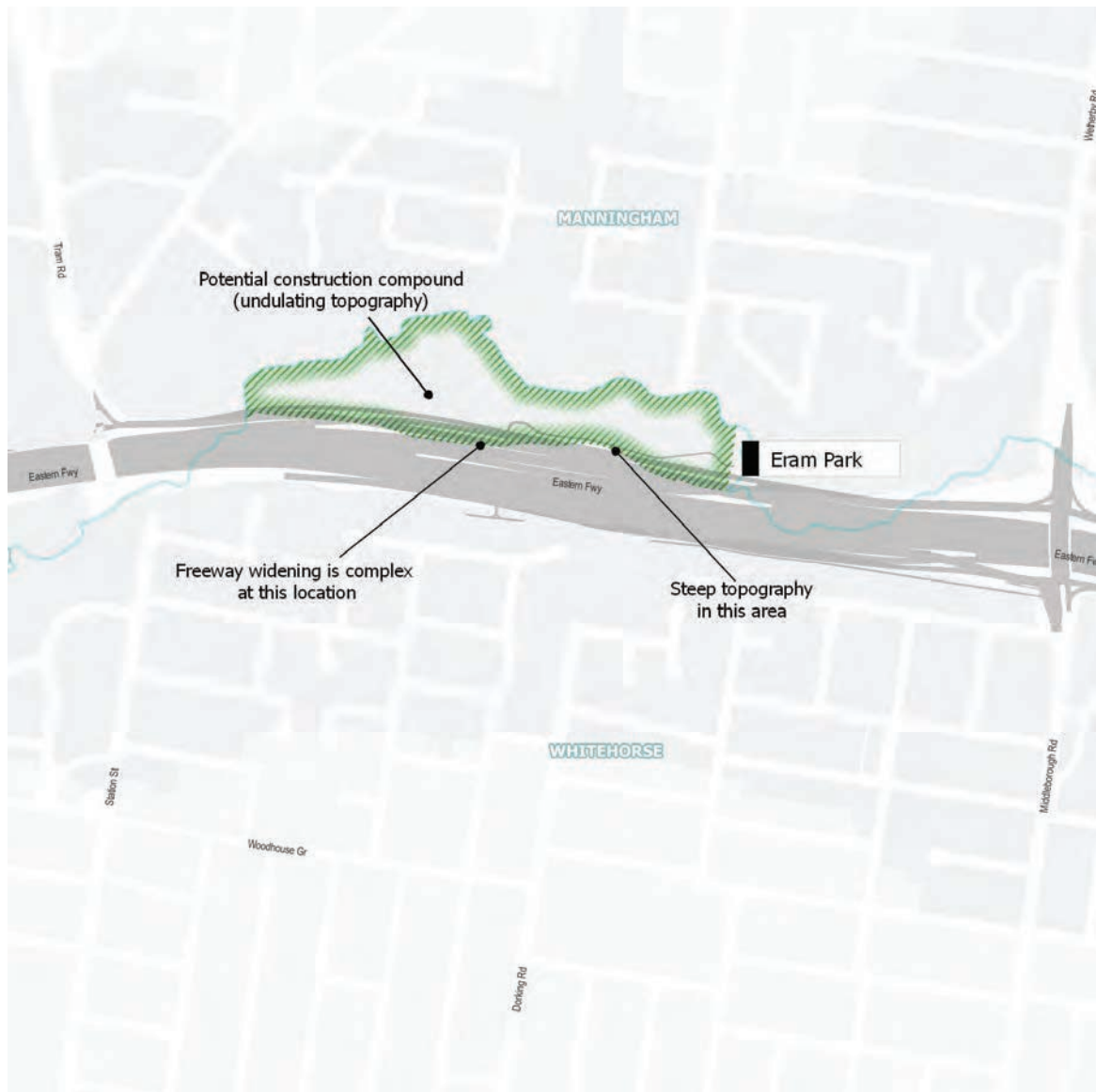


Figure 14 Eram Park and the NELP reference design

Required relocation schedule

The Elgar Park north west and north east ovals are utilised in the summer season only from September through to April. Current usage based on the 2018/19 season is outlined in table 10.

Table 10 Current usage for Elgar Park north west and north east ovals

Impacted Club	North West Oval	North East Oval
Mont Albert Cricket Club (Home ground Mont Albert Reserve)	2 teams, each Saturday 11.30am – 7pm senior match play (7.5 hours) 1 team, alternating Sundays 12-7pm Senior match play (7 hours)	Saturday 8am – 12pm Junior match play (4 hours)
		This oval is allocated to clubs as an overflow area as required, pending club/ team numbers.

Relocation options

Consultation has been undertaken with officers from Whitehorse Council to understand the current usage of the impacted reserve. Further assessment has been undertaken at other sporting reserves across the municipality to determine where there may be opportunities to facilitate this sporting usage during the period.

A range of options have been identified for consideration as potential relocation options within the area, with the aim to achieve suitable replacement facilities for all existing uses (appendix 3).

Similar to the other areas assessed in this report, the City of Whitehorse is also experiencing increase growth in participation and pressure on sports fields to accommodate growth and community expectation is high.

The assessment identified that the sporting reserves in Whitehorse Council are currently operating at their usage capacity. This is based on a number of factors including:

- The standards of each particular oval (ie dependent on drainage, irrigation, floodlighting etc) and that increasing usage may be detrimental to the ongoing condition and quality of the playing surface,
- Current schedule commitments across peak times to accommodate the relocated clubs.

Two different strategies have been considered to address the relocation options. Elgar Park north west turf cricket oval requires short term relocation of 1-2 seasons. This requires 3 days of scheduling availability on a weekend. Two sites have been identified that could

potentially accommodate the relocation and they include Springfield Reserve in Box Hill North and Wilsons Reserve, Doncaster (City of Manningham) and (refer table 11, figure 15 and appendix 3).

Options to manage the Saturday junior cricket relocation from the north east oval has not been identified at any existing sites. However three potential new sites have been identified that require further assessment to relocate this temporary use, Davey Lane Reserve, 182-190 Boronia Road Vermont and Bennetswood Reserve North Oval.(Refer table 11. Figure 15 and appendix 3).

Further consultation is required with all the clubs and land owners to explore these options and any other options that may be identified. The NELP has committed to reinstating Elgar Park north west and north east ovals following the construction period, to reinstate community access and sports club participation.

Table 11 Relocation options for Elgar Park

Site	Context	Relocation options	Critical Factors
North West Oval	Senior turf cricket, summer only. Saturday and Sunday matches based on 2018/19 season. Short term impact up to 2 seasons	Springfield Reserve west oval, Box Hill North - pending teams from one season to the next (Box Hill cricket club) Travel distance 2.8 kilometres	Requires consultation with Manningham Council to access their turf field for a temporary period. Requires negotiation with Cricket Victoria and relevant leagues for fixturing changes. Provide additional maintenance to manage turf wicket.
		Wilsons Reserve, Doncaster (City of Manningham). Sundays available every week to accommodate two teams alternating. Travel distance 1.7 kilometres	
North East Oval	Junior Cricket, summer only. Every Saturday - 4 hours required 5-6 years impact	Further investigation required for part of the Healesville Freeway Reservation, Davy Lane Reserve, Travel distance 10.8 kilometres	Crown land, further investigation required.
		Further investigation required for part of the Healesville Freeway Reservation 182-190 Boronia Road Vermont Travel distance 14 kilometres	Crown land, further investigation required
		Bennetswood Reserve north oval, 3 land owners, (Council, Deakin University and Crown) Old landfill site, further investigation required Travel distance 6.2 kilometres	3 land owners, Joint use agreement required. Further investigation required



Figure 15 Southern area potential relocation options

Next steps

At this stage a preliminary assessment has been undertaken to explore options for relocation of clubs that utilise the two ovals at Elgar Park Reserve that are impacted by the NELP. Further work is required to progress this assessment and these steps include:

- Undertake comprehensive consultation with stakeholders including:
 - o Clubs and users of Elgar Park north east and north west ovals.
 - o Other clubs and users from Elgar Park Reserve.
 - o Clubs and users of reserves identified as potential relocation options (Wilson's Reserve, Springfield Reserve).
 - o Continued negotiation with Deakin University Burwood in regard to future works at the northern oval at Bennetswood Reserve.
 - o Consultation with Vic Roads for potential new sporting facility in the former Healesville freeway reservation.
 - o Neighbouring Councils and clubs for other potential relocation sites that may not have been considered.
 - o Continued conversations with Sport and Recreation Victoria, and the relevant state sporting associations and cricket associations.
- Development of an implementation plan that documents the scope and sequencing of works, project timeline, method of delivery.
- Progress options assessment to concept plan and detailed design in consultation with Whitehorse Council, clubs and user groups.

6. Conclusion

This report has provided a summary of impacts to sport and recreation reserves across the NELP corridor, specifically to three reserves in Banyule City Council, the Bulleen Park area located in Manningham and Boroondara City Councils and one reserve located in Whitehorse City Council. Following consultation with stakeholders and site assessments, a range of options have been identified to provide for the relocation of existing sport and recreation facilities, clubs and user groups impacted by the project to enable their continued use and operation with minimal disruption.

Further assessments of the technical feasibility and timing for each option will be explored in coming months to further progress this work. Consultation with key stakeholders is also an important step to progress these assessments, with the aim to seek feedback and input into the options assessment.

Appendix 1
Sport and Recreation Options Assessment
Banyule City Council



Banyule
CITY COUNCIL

APPENDIX ONE SPORT AND RECREATION OPTIONS ASSESSMENT

BANYULE CITY COUNCIL

15 MARCH 2019



Prepared by
Otiium Planning Group Pty Ltd
in conjunction with SportEng

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SPORT + LEISURE



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1. Executive Summary

Introduction

The North East Link Project engaged Otium Planning Group to develop a sport and recreation facilities options assessment plan for sport and recreation facilities impacted by the future construction of the North East Link. This included consultation and feedback from Banyule Council officers.

Purpose of the Plan

The purpose of this Plan is to assess the project's temporary occupation requirements for sport and recreation reserves based on the NEL reference design. Furthermore, the plan identifies options available to achieve suitable replacement facility options of sporting and recreation infrastructure impacted by the project.

This report is a preliminary assessment to determine what options may be available to relocate sporting clubs, and further work will be undertaken to consult with the clubs and key stakeholders to refine these options. This report has undertaken an assessment to inform:

- Suitable replacement facility options to address temporary impacts in line with the NEL project based on the current reference design.
- Future needs of sport and recreation in Banyule up to 2036 to inform Councils Strategic Planning

Future Growth Predications to Inform Council's Strategic Planning

A review of current and future population data indicates that there will be an additional 1,157 participants in field sports by 2036, across the sports profiled. The development of the sites impacted plus additional sites in the local area (Watsonia, Greensborough and Bundoora) is needed to meet the demands of all sports (AFL, cricket and soccer) impacted by the North East Link construction works.

All three field sports are set to increase participation by 2036, AFL increasing by 50% in its junior teams and 5% in its senior, Soccer will increase by 22% participation across the sport with juniors having the highest impact of growth and Cricket increasing by 2%.

Based on the future forecast this means an increase of two rectangular fields and three ovals within the Banyule municipality to cater for the increase in field sports participation.

NEL Impacted Sites

Within the City of Banyule there are three sites identified by North East Link Authority for temporary occupation during a five-year construction works timeframe of the North East Link project. These are:

- AK Lines Reserve
- Gabonia Avenue Reserve
- Winsor Reserve.

The following table provides a summary of the impacted sites and the current sporting clubs that are allocated the sites for both training and competition during the summer and winter sporting seasons.



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The following table provides a summary of the impacted sites and the current sporting clubs that are allocated the sites for both training and competition during the summer and winter sporting seasons.



Table 2 Relocation Strategy

Site	Club	Proposed Relocation Option	Hours Per Week Training/competition	Travel Time
AK Lines Reserve	St Mary's Junior Football Club	Greensborough College	Training - 3hrs Competition - 6hrs	1.7km 5 mins drive
	Plenty Valley Cricket Club	Binnak Park <i>(note requires Northcote CC to relocate to Mayer Park within City of Darebin)</i>	Training - 9hrs Competition - 12hrs	2.3km 6 mins drive
	Watsonia Football Club	Barling Reserve <i>(Note located in City of Darebin)</i> or Redleap Reserve <i>(Note located in City of Whittlesea)</i>	Training - 6hrs Competition - 8hrs	6.6km 10 mins drive 7km 12 mins drive
Gabonia Avenue Reserve	Watsonia Heights Soccer Club	Greensborough College	Training - 12hrs Competition - 14hrs	3.9km 8 mins drive
Winsor Reserve	Macleod Cricket Club	Greensborough College	Competition - 11hrs	4.1km 8 mins drive
	Macleod Junior Football Club	Greensborough College	Training - 18hrs	4.1km 8 mins drive
		De Winton	Competition - 8hrs	2.3km 4 mins drive

It should be noted that the assessment relies on the construction of a synthetic soccer pitch at Greensborough College to increase capacity and support the high use of the site by the school and community soccer clubs.

Greensborough College has been identified as a suitable relocation site due to its central location and capacity to consolidate all investment at one location.



2. Introduction

The North East Link Project engaged Otium Planning Group to develop a sport and recreation facilities options assessment plan for sport and recreation facilities impacted by the future construction of the North East Link. This included consultation and feedback from Banyule Council Offices.

The purpose of this Plan is to assess the project's temporary occupation requirements for sport and recreation reserves based on the NEL reference design. Furthermore, identify preferred option/s to achieve suitable replacement facilities of sporting and recreation infrastructure impacted by NEL reference design. This report is the first assessment to determine what options may be available to relocate sporting clubs, and further work will be undertaken to refine these options and undertake consultation with clubs and other key stakeholders. This report has undertaken an assessment to inform:

- Suitable replacement facility options to address temporary impacts in line with the NEL project based on the current reference design.
- Future needs of sport and recreation in Banyule up to 2036 to inform Councils Strategic Planning

Within the City of Banyule there are three sites identified by North East Link Authority for occupation during a five - year construction works timeframe of the North East Link project. These are:

- AK Lines Reserve
- Gabonia Avenue Reserve
- Winsor Reserve.

2.1 Methodology

The methodology used to undertake the assessment is detailed in the following diagram.





3. Who Are We Planning For?

The Banyule City Council is located in Melbourne’s north eastern suburbs, between seven and 21 kilometres from the CBD and covers an area of 63 square kilometres. The City of Banyule includes the suburbs of Bellfield, Briar Hill, Bundoora, Eaglemont, Eltham, Eltham North, Greensborough, Heidelberg, Heidelberg Heights, Heidelberg West, Ivanhoe, Ivanhoe East, Lower Plenty, Macleod, Montmorency, Rosanna, St Helena, Viewbank, Watsonia, Watsonia North and Yallambie.

Banyule has large amounts of open spaces and parklands, which provides a significant amount of recreation, environmental and tourism opportunities for the region.

The figure below highlights the location of the City of Banyule in relation to the Greater Melbourne Area.

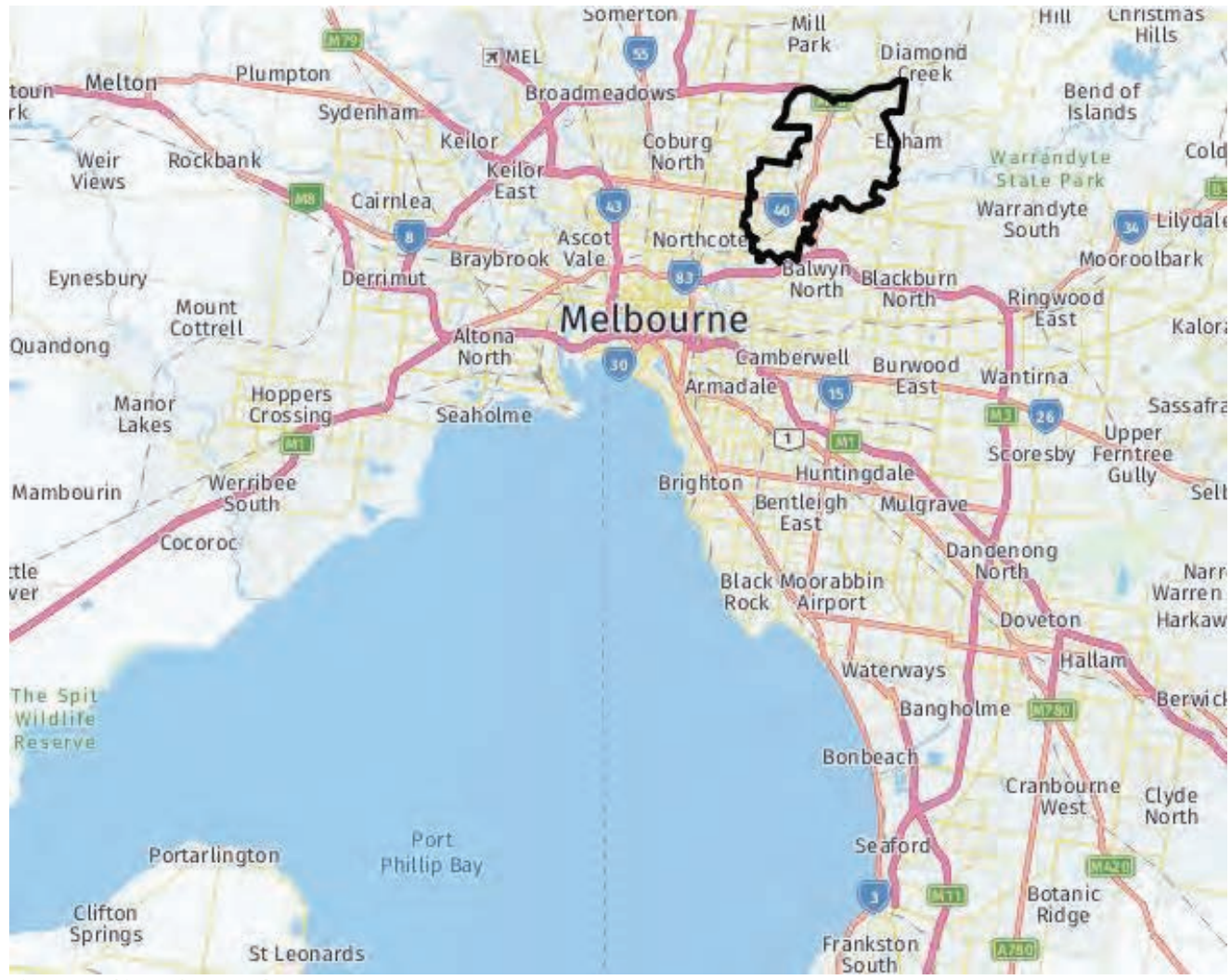


Figure 1 City of Banyule Map



3.1 Resident Profile

The following provides a snapshot of the current demographic and population characteristics, based upon 2016 ABS Census data sourced from .id, an online company that analyses ABS Census data.

Population

- The estimated resident population of Banyule for 2018 was 131,178
- An analysis of the five-year age groups in 2016 shows that when compared to Greater Melbourne, there were a lower proportion of people within the younger age groups (under 20), in the student age range (20-29 years) and between the ages of 30 and 39 years. However, Banyule has a greater proportion of persons in the older age groups (60 years and above):
 - Under 20: Banyule 23.7% compared to Greater Melbourne 24.3%;
 - 20 - 29 years of age: Banyule 12.6% compared to Greater Melbourne 15.5%
 - 30 and 39 years of age: Banyule 16.0% compared to Greater Melbourne 15.5%
 - 60 years and above: Banyule 23.2% compared to Greater Melbourne 19%.
- Over half the population in Banyule falls in to the age bracket that is considered the most likely to make use of sporting facilities (5-49 years). In Banyule this age group accounts for 58% of the population.
- The population trends indicate that between 2011 and 2016 the Banyule population increased from 118,305 to 121,862 people. This equates to an approximate growth of 3.0% in the population (3,557 residents).
- There are more females than males in Banyule (51.4% compared to 48.6%) that follows the same trend as Greater Melbourne (51.0% compared to 49.0%). Providing female friendly facilities in sport and recreation facilities is therefore an important priority.

Diversity

- Cultural diversity is lower in Banyule as 23.4% of the population was born overseas, compared to 33.8% in Greater Melbourne.
- The largest non-English speaking country of origin for the City of Banyule is China, where 2.8% of the population was born.
- Similarly, 73.8% of the population within Banyule speaks English only compared to 62.0% in Greater Melbourne. Other than English the dominant language other than English is Mandarin, which is spoken by 3.4% of the population.

Disadvantage and Social Capital

- Individual income levels in the City of Banyule when compared to Greater Melbourne show that there were a higher proportion of people earning a high income (\$1,750 per week or more) and a lower proportion of low-income earners (less than \$500 per week).
- Overall 14.2% of people earn a high income and 35.6% of people earned a low income, compared to 11.9% and 37.8% respectively for Greater Melbourne.
- There is a low level of disadvantage in Banyule with the council ranking 11th on the SEIFA Index of Relative Social Economic Disadvantage with a score of 1,055 in 2016, however there are pockets of disadvantage in Watsonia and Heidelberg West.
- Vehicle ownership in Banyule indicated that nearly 9 out of 10 households (88.1%) own one or more vehicles indicating a high ability to independently access sport and recreation facilities and activities. This is greater than the level of vehicle ownership in Greater Melbourne, which is currently at 83.9%.



Future Population

- It is expected that the Banyule population will increase by 12.21% from the ERP of 129,125 in 2017 to 147,098 in 2036. This change in population is expected to be greatest between 2016 and 2021. The demand for sport and recreation facilities will continue on the back of population growth
- Heidelberg and Heidelberg Heights will be the key growth areas, with 80.7% and 37.7% growth over the next 20 years respectively.

3.2 Key Findings from Resident Profile

Over half or 58% the population in Banyule falls in to the age bracket that is considered the most likely to make use of sporting facilities (5-49 years). The demand for sport and recreation facilities continues to be high and will be maintained with Banyule's population growth predicted to by 12.24% from 129,125 in 2017 and reaching 147,098 in 2036.

There is a higher level of older adult residents in Banyule with 23.2% aged 60 years and above. Providing a high level of access that welcomes and includes people from all ages and abilities will be important when considering sport and recreation facility improvements and programming opportunities.

Most people in Banyule can afford to pay for sport and recreation opportunities. There is a higher proportion of Banyule residents that earn a high income (above \$1,750 per week) and in addition a lower proportion of the residents earn a low income (under \$500) in comparison to Greater Melbourne.

More households in Banyule (88.1%) have cars than in Greater Melbourne. This indicates that facilities must have adequate parking, as the majority of facility users will choose to drive from home or work to sport and recreation facilities.



4. Strategic Context

A number of strategic planning documents influence this project and supports the development of sport and recreation facilities along the North East Link. The Council Plan 2017 - 2021, articulates Council's vision and the overarching framework used to make key decisions and deliver service priorities.

Council works strategically at multiple levels and across different sectors, addressing 'big picture' policy issues, management planning and strategy development and community-level service issues.

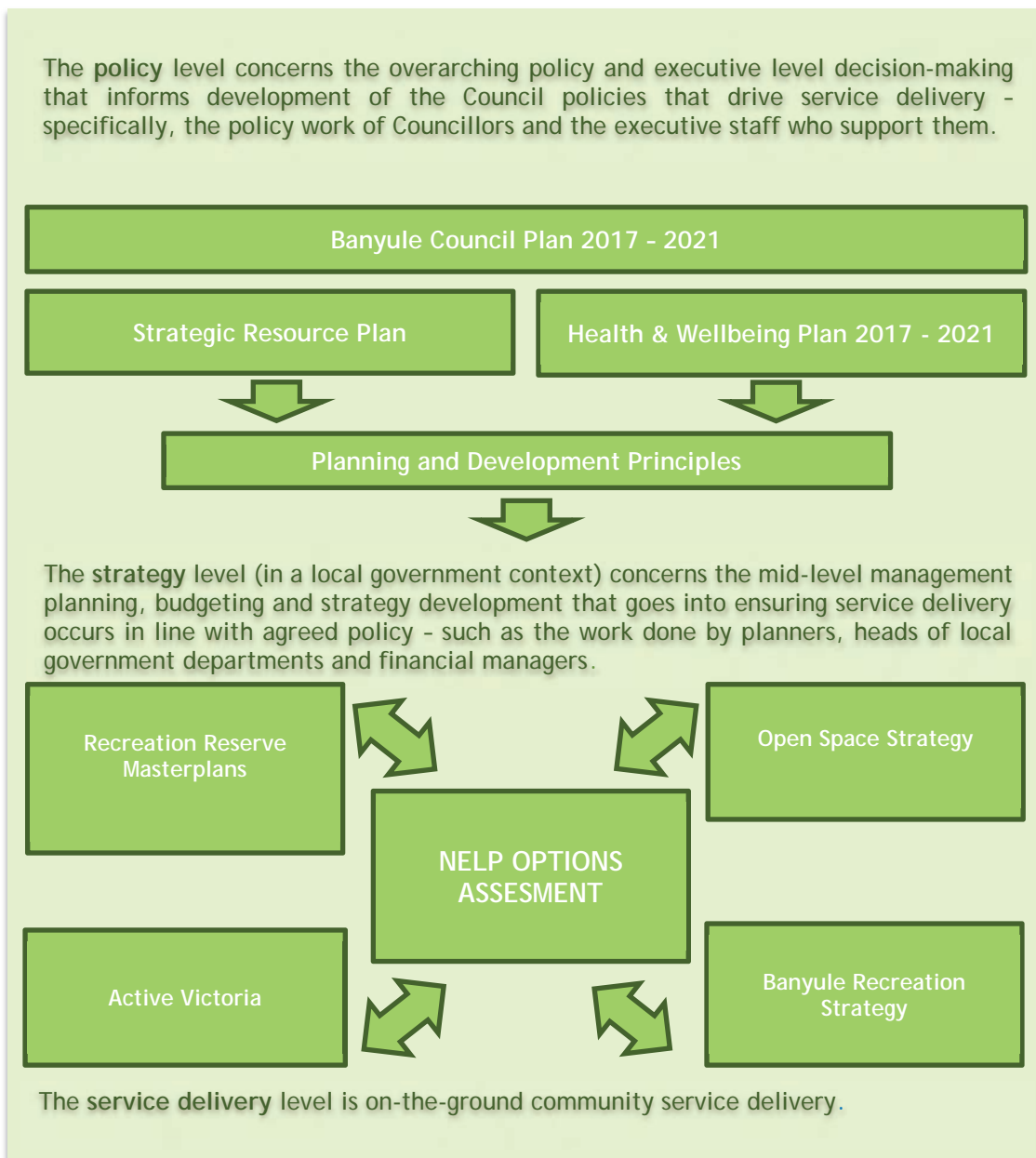


Figure 2 Banyule Council Policy and Strategic Context

The following provides a summary of the key points identified within the reviewed documents that will inform the North East Link Sport and Recreation options assessment.



Banyule Council Plan

The Council Plan 2017-2021 is to set the strategic direction for the council over the next four years, it outlines priorities and services that they provide to the community.

Council has broken the plan down into the following objectives and key directions:

- People: Strong, healthy and inclusive communities
- Planet: Environmental Sustainability
- Place: Great places and spaces
- Participation: engagement in advocacy
- Performance: Efficiency and good governance.

This plan responds to creating great places and spaces that support strong, healthy and inclusive communities.

Banyule Recreation Strategy

Banyule Recreation Strategy 2017-2021 was developed to ensure the Banyule community is able to access and enjoy all benefits of recreation. This strategy vision is "Banyule, a green, sustainable and vibrant place for a healthy connected and inclusive community."

The Recreation Strategy is broken down into four key themed goals:

- Goal One: Facilities
- Goal Two: Communication and Education
- Goal Three: Informal Opportunities
- Goal Four: Participation and Partnerships

Each of these goals have a series of actions describing what Council intends to do over the course of the four year recreation plan, linked back to the Council Plan. Improving sport and recreation facilities falls within Goal One - Facilities actions. This goal seeks to provide the community with equitable access to multipurpose, inclusive, accessible and sustainable facilities.

The strategy identifies 43 sports reserves.

The strategy finds:

- 15.8% increase in Banyule population forecast by 2036 equates to need for increased facility capacity
- 18% of our existing seasonal sporting pavilions are female friendly
- 27% of seasonal sporting clubs have female teams
- 5% of seasonal sporting pavilions are currently used for purposes other than their traditional use
- Accessibility of Banyule facilities continues to increase as universal design principles are imbedded in our everyday thinking.
- The duration, frequency and intensity of extreme heat events have increased in Australia.

This means the proposed plan needs to respond to population growth on facilities already at capacity. The development of these facilities will need to be designed as female friendly, universally designed and multipurpose facilities.

The key strategic direction relevant to this plan is to "improve asset management plans by confirming asset work programs, renewal priorities, intervention levels and service levels for: Sports fields and synthetic surfaces; and sports fields and reserve lighting". Improving sports field capacity of natural grass sports fields, introducing synthetic surfaces and improving sports field lighting are supported actions to meet future participation demand.



Active Victoria

Active Victoria was recently launched in 2018 by the Victorian State Government. It is a strategic framework for sport and recreation in Victoria and plans to cater for growing demand and to cement Melbourne (and Victoria's) reputation as Australia's sporting capital. The framework includes six key directions:

- Meeting demand
- Broader and more inclusive participation
- Additional focus on active recreation
- Build system resilience and capacity
- Connect investment in events, high performance and infrastructure
- Work together for shared outcomes.

4.1 Key Findings from Strategic Context

The development of sport and recreation facilities along the North East Link will identify opportunities to relocate clubs for those grounds affected, the strategic directions about meeting demand and connecting investment for the high use of these facilities and unmet and future demand for sport and recreation facilities to grow participation.

This plan will need to respond to population growth on facilities already at capacity. The development of these facilities will need to be female friendly, universally designed and multipurpose facilities.

A key strategic direction of Banyule City Council is to increase sports field capacity through improving of natural grass sports fields, introducing synthetic surfaces and improving sports field lighting are supported actions, to meet future participation demand.



5. Demand and Supply Analysis

This section of the report is to inform Banyule’s long term planning in the context of the NELP. It acknowledges NELP has a responsibility to address the suitable replacement facilities options to address temporary impacts in line with the NEL project based on the current reference design, however this information is critical for Banyule City Council, Clubs and State Sporting Associations to clearly understand how the predicted increase in population can be accommodated in the context of NELP.

5.1 Participation Demand

Field Sport Participation

In 2018, there were an estimated 1,444 football (soccer) participants in Banyule City Council. This equates to a penetration rate of 1.10 % into the municipal population of 131,178. The estimated football (soccer) participation in 2036 for 147,078 when using the current penetration rate levels is 1,619 participants.

In 2018, there were an estimated 5,331 Australian Rules football participants in Banyule City Council. This equates to a penetration rate of 4.06% into the municipal population of 131,178. The estimated Australian Rules football participation in 2036 for 147,078 population when using current penetration rate levels is 5,978 participants.

In 2018, there were an estimated 2,100 cricket participants in Banyule City Council. This equates to a penetration rate of 1.6% into the municipal population of 131,178. The estimated cricket participation in 2036 for 147,098 population when using current penetration rate levels is 2,355 participants.

Table 3 Indoor Sport Participation Growth

Sport	Current Participation 2018	Penetration Rate (2018 population of 131,178)	Predicted Participation 2036 (Based on current penetration rate and 2036 population of 147,098)	Change
Football (Soccer)	1,444	1.10%	1,619	+ 175
Australian Rules Football	5,990	4.06%	6,717	+ 727
Cricket	2,100	1.6%	2,355	+ 135
Total	9,534		10,691	+ 1,157

Total of 1,157 new registered field sport participants across football (soccer), Australian Rules football and cricket.

Local Sport Participation

Based on the statistics from 2018 participation data, the total the number of local sports participant’s that will be affected by this dislocation is 393 males and 78 females, this does not include schools that use the ovals or events that are held by the local clubs that generate money.

Banyule has the highest number of AFL participants in the northern region of Melbourne and the majority of female football participants in Melbourne’s North (14%) reside in Banyule (966 participants)

Overall AFL has increased by 5% each year in Banyule, female participation has grown steadily with 58% growth from 2016 seasons. The clubs affected by this displacement have had 50% growth in its junior teams with this expected to grow with the population increase.

Cricket player numbers has increased by 2% from 2016 across the municipality, the local growth by the clubs affected was spread between the introductory and junior player categories this rose by 175% in the junior ranks 20 players to 55.



Football (Soccer) in Banyule totalled 1,444 in 2018, this was an increase from 1,183 in 2016 (22.06%). Currently the local clubs that use the grounds have had 87.5% increase in male participation 360% increase in female participation (age group 5-23) from 2016. This demonstrates the increase not only in population in the municipality but the increase in female participation in sport.

5.2 Supply Analysis

Banyule City Council Field Sport Supply

The Banyule City Council has 8 outdoor football (soccer) clubs, using approximately 8 pitches.

The Banyule City Council has 24 Australian Rules football clubs, using approximately 24 ovals.

The Banyule City Council has 18 cricket clubs, using approximately 13 ovals.

Predicted sports field demand

Otium Planning Group has developed a 'Predicto' model that considers the current and future population and participation statistics and current condition and levels of service of sports fields to predict the number of sports fields required to serve the future population and participation demand.

Table 4 Sport Field Requirements to inform Councils long term strategic planning

Sport (Season)	2016 Requirements (Standard Fields)	2016 Requirements (Total Hours)	2036 requirements (Standards Fields)	2036 Requirements (Total Hours)
Soccer (Winter)	9.35	6772.23	10.49	7594.12
AFL (Winter)	7.99	5782.13	8.96	6483.86
Cricket (Summer)	14.40	10946.77	16.15	12275.29

Based on the table above, the findings show that in 2036 the City of Banyule will require 11 rectangular fields and 17 ovals, this means an increase of two rectangular fields and three ovals. This prediction assumes that AFL and cricket are able to share grounds due to the sports being played in different seasons.

5.3 Key Findings from Market Research Analysis

There will be an additional 1,157 participants in field sports by 2036, across the sports profiled. The development of the sites impacted plus additional sites in the local area (Watsonia, Greensborough and Bundoora) is needed to meet the demands of all sports impacted by the North East Link construction works.

Based on the future forecast this means an increase of two rectangular fields and three ovals within the Banyule municipality to cater for the increase in field sports participation.



6. Key Findings

The following section summarises the key findings from the market research and site analysis stages broken down into two sections, NELP and Banyule City Council Participation.

6.1 Key Findings

6.1.1 NELP

Strategic support for increasing sports field capacity to meet future participation demand

The development of sport and recreation facilities along the North East Link will respond to the strategic directions about meeting demand and connecting investment for the high use of these facilities and unmet and future demand for sport and recreation facilities to grow participation.

A key strategic direction of Banyule City Council is to increase sports field capacity through improving of natural grass sports fields, introducing synthetic surfaces and improving sports field lighting are supported actions, to meet future participation demand.

Sports fields affected by North East Link attract high use and operating near capacity

AK Lines Reserve and Gabonia Avenue Reserve are district sports reserves attracting high levels of use by major football, cricket and soccer clubs in Banyule City Council.

Winsor Reserve is a local facility attracting significant training and competition for cricket and AFL.

In total these sports fields receive 32hrs of use during the summer season and 75hours of use during the winter across the week. Maintenance is scheduled in between playing and training times. This existing high participation demand will need to be serviced at other sports fields whilst user groups are relocated by North East Link construction works.

Also, all sports fields are operating near capacity. They have basic infrastructure and require an upgrade to increase capacity of the sports fields to meet future participation demand

6.1.2 Banyule City Council Participation

Population growth is fuelling demand for sport and recreation facilities

Over half or 58% the population in Banyule falls in to the age bracket that is considered the most likely to make use of sporting facilities (5-49 years). The demand for sport and recreation facilities continues to be high and will be maintained with Banyule's population growth predicted to by 12.24% from 129,125 in 2017 and reaching 147,098 in 2036.

Sport and recreation facilities will need to be designed as female friendly and universally designed

There is a higher level of older adult residents in Banyule with 23.2% aged 60 years and above. Providing a high level of access that welcomes and includes people from all ages and abilities will be important when considering sport and recreation facility improvements and programming opportunities.

Strategic plans highlight the need to respond to population growth on facilities already at capacity. The development of these facilities will need to be designed as female friendly, universally designed and multipurpose facilities.

Growing participation requires a higher level of service or more sport fields to meet demand

There will be an additional 1,157 participants in field sports by 2036, across the sports profiled. The development of the sites impacted plus additional sites in the local area (Watsonia, Greensborough and Bundoora) is needed to meet the demands of all sports impacted by the North East Link construction works.



All three field sports are set to increase participation by 2036, AFL increasing by 50% in its junior teams and 5% in its senior, Soccer will increase by 22% participation across the sport with juniors having the highest impact of growth and Cricket increasing by 2%.

Based on the future forecast this means an increase of two rectangular fields and three ovals within the Banyule municipality to cater for the increase in field sports participation.

6.2 Facility Development Options

To address the future demand for access to additional sports fields and the impact of the NELP there will be a need to improve to the levels of service and capacity of nearby sports fields this includes:

NELP Facility Development Options

- Installing full irrigation, drainage, warm season grasses and sports field lighting to training level at Winsor Reserve and competition standard for AK Lines and Gabonia Avenue Reserve as part of NELP.
- Partner with Greensborough Secondary College in the development of a synthetic soccer pitch to accommodate current demand during NELP
- Upgrade De Winton Reserve and Binnak Park to accommodate clubs requiring relocation.

Council Facility Development Options

- Improve the levels of service and capacity of AK Lines, Gabonia Avenue Reserve and Winsor Reserve to provide for future participation demand.
- Consider other nearby sports fields to improve levels of service and capacity in Watsonia, Greensborough and Bundoora to meet the demand for an additional 5 sports fields by 2036.



7. Current Situation

There are six (6) Banyule based sporting clubs that will need to be relocated they include

- Watsonia Football Club
- St Mary's Jnr Football Club
- Plenty Valley Cricket Club
- Macleod Jnr Football Club
- Macleod Cricket Club
- Watsonia Heights Soccer Club

During the construction phase of the North East Link Project. This section of the report provides a summary of the current conditions, uses and potential relocation/reinstatement strategy for each site.

It should be noted that the recommended relocation strategy assumes that each facility has the capacity for an average use of 30hrs per week, pending the advice from ground maintenance experts. Based on this assumption the strategy identifies the need to relocate the six (6) sporting clubs across a potential of four (4) sites including

- Greensborough College
- Binnak Park
- DeWinton Reserve
- Barling Reserve (note located in City of Darebin)/Redleap Reserve (note located in City of Whittlesea)

The following diagram provides a summary of the proposed sites and potential relocation options while the following sections provide a summary of the relocation and reinstatement plan for each of the three (3) identified sites including

- AK Lines
- Winsor Reserve
- Gabonia Reserve



BINNAK PARK OVAL

A K LINE RESERVE

GREENSBOROUGH COLLEGE

GABONIA AVENUE RESERVE

WINSOR RESERVE

BANYULE CITY COUNCIL

DE WINTON PARK



SPORTENG™



Job Title
NELP - SPORTING CLUB
RELOCATION PLAN

Drawing Title
OVERALL SITE RELOCATION
PLAN

Discipline
FIELD OF PLAY

Drawing Status
PRELIMINARY

Job No 10337-00	Drawing No SKT-001	Issue 57
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7.1 AK Lines Reserve

AK Lines is in the corner of Greensborough highway and Grimshaw Street, Greensborough. Banyule City Council open space strategy categorises this as a district level reserve (Based on the Social Impact Assessment (SIA) this reserve is also recognised as having a sub-district catchment- Parks and Leisure Australia, 2013) with its primary use being for turf cricket and football. It also has a play space, picnic facilities, public toilets and a scout hall. There are native trees around the oval and a large car park.

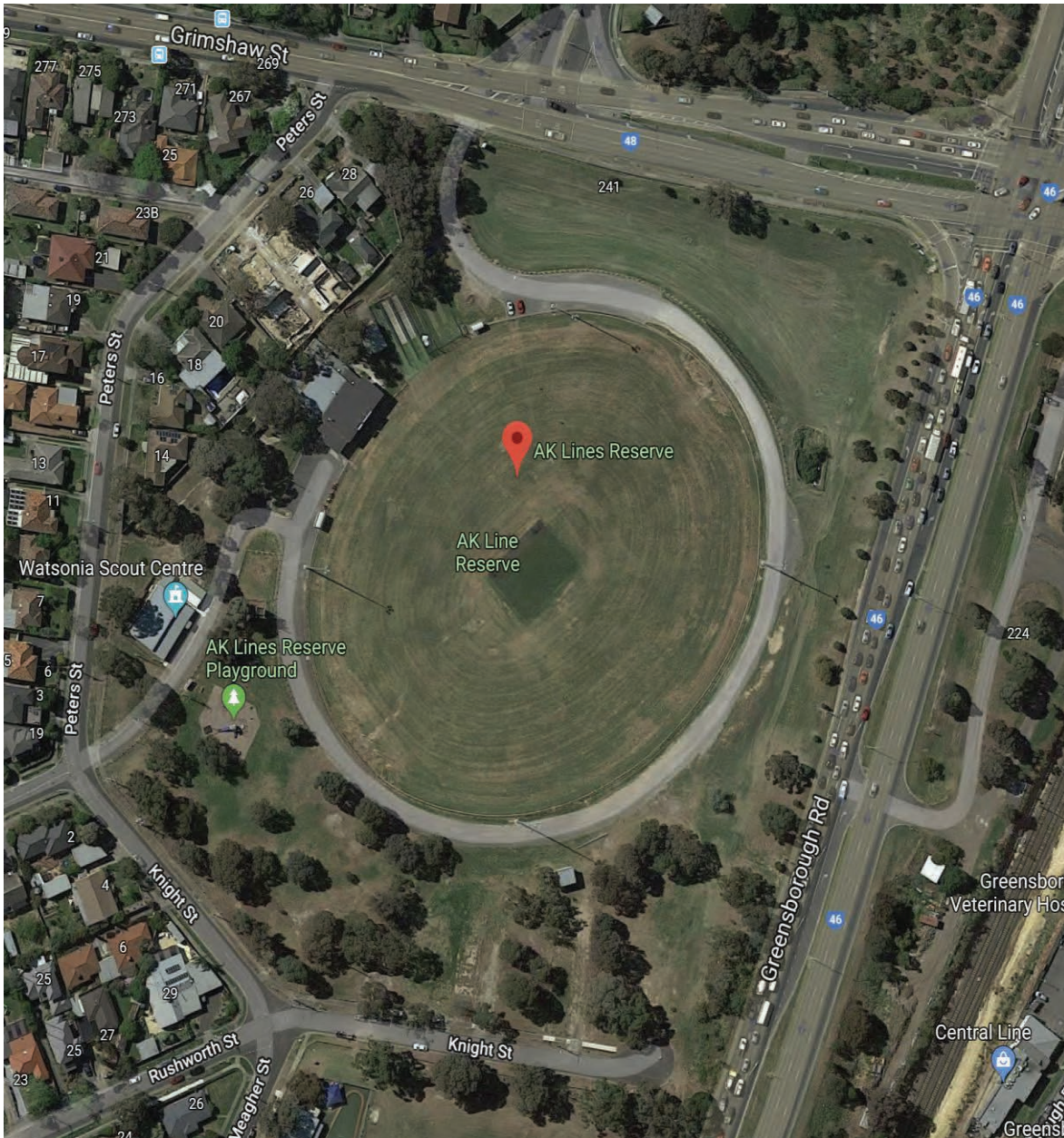


Figure 3 AK Lines Reserve Site Map

The reserve is owned and managed by Council with user groups allocated grounds through a seasonal tenancy agreement.

The facility is used by the St Mary's Junior Football Club, Plenty Valley Cricket Club and Watsonia Football Club during the sporting season. The sports field receives 21 hours of use during the summer season and 23 hours of use during the winter across the weeks. Mondays are days of rest and maintenance.



The following table provides a summary of the current uses, usage times and league in which they compete.

Table 5 AK Lines Current Usage

Club Name	Sport Played	League	Members	Usage
St Mary's Junior Football Club (Winter Club, Home Ground)	AFL	Northern Football League	Junior Male- 60 Junior Female- 25 Total- 85	Training-Wednesday (3hrs) Comp- Saturday (6hrs)
Plenty Valley Cricket Club (Summer Club, Home Ground)	Cricket	Victorian Sub District Cricket Association	Senior Male- 65 Senior Female- 47 Total- 112	Training- Tuesday (3hrs) Wednesday (3hrs) Thursday (3hrs) Comp- Saturday (6hrs) Sunday (6hrs)
Watsonia Football Club (Winter Club, Home Ground)	AFL	Northern Football League	Senior Male- 75 Total- 75	Training- Monday (2hrs) Tuesday (2hrs) Thursday(2hrs) Comp- Saturday (7hrs)



7.2 A.K Lines Relocation and Reinstatement Plan Summary

The following provides a summary of the proposed relocation plan for A.K Lines including the proposed strategy and scope of work, detailed Site Layout plans in Appendix 1.

7.2.1 A.K Lines Relocation Plan

Table 6 AK Lines Relocation Plan

SITE	RELOCATION	EXISTING CONDITION	CURRENT USE	STRATEGY	SCOPE OF WORKS	TASK	TIMING	COMMENTS
A.K Lines	Binnak Park Oval	<ul style="list-style-type: none"> Poor growing medium No visible field of play drainage Unsafe sprinkler nozzles (large exposed nozzles) Poor lighting 	Currently used by Parade Jnr Football Club (20hrs) in winter, Northcote Cricket Club (6hrs) in Summer.	<p>Plenty Valley Cricket Club will relocate to Binnak for both training and competition for 21 hours per week.</p> <p>For further information refer to Appendix 2</p>	<ul style="list-style-type: none"> Demolition/ excavation works Construction of hard pavements (i.e. concrete footpaths) Install new automatic irrigation system Install sports lighting Construction of turf cricket wicket enclosure (including single synthetic wicket) 	<p>Site Investigation</p> <p>Concept Design</p> <p>Council Review</p> <p>Detailed Design</p> <p>Council Review</p> <p>Tender Open</p> <p>Tender Review & Negotiation</p> <p>Contract Award & Mobilisation</p> <p>Construction</p> <p>Solid Turf</p>	<p>1 month</p> <p>1 month</p> <p>1 month</p> <p>2 months</p> <p>1 month</p> <p>1 month</p> <p>1 month</p> <p>1 month</p> <p>1 month</p> <p>5 months</p> <p>3 months</p>	<p>Northcote Cricket Club currently use Binnak Park, Cricket Victoria have advised NCC may move back to Mayer Park in the City of Darebin. (note further consultation with City of Darebin and NCC)</p>
	Greensborough College	<ul style="list-style-type: none"> Poor growing medium No formal drainage infrastructure No formal irrigation infrastructure 	Currently used by Students only.	<p>St Marys Jnr Football Club relocate to Greensborough College for training for 3 hours and competition 6 hours per week</p> <p>For further information refer to Appendix 2</p>	<ul style="list-style-type: none"> Demolition/ excavation works Construction of hard pavements, including: <ul style="list-style-type: none"> Asphalt carpark Concrete footpaths Access road Construction of clubrooms to be shared by all site 	<ul style="list-style-type: none"> Site Investigation Concept Design Council Review Detailed Design Council Review Tender Open Tender Review & Negotiation Contract Award & Mobilisation Construction - Construct Oval Solid Turf 	<p>1 month</p> <p>1 month</p> <p>1 month</p> <p>2 months</p> <p>1 month</p> <p>1 month</p> <p>1 month</p> <p>1 month</p> <p>1 month</p> <p>5 months</p> <p>3 months</p>	<p>Further consultation will be required with Greensborough Secondary College and the Department of Education and Training.</p> <p>A Joint Agreement would need to be negotiated with the school and the Department of Education and Training.</p>



SITE	RELOCATION	EXISTING CONDITION	CURRENT USE	STRATEGY	SCOPE OF WORKS	TASK	TIMING	COMMENTS
					users (4 changerooms) Turf Oval (AFL/Cricket) <ul style="list-style-type: none"> Redevelopment of natural turf playing surface, including: <ul style="list-style-type: none"> Growing medium and turf Subsurface drainage Automatic irrigation system Synthetic cricket wicket Sports lighting Perimeter concrete infrastructure Install sports equipment, including: <ul style="list-style-type: none"> AFL goals Players/officials shelters Behind goal netting Install perimeter fencing around sports grounds 	<ul style="list-style-type: none"> Construction - Construct Synthetic 	4 months	Risks associated with this include potential time required to reach agreement for the shared use agreement. Scheduling/fixturing will need to be negotiated with St Marys Jnr Football Club and Watsonia Heights Soccer Club and affiliated leagues. Further work will be required regarding traffic and car park assessment.
	Barling Reserve (City of Darebin) and Redleap Reserve (City of Whittlesea)			Potential sites to relocation of Watsonia Football Club for training and competition	No works required			<ul style="list-style-type: none"> Theses grounds are outside of the Municipality and will require further negotiations with City



SITE	RELOCATION	EXISTING CONDITION	CURRENT USE	STRATEGY	SCOPE OF WORKS	TASK	TIMING	COMMENTS
				<p>for 14hours per week (training 6hrs, competition 8hrs).</p> <p>For further information refer to Appendix 2</p>				<p>of Darebin and City of Whittlesea.</p> <ul style="list-style-type: none">• NELP to coordinate the discussion with Darebin and Whittlesea to identify opportunities and any associated cost to support relocation options.

BINNAK PARK OVAL

SUMMARY:

EXISTING CONDITIONS:

- CURRENT USAGE: 20 HOURS / WEEK
- CURRENT FIELD USAGE CAPACITY < 20 HOURS / WEEK

- AVAILABLE HOURS OF USE: 0 HOURS / WEEK

SUITABLE REPLACEMENT FACILITY REDEVELOPMENT:

- REDEVELOPED FIELD USAGE CAPACITY: 30 HOURS / WEEK

- AVAILABLE USAGE POST REDEVELOPMENT: 10 HOURS / WEEK

A K LINE RESERVE

SUMMARY:

CURRENT TENANTS TO BE RELOCATED:

- SUMMER CLUBS, HOME GROUND:
 - PLENTY VALLEY CRICKET CLUB
- WINTER CLUBS, HOME GROUND:
 - ST MARY'S JUNIOR FOOTBALL CLUB
 - WATSONIA FOOTBALL CLUB

**CURRENT HOURS OF USE:
43 HOURS**

GREENSBOROUGH COLLEGE

SUMMARY:

EXISTING CONDITIONS:

- CURRENT USAGE: 10 HOURS / WEEK
- CURRENT FIELD USAGE CAPACITY < 10 HOURS / WEEK

- AVAILABLE HOURS OF USE: 0 HOURS / WEEK

SUITABLE REPLACEMENT FACILITY REDEVELOPMENT:

- REDEVELOPED FIELD USAGE CAPACITY: 60* HOURS / WEEK

- AVAILABLE USAGE POST REDEVELOPMENT: 50 HOURS / WEEK

COUNCIL ADDITIONAL WORKS:

- SYNTHETIC TURF FIELD:
 - ADDITIONAL USAGE: 60 HOURS / WEEK

*** 30 HOURS / WEEK USAGE PER INDIVIDUAL SPORTS FIELD**



SPORTENG™



Job Title
**NELP - SPORTING CLUB
RELOCATION PLAN**

Discipline
FIELD OF PLAY

Drawing Title
**SITE RELOCATION PLAN -
A K LINE RESERVE**

Drawing Status
PRELIMINARY

Job No	Drawing No	Issue
10337-00	SKT-021	S9



7.2.2 Pavilion Use

It should be noted that NELP have advised that clubrooms will remain intact throughout the program of the North East Link construction.

The costs of any remedial work will need to be negotiated between Council and NELP.

7.2.3 Reinstatement Plan

The following provides a summary of the proposed Reinstatement Plan for A.K Lines including the proposed scope of works.

Table 7 AK Lines Reinstatement Plan

SITE	SCOPE OF WORKS
A.K Line	<ul style="list-style-type: none">• Install drainage network• Install perimeter concrete infrastructure• Construction of hard pavements, including:<ul style="list-style-type: none">• Asphalt carpark• Access road• Concrete footpaths• Install sports equipment, including:<ul style="list-style-type: none">• AFL goals• Players/ officials shelters• Install sports lighting• Install boundary fencing• Install behind goal netting

7.2.3.1 Future Opportunities

To support the anticipated future growth of the sporting clubs over the NELP five-year construction period the following items have been identified as opportunities to increase the capacity of the site.

- Construction of FIFA/ AFL certified synthetic turf oval
- Construction of INF approved acrylic netball courts
- Soccer goals
- Netball goals



**FUTURE OPPORTUNITY
MULTI-USE COURT**
(30.5 x 15.25m)
(LOCATION IS SUBJECT TO CHANGE
PENDING DETAILED DESIGN)

**RETAIN EXISTING
SYNTHETIC CRICKET
WICKETS**

**RETAIN EXISTING
MAINTENANCE SHED**

**RETAIN EXISTING
PAVILION**

PERIMETER ROAD WAY

MULTI-USE OVAL
(150m x 131m)

PROPOSED NEW INFRASTRUCTURE
- SPORTS LIGHTING
- BEHIND GOAL NETTING
- PERIMETER FENCING

LEGEND:

SUITABLE REPLACEMENT
FACILITY REDEVELOPMENT 

COUNCIL ADDITIONAL WORKS 

SUMMARY:

REDEVELOPMENT TO SENIOR AFL SIZED
MULTI-USE OVAL:
- NEW PLAYING SURFACE
- NEW INFRASTRUCTURE
- NEW ACCESS ROAD AND CARPARK AS
REQUIRED

FUTURE OPPORTUNITY:
- NEW MULTI-USE COURT



Job Title
**NELP - SPORTING CLUB
RELOCATION PLAN**

Drawing Title
**POST NEL REINSTATEMENT
WORKS - AK LINE RESERVE**

0 5m 10m 25m

SCALE 1:500 @ A1

Discipline
FIELD OF PLAY

Drawing Status
PRELIMINARY

Job No 10337-00	Drawing No SKT-009	Issue 56
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7.3 Gabonia Avenue Reserve

Gabonia Avenue Reserve is operating as the major soccer venue in Banyule City Council. Banyule City Council open space strategy categorises this as a local reserve (Based on the Social Impact Assessment (SIA) this reserve is also recognised as having a sub-district catchment- Parks and Leisure Australia, 2013) located on the corner of Gabonia Ave and Manfred Street, Greensborough. The reserve features a soccer pitch, pavilion and car parking.

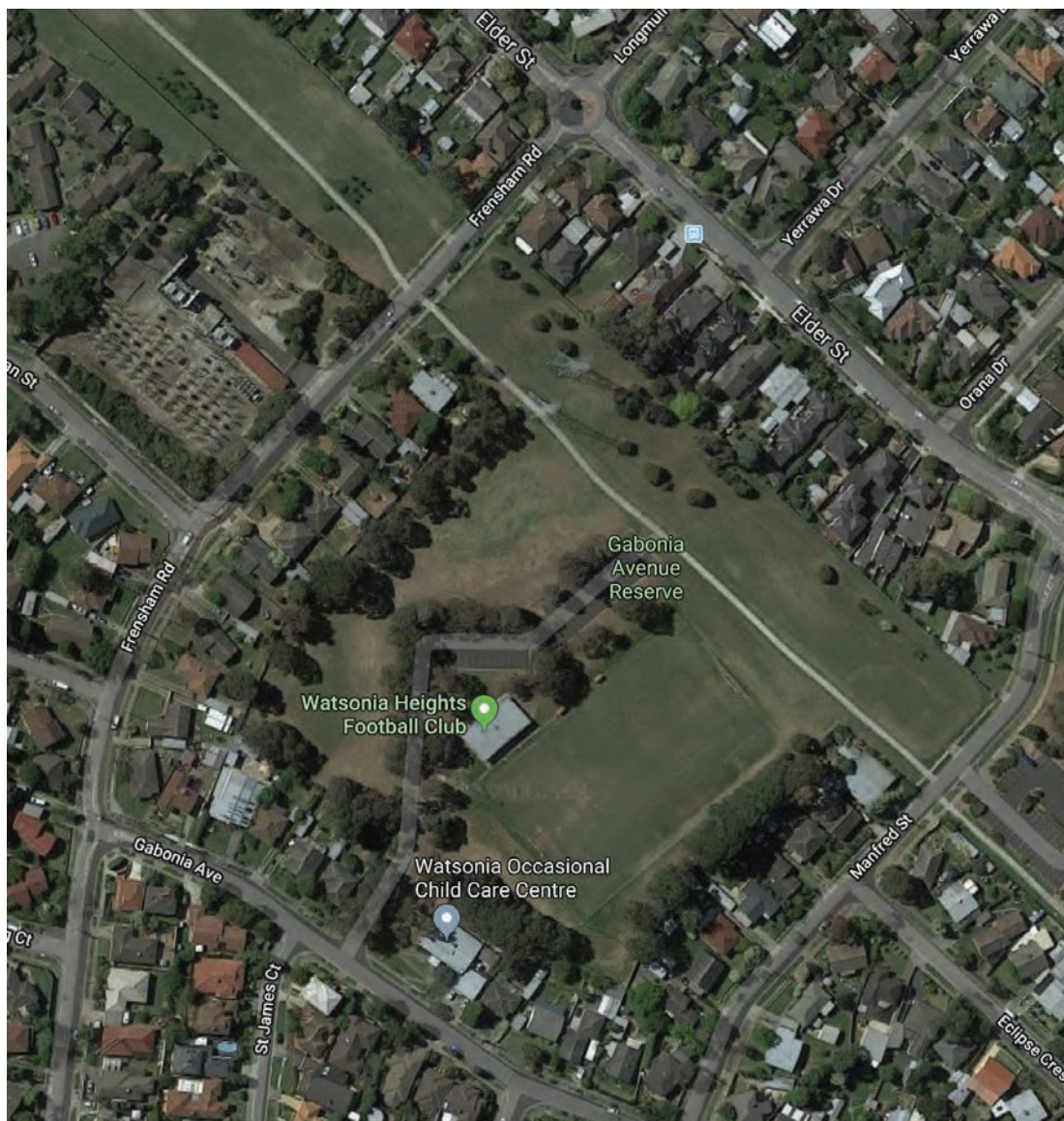


Figure 4 Gabonia Avenue Reserve Site Map

The reserve is owned and managed by Council with user groups allocated grounds through a seasonal tenancy agreement.

The facility is used by the Watsonia Heights Football (Soccer) Club during the summer and winter sporting season. The sports field receives 26 hours of use each week predominantly in the winter months, across Monday, Tuesday, Wednesday, Thursday, Saturday and Sunday. Friday are days of rest and maintenance.



The following table provides a summary of the current uses, usage times and league in which they compete.

Table 8 Gabonia Current Usage

Club Name	Sport Played	League	Members	Usage
Watsonia Heights Soccer Club (all year use, Home Ground)	Soccer	State League Division 4 North	Junior Male- 143 Senior Male- 60 Senior Female- 30 Total- 233	Training- Monday(3hrs) Tuesday (3hrs) Wednesday (3hrs) Thursday (3hrs) Comp- Saturday(7hrs) Sunday (7hrs) Total 26hrs per week



7.4 Gabonia Avenue Reserve Relocation and Reinstatement Plan Summary

The following provides a summary of the proposed relocation plan for Gabonia Avenue Reserve including the proposed strategy and scope of works, detailed Site Layout plans in Appendix 1.

7.4.1 Gabonia Avenue Relocation Plan

Table 9 Gabonia Avenue Reserve Relocation Plan

SITE	RELOCATION	EXISTING CONDITION	CURRENT USE	STRATEGY	SCOPE OF WORKS	TASK	TIMING	COMMENTS
Gabonia Avenue Reserve	Greensborough College	<ul style="list-style-type: none"> Poor growing medium No formal drainage infrastructure No formal irrigation infrastructure 	Currently used by Students only.	<p>Watsonia Heights Soccer Club to relocate to Greensborough College for both Training and Games for a total of 26 hours per week (Training 12 hours, competition 14 hours)</p> <p>For further information refer to Appendix 2</p>	<ul style="list-style-type: none"> Demolition/ excavation works Construction of hard pavements, including: <ul style="list-style-type: none"> Asphalt carpark Concrete footpaths Access road Construction of clubrooms to be shared by all site users (4 changerooms) <p>Soccer Pitch</p> <ul style="list-style-type: none"> Construction of synthetic cricket wicket enclosure Construction of FIFA certified synthetic turf field, including: <ul style="list-style-type: none"> Sports lighting Boundary fence Install sports equipment, including: <ul style="list-style-type: none"> AFL goals Soccer goals Players/ officials shelters Behind goal netting Install school perimeter fencing around sports fields. 	<ul style="list-style-type: none"> Site Investigation Concept Design Council Review Detailed Design Council Review Tender Open Tender Review & Negotiation Contract Award & Mobilisation Construction - Construct Oval Solid Turf Construction - Construct Synthetic 	<p>1 month</p> <p>1 month</p> <p>1 month</p> <p>2 months</p> <p>1 month</p> <p>1 month</p> <p>1 month</p> <p>1 month</p> <p>1 month</p> <p>5 months</p> <p>3 months</p> <p>4 months</p>	<p>Further consultation will be required with Greensborough Secondary College and the Department of Education and Training.</p> <p>A Joint Use Agreement would need to be negotiated with the school and the Department of Education and Training.</p> <p>Risks associated with this include potential time required to reach agreement for shared use agreement.</p>



SITE	RELOCATION	EXISTING CONDITION	CURRENT USE	STRATEGY	SCOPE OF WORKS	TASK	TIMING	COMMENTS
								The development of a synthetic pitch is essential to the strategy due to the multi shared high use of the site by both the secondary school and community clubs.



SUMMARY:
 EXISTING CONDITIONS:
 - CURRENT USAGE: 10 HOURS / WEEK
 - CURRENT FIELD USAGE CAPACITY < 10 HOURS / WEEK
 - **AVAILABLE HOURS OF USE: 0 HOURS / WEEK**

SUITABLE REPLACEMENT FACILITY REDEVELOPMENT:
 - REDEVELOPED FIELD USAGE CAPACITY: 60* HOURS / WEEK
 - **AVAILABLE USAGE POST REDEVELOPMENT: 50 HOURS / WEEK**

COUNCIL ADDITIONAL WORKS:
 - SYNTHETIC TURF FIELD:
 - ADDITIONAL USAGE: 60 HOURS / WEEK

* 30 HOURS / WEEK USAGE PER INDIVIDUAL SPORTS FIELD

GREENSBOROUGH COLLEGE

GABONIA AVENUE RESERVE

SUMMARY:
 CURRENT TENANTS TO BE RELOCATED:
 - ANNUAL CLUBS, HOME GROUND:
 - WATSONIA HEIGHTS SOCCER CLUB

CURRENT HOURS OF USE: 26 HOURS / WEEK



Job Title
 NELP - SPORTING CLUB
 RELOCATION PLAN

Drawing Title
 SITE RELOCATION PLAN -
 GABONIA AVENUE RESERVE

Discipline	-		
Drawing Status	FIELD OF PLAY		
Job No	Drawing No	Issue	
10337-00	SKT-023	59	



7.4.2 Pavilion Use

It should be noted that NELP have advised that clubrooms will remain intact throughout the program of the North East Link construction.

The costs of any remedial work will need to be negotiated between Council and NELP.

7.4.3 Reinstatement Plan

The following provides a summary of the proposed Reinstatement Plan for Gabonia Avenue Reserve including the proposed scope of works.

Table 10 Gabonia Avenue Reserve Reinstatement Plan

SITE	SCOPE OF WORKS
Gabonia Avenue Reserve	<ul style="list-style-type: none">• Demolition/excavation works• Install drainage network• Install perimeter concrete infrastructure• Construction of hard pavements where required, including:<ul style="list-style-type: none">- Asphalt carpark- Access road- Concrete footpaths• Construction of natural turf playing surface, including:<ul style="list-style-type: none">- Growing medium and turf- Subsurface drainage- Automatic irrigation system- Sports lighting- Boundary fence- Behind goal netting• Install sports equipment including soccer goals

7.4.3.1 Future Opportunities

To support the anticipated future growth of the sporting clubs over the NELP five-year construction period the following items have been identified as opportunities to increase the capacity of the site.

- Construction of synthetic turf futsal fields, including boundary fence
- Provision of futsal goals
- Players/officials shelters



LEGEND:

SUITABLE REPLACEMENT FACILITY REDEVELOPMENT	
COUNCIL ADDITIONAL WORKS	

SUMMARY:

REDEVELOPMENT TO FIFA SIZED NATURAL TURF SOCCER PITCH:
 - NEW PLAYING SURFACE
 - NEW INFRASTRUCTURE

FUTURE OPPORTUNITY:
 - NEW SYNTHETIC FUTSAL COURTS



Job Title
 NHELP - SPORTING CLUB
 RELOCATION PLAN

Drawing Title
 POST NEL REINSTATEMENT
 WORKS - GABONIA RESERVE

0 5m 10m 25m		
SCALE 1:500 @ A1		
Discipline		
FIELD OF PLAY		
Drawing Status		
PRELIMINARY		
Job No	Drawing No	Issue
10337-00	SKT-010	56



7.5 Winsor Reserve

Winsor Reserve based on Banyule City Council open space strategy categorises this as a local reserve (Based on the Social Impact Assessment (SIA) this reserve is also recognised as having a sub-district catchment - Parks and Leisure Australia, 2013) located at the intersection of Somers Ave and the Greensborough Highway. This reserve features an oval, play space, basketball/netball hoop, pavilion and onsite car parking



Figure 5 Winsor Reserve Site Map

The reserve is owned and managed by Council with user groups allocated grounds through a seasonal tenancy agreement.

The facility is used by the Macleod Cricket Club and Macleod Football Club during the summer and winter sporting season. The sports field receives 11 hours during summer season and 26 hours of use during the winter season across the week. Maintenance is completed in between scheduled use.



The following table provides a summary of the current uses, usage times and league in which they compete

Table 11 Winsor Current Usage

Club Name	Sport Played	League	Members	Usage
Macleod Cricket Club (Summer club, overflow ground)	Cricket	Diamond Valley Cricket Association	Junior Male - 55 Senior Male - 20 Total - 75	Comp- Wednesday(3hrs) Friday (3hrs) and Saturday(5hrs)
Macleod Junior Football Club (Winter Club, overflow ground)	AFL	Northern Football League	Junior Male- 75 Junior Female- 23 Total- 98	Training- Monday (4hrs). Tuesday (4hrs), Wednesday (4hrs), Thursday (4hrs), Friday (4hrs) Comp- Sunday (7hrs)



7.6 Winsor Reserve Relocation and Reinstatement Plan Summary

The following provides a summary of the proposed relocation plan for Winsor Reserve including the proposed strategy and scope of works, detailed Site Layout plans in Appendix 1.

7.6.1 Winsor Reserve Relocation Plan

Table 12 Winsor Reserve Relocation Plan

SITE	RELOCATION	EXISTING CONDITION	CURRENT USE	STRATEGY	SCOPE OF WORKS	TASK	TIMING	COMMENTS
Winsor Reserve	De Winton Park		Currently used by Macleod Football Club in winter (24hrs per week) and Rosanna Cricket Club in summer (35hrs per week).	Macleod Jnr Football Club to relocate to De Winton Park 8 hours per week for competition. For further information refer to Appendix 2	Council is considering an oval redevelopment in 2020/21 - enhancement to the scope will include instant turf to enable displacement to be reduced to six months over the summer period only.	<ul style="list-style-type: none"> • Site Investigation • Concept Design • Council Review • Detailed Design • Council Review • Tender Open • Tender Review & Negotiation • Contract Award & Mobilisation • Construction Solid Turf 	1 month 1 month 1 month 1 month 1 month 1 month 1 month 1 month 5 months	This would bring Senior and Junior Club together.
	Greensborough College	<ul style="list-style-type: none"> • Poor growing medium • No formal drainage infrastructure • No formal irrigation infrastructure 	Currently used by Students only.	Macleod Football Club to relocate to Greensborough College for training for 18hours per week Macleod Cricket Club to relocate to	<ul style="list-style-type: none"> • Demolition/ excavation works • Construction of hard pavements, including: <ul style="list-style-type: none"> - Asphalt carpark - Concrete footpaths - Access road 	<ul style="list-style-type: none"> • Site Investigation • Concept Design • Council Review • Detailed Design 	1 month 1 month 1 month 1 month 1 month	Further consultation will be required with Greensborough Secondary College and the Department of Education and Training.



SITE	RELOCATION	EXISTING CONDITION	CURRENT USE	STRATEGY	SCOPE OF WORKS	TASK	TIMING	COMMENTS
				<p>Greensborough College for Competition 11hours per week.</p> <p>For further information refer to Appendix 2</p>	<ul style="list-style-type: none"> • Redevelopment of natural turf playing surface, including: <ul style="list-style-type: none"> - Growing medium and turf - Subsurface drainage - Automatic irrigation system - Synthetic cricket wicket - Sports lighting - Perimeter concrete infrastructure • Construction of synthetic cricket wicket enclosure • Install sports equipment, • Players/ officials shelters • Install perimeter fencing around sports precinct. 	<ul style="list-style-type: none"> • Council Review • Tender Open • Tender Review & Negotiation • Contract Award & Mobilisation • Construction - Construct Oval • Solid Turf • Construction - Construct Synthetic 	<p>1 month</p> <p>1 month</p> <p>1 month</p> <p>1 month</p> <p>5 months</p> <p>3 months</p> <p>4 months</p>	<p>A Joint Use Agreement would need to be negotiated with the school and the Department of Education and Training.</p> <p>Risks associated with this include potential time required to reach agreement for shared use agreement.</p>



GREENSBOROUGH COLLEGE

SUMMARY:
EXISTING CONDITIONS:
 - CURRENT USAGE: 10 HOURS / WEEK
 - CURRENT FIELD USAGE CAPACITY < 10 HOURS / WEEK
 - **AVAILABLE HOURS OF USE: 0 HOURS / WEEK**
SUITABLE REPLACEMENT FACILITY REDEVELOPMENT:
 - REDEVELOPED FIELD USAGE CAPACITY: 60* HOURS / WEEK
 - **AVAILABLE USAGE POST REDEVELOPMENT: 50 HOURS / WEEK**
COUNCIL ADDITIONAL WORKS:
 - SYNTHETIC TURF FIELD:
 - ADDITIONAL USAGE: 60 HOURS / WEEK
 * 30 HOURS / WEEK USAGE PER INDIVIDUAL SPORTS FIELD

WINSOR RESERVE

SUMMARY:
CURRENT TENANTS TO BE RELOCATED:
 - SUMMER CLUBS, OVERFLOW GROUND:
 - MACLEOD CRICKET CLUB
 - WINTER CLUBS, OVERFLOW GROUND:
 - MACLEOD JUNIOR FOOTBALL CLUB
CURRENT HOURS OF USE: 30 HOURS / WEEK

DE WINTON PARK

SUMMARY:
EXISTING CONDITIONS:
 - CURRENT USAGE: 35 HOURS / WEEK
 - CURRENT FIELD USAGE CAPACITY < 15 HOURS / WEEK
 - **AVAILABLE HOURS OF USE: 0 HOURS / WEEK**
SUITABLE REPLACEMENT FACILITY REDEVELOPMENT:
 - REDEVELOPED FIELD USAGE CAPACITY: 30 HOURS / WEEK
 - **AVAILABLE USAGE POST REDEVELOPMENT: 0 HOURS / WEEK**



Job Title
NELP - SPORTING CLUB RELOCATION PLAN
 Discipline
FIELD OF PLAY
 Drawing Status
PRELIMINARY
 Drawing Title
SITE RELOCATION PLAN - WINSOR RESERVE

Job No	Drawing No	Issue
10337-00	SKT-022	S8



7.6.2 Pavilion Use

It should be noted that NELP have advised that clubrooms will remain intact throughout the program of the North East Link construction.

The costs of any remedial work will need to be negotiated between Council and NELP.

7.6.3 Reinstatement Plan

The following provides a summary of the proposed Reinstatement Plan for Winsor Reserve including the proposed scope of works.

Table 13 Winsor Reserve Reinstatement Plan

SITE	SCOPE OF WORKS
Winsor Reserve	<ul style="list-style-type: none">• Demolition/ excavation works• Install drainage network• Install perimeter concrete infrastructure• Construction of natural turf playing surface, including:<ul style="list-style-type: none">- Growing medium and turf- Subsurface drainage- Automatic irrigation system- Synthetic cricket wicket- Sports lighting• Install sports equipment, including:<ul style="list-style-type: none">- AFL goals- Players/ officials shelters



7.6.3.1 Future Opportunities

To support the anticipated future growth of the sporting clubs over the NELP five-year construction period the following items have been identified as opportunities to increase the capacity of the site.

- Construction of acrylic MUGA, including:
 - Perimeter fencing
 - Soccer goals
 - Basketball goals



LEGEND:

SUITABLE REPLACEMENT FACILITY REDEVELOPMENT	
COUNCIL ADDITIONAL WORKS	

SUMMARY:

REDEVELOPMENT TO A MULTI-USE NATURAL TURF OVAL WITH SYNTHETIC CRICKET WICKET:

- NEW PLAYING SURFACE
- NEW INFRASTRUCTURE

FUTURE OPPORTUNITY:

- NEW MULTI-USE COURT

NATURAL TURF JUNIOR CRICKET OVAL WITH SYNTHETIC CRICKET WICKET (R. 50m)

NATURAL TURF JUNIOR AFL OVAL (126m x 89m)

PROPOSED NEW INFRASTRUCTURE

- SPORTS LIGHTING
- IRRIGATION
- DRAINAGE

RETAIN EXISTING PAVILION

FUTURE OPPORTUNITY MULTI-USE COURT (30.5 X 15.25m)



SPORTENG™



Job Title
NELP - SPORTING CLUB RELOCATION PLAN

Drawing Title
POST NEL REINSTATEMENT WORKS - WINSOR RESERVE

0 5m 10m 25m	
SCALE 1:500 @ A1	
Discipline FIELD OF PLAY	
Drawing Status PRELIMINARY	
Job No 10337-00	Drawing No SKT-011
	Issue 56



8. Warranties and Disclaimers

The information contained in this report is provided in good faith. While Otium Planning Group has applied their own experience to the task, they have relied upon information supplied to them by other persons and organisations.

We have not conducted an audit of the information provided by others but have accepted it in good faith. Some of the information may have been provided 'commercial in confidence' and as such these venues or sources of information are not specifically identified. Readers should be aware that the preparation of this report may have necessitated projections of the future that are inherently uncertain and that our opinion is based on the underlying representations, assumptions and projections detailed in this report.

There will be differences between projected and actual results, because events and circumstances frequently do not occur as expected and those differences may be material. We do not express an opinion as to whether actual results will approximate projected results, nor can we confirm, underwrite or guarantee the achievability of the projections as it is not possible to substantiate assumptions which are based on future events.

Accordingly, neither Otium Planning Group, nor any member or employee of Otium Planning Group, undertakes responsibility arising in any way whatsoever to any persons other than client in respect of this report, for any errors or omissions herein, arising through negligence or otherwise however caused.



Appendix 1 - Site Layout Plans



LEGEND:

SUITABLE REPLACEMENT FACILITY REDEVELOPMENT

SUMMARY:

EXISTING CONDITIONS: AVERAGE (< 20 HOURS / WEEK CAPACITY)

RELOCATION STRATEGY:
- COMPETITION AND TRAINING FROM A K LINE RESERVE

RELOCATION WORKS:
- INCREASE CARRYING CAPACITY OF PLAYING SURFACE BY:

- NEW INFRASTRUCTURE
- NEW CRICKET WICKET ENCLOSURE
- NEW DDA COMPLIANT FOOTPATH TO ADDRESS SITE ACCESS

PROPOSED NEW INFRASTRUCTURE
- IRRIGATION
- SPORTS LIGHTING

DDA COMPLIANT CONCRETE FOOTPATH

SYNTHETIC TURF PRACTICE CRICKET WICKETS

NATURAL TURF PRACTICE CRICKET WICKETS



Job Title
NELP - SPORTING CLUB
RELOCATION PLAN

Drawing Title
RELOCATION WORKS -
BINNAK PARK

0 5m 10m 25m		
SCALE 1:500 @ A1		
Discipline		
FIELD OF PLAY		
Drawing Status		
PRELIMINARY		
Job No	Drawing No	Issue
10337-00	SKT-006	S9



LEGEND:

SUITABLE REPLACEMENT FACILITY REDEVELOPMENT

COUNCIL ADDITIONAL WORKS

SUMMARY:

EXISTING CONDITIONS: POOR (< 10 HOURS / WEEK CAPACITY)

RELOCATION STRATEGY:

- COMPETITION AND TRAINING FROM GABONIA AVENUE RESERVE
- COMPETITION FROM A K LINE RESERVE
- COMPETITION FROM WINSOR RESERVE

RELOCATION WORKS:

- INCREASE CARRYING CAPACITY OF NATURAL TURF PLAYING SURFACE BY:
 - NEW PLAYING SURFACE
 - NEW INFRASTRUCTURE
 - NEW PAVILION
 - NEW CARPARK AND ACCESS ROAD
 - NEW CRICKET WICKET ENCLOSURE

FUTURE OPPORTUNITY:

- NEW FIFA SIZED SYNTHETIC TURF PITCH



SPORTENG™



Job Title
NELP - SPORTING CLUB
RELOCATION PLAN

Drawing Title
RELOCATION WORKS -
GREENSBOROUGH COLLEGE

0 10m 50m

SCALE 1:1000 @ A1

Discipline
FIELD OF PLAY

Drawing Status
PRELIMINARY

Job No 10337-00	Drawing No SKT-002	Issue S9
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Appendix 2 - Clubs Current Ground and Relocation Ground

AK Lines- Watsonia Football Club

Weekly schedule of use - Ground and pavilion usage					
Name of Reserve	AK Lines				
Season	Winter				
	Shared usage Y/N	Usage Times required	Training or Competition	Relocation Ground	Relocation Times
Monday	N	6-8pm	Training	Barling	2hrs
Tuesday	N	6-8pm	Training	Barling	2hrs
Wednesday					
Thursday	N	6-8pm	Training	Barling	2hrs
Friday					
Saturday	N	9am-5pm	Comp	Barling	8hrs
Sunday					
Total		14hrs			14hrs



AK Lines- St Mary's Junior Football Club

Weekly schedule of use - Ground and pavilion usage					
Name of Reserve	AK Lines				
Season	Winter				
	Shared usage Y/N	Usage Times required	Training or Competition	Relocation Ground	Relocation Times
Monday					
Tuesday					
Wednesday	N	5-8pm	Training	Greensborough Secondary	3hrs
Thursday					
Friday					
Sunday		12-6pm	Comp	Greensborough Secondary	6hrs
Total		9hrs			9hrs

AK Lines- Plenty Valley Cricket Club

Weekly schedule of use - Ground and pavilion usage					
Name of Reserve	AK Lines				
Season	Summer				
	Shared usage Y/N	Usage Times required	Training or Competition	Relocation Ground	Relocation Times
Monday					
Tuesday	N	5-8pm Male	Training	Binnak	3hrs
Wednesday	N	5-8pm Female	Training	Binnak	3hrs
Thursday	N	5-8pm male/female	training	Binnak	3hrs
Friday					
Saturday		12-6pm	comp	Binnak	6hrs
Sunday		12-6pm	comp	Binnak	6hrs
Total		21hrs			21hrs



Winsor- Macleod Cricket Club

Weekly schedule of use - Ground and pavilion usage					
Name of Reserve	Winsor Reserve				
Season	Summer				
	Shared usage Y/N	Usage Times required	Training or Competition	Relocation Ground	Relocation Times
Monday					
Tuesday					
Wednesday	N	5-8pm	comp	Greensborough Secondary	3hrs
Thursday					
Friday	N	5-8pm	comp	Greensborough Secondary	3hrs
Saturday	N	1-6pm	comp	Greensborough Secondary	5hrs
Total		11hrs			11hrs

Winsor- Macleod Jnr Football Club

Weekly schedule of use - Ground and pavilion usage					
Name of Reserve	Winsor Reserve				
Season	Winter				
	Shared usage Y/N	Usage Times required	Training or Competition	Relocation Ground	Relocation Times
Monday	N	4pm-8pm	training	Greensborough Secondary	4hrs
Tuesday	N	4-8pm	training	Greensborough Secondary	4hrs
Wednesday	N	4-8pm	training	Greensborough Secondary	4hrs
Thursday	N	4-8pm	training	Greensborough Secondary	4hrs
Friday	N	5-7pm	training	Greensborough Secondary	2hrs
Sunday	N	8am-4pm	comp	DeWinton- Brings Jnr and Seniors together	8hrs
Total		26hrs			26hrs



Gabonia- Watsonia Heights Soccer Club

Weekly schedule of use - Ground and pavilion usage					
Name of Reserve	Gabonia Reserve				
Season	Winter				
	Shared usage Y/N	Usage Times required	Training or Competition	Relocation Ground	Relocation Times
Monday	N	5-8pm	training	Greensborough Secondary	3hrs
Tuesday	N	5-8pm	training	Greensborough Secondary	3hrs
Wednesday	N	5-8pm	training	Greensborough Secondary	3hrs
Thursday	N	5-8pm	training	Greensborough Secondary	3hrs
Friday					
Saturday	N	10-5pm	comp	Greensborough Secondary	7hrs
Sunday	N	10-5pm	comp	Greensborough Secondary	7hrs
Total		26hrs			26hrs

Appendix 2
Bulleen Park Area
Sport and Recreation Options Assessment

APPENDIX 2 BULLEEN PARK AREA SPORTS AND RECREATION OPTIONS ASSESSMENT

15 March 2019



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1. EXECUTIVE SUMMARY

Bulleen Park is a regional park located within the Greater Yarra River Urban Parklands, next to the Yarra River. The park provides a number of sport and recreation opportunities within a natural setting that is part of the Bolin Bolin Cultural Heritage Precinct. Active sport activities include aeromodelling, archery, Australian Football League (AFL), cricket, golf, soccer and tennis. The open space also provides for passive recreation and includes walking trails, a playground and barbecue and picnic facilities.

The preparation of the Bulleen Park sport and recreation options assessment grew as an opportunity created by the North East Link infrastructure upgrade. The proposed North East Link project boundary expands into the outer areas of Bulleen Park, from Veneto Club, and through land owned by the City of Manningham and City of Boroondara. As a result, North East Link would affect existing sporting and recreation activities.

This options assessment communicates the design and consultation process that was undertaken in parallel with the North East Link reference project and Environment Effects Statement (EES) process. The aim of this options assessment is to seek a balanced solution for the Bulleen Park study area, which at a minimum provides suitable replacement facilities for sport and recreation users.

Any reference to the 'Bulleen Park area' in this assessment includes the Veneto Club, and land owned by Manningham City Council (including AFL/ cricket, soccer, aeromodelling and archery fields) and Boroondara City Council (including the Freeway Public Golf Course and Boroondara Tennis Centre).

Community consultation was undertaken in 2018 to understand the issues and opportunities and to seek opinions and ideas from key stakeholders. This feedback informed the development of the concept design options. Officers from Boroondara and Manningham councils also contributed opinions and advice to inform the objectives and evaluation criteria of the assessment and the development of the concept design options.

Seven concept options were developed and evaluated. Of these, two options were based on the Boroondara Council endorsed concept plans. One option was based on Manningham Council's North East Link Issues and Opportunities report on the various site opportunities.

It is noted that six of the seven options depend on land being made available for the relocation of sporting and recreation facilities to nearby sites in Templestowe Road, Bulleen.

Two options were considered for relocation:

- Offset Site Option A: comprising two land parcels at 37-59 Templestowe Road, Bulleen (the Bulleen Golf Driving Range site) and the 27-33 Templestowe Road, (Parks Victoria site)
- Offset Site Option B: the land parcel at 37-59 Templestowe Road, Bulleen (the Bulleen Golf Driving Range site).

The seven options are broadly described as follows.

Concept Option 1 would relocate the Boroondara Tennis Centre into Bulleen Park and retain the Freeway Public Golf Course in its current location as an 18-hole, par 66 course (reduced from par 69). Soccer would remain in Bulleen Park with a new senior and junior field and an upgraded synthetic field at the Veneto Club. This option would require relocating the Doncaster Aeromodellers' Club. At the time of this assessment a relocation site for the club had not been identified.

Concept Option 2 would relocate the Boroondara Tennis Centre into Bulleen Park and extend the Freeway Public Golf Course into Bulleen Park as an 18-hole, par 69 course. Archery facilities and the two soccer fields would be relocated to Offset Site Option A. This option would require relocating the Doncaster Aeromodellers' Club. At the time of this assessment a relocation site for the club had not been identified.

Concept Option 3 would relocate the Boroondara Tennis Centre north of its existing location. The tennis centre would occupy part of the current Bulleen Swim Centre site, a section of the Manningham Hotel site and a section of Koonung Creek. The Freeway Public Golf Course would

extend north into Bulleen Park as an 18-hole, par 69 course. Archery facilities and the majority of soccer facilities would be relocated to Offset Site Option A. The Doncaster Aeromodellers' Club would remain in its current location.

Concept Option 4 would relocate Boroondara Tennis Centre to the eastern part of the current Freeway Public Golf Course. The golf course would be redeveloped into a 9-hole, par 36 new golf course with more diversity (such as a driving range, virtual golf, mini golf, and a teaching area) to increase the diversity of users. This option would require the majority of soccer facilities to be relocated to Offset Site Option B. The Yarra Bowmen Archery Club and the Doncaster Aeromodellers' Club would remain in their current locations.

Concept Option 5 is based on an interpretation of Manningham City Council's North East Link Issues and Opportunities report (June 2018), with the addition of a solution for tennis. Most clubs and facilities would be retained within Bulleen Park (including for soccer, AFL, cricket, archery and aeromodelling). The Freeway Public Golf Course would remain within its existing boundary, redesigned as an 18-hole, par 66 course (reduced from par 69). The Boroondara Tennis Centre would be relocated north of its existing location, using part of the current Bulleen Swim Centre site and covering a section of Koonung Creek.

Concept Option 6 is based on a concept endorsed by Boroondara City Council, with the addition of a solution for archery. Boroondara Tennis Centre and a new sporting oval for AFL/cricket would be relocated to the Freeway Public Golf Course, south of Koonung Creek. The golf course would extend further north into Bulleen Park as an 18-hole, par 68 course (reduced from par 69). The Yarra Bowmen Archery Club would be relocated to Offset Site Option B. This option would require relocating the Doncaster Aeromodellers' Club. At the time of this assessment a relocation site for the club had not been identified.

Concept Option 7 is based on a concept endorsed by Boroondara City Council, with the addition of a solution for archery. Boroondara Tennis Centre would be relocated to the Freeway Public Golf Course, south of Koonung Creek. One AFL/ cricket oval in Bulleen Park would be lost, which would displace the Yarra Junior Football League. The golf

course would extend further north into Bulleen Park as an 18-hole, par 68 course (reduced from par 69). The Yarra Bowmen Archery Club would be relocated to Offset Site Option B. This option would require relocating the Doncaster Aeromodellers' Club. At the time of this assessment a relocation site for the club had not been identified.

All the options except for Option 1 are predicated on the ability to acquire the Bulleen Golf Driving Range site to accommodate displaced sporting clubs. Option 2 and option 3 also rely on the use of part of the Parks Victoria land (west of the Bulleen Golf Driving Range) for sporting uses.

Based on discussions to date, Option 1 and Option 2 would not achieve Boroondara City Council's preference to retain the tennis centre on land that it owns.

Option 3 accommodates all existing sporting and recreation uses within the Bulleen Park area.

Option 3 and Option 5 have challenges relating to the undergrounding of Koonung Creek.

Option 4 could accommodate all users, depending on acceptance of a different and more diverse golfing model at the Freeway Public Golf Course.

Option 1 and Option 5 would reduce the Freeway Public Golf Course to an 18-hole par 66 golf course, which is not viable for competition golf.

Options 1, 2, 6 and 7 would displace the aeromodellers' club to another site yet to be determined.

Option 6 would mean the loss of an AFL/cricket oval.

All concept options (except for Concept Option 1) seek to increase open space at nearby locations, which would assist with providing more passive open space for the community.

It is noted the sequencing of staging and constructability of all options would require full detailed investigation to minimise temporary closures and disruption, and to enable the delivery of North East Link to the agreed time frame.

2. INTRODUCTION

2.1. North East Link and the Bulleen Park area

North East Link is a proposed new freeway connection that would complete the missing link in Melbourne's ring road, giving the city a fully completed orbital connection for the first time. North East Link would connect the M80 Ring Road (otherwise known as the Metropolitan Ring Road) to the Eastern Freeway, and include works along the Eastern Freeway from near Hoddle Street to Springvale Road. Figure 2.1 shows an overview of North East Link.

The North East Link Project (NELP), team within the Major Transport Infrastructure Authority would plan and deliver the project.

Planning approvals for North East Link will be informed by the project's Environment Effects Statement (EES). The EES outlines the North East Link reference project.

The North East Link reference project represents one feasible way that North East Link could be designed, constructed and operated. The final design for the project would be selected during project procurement which would conclude following completion of the EES assessment process and the obtaining of project approvals.

A competitive tender process would be conducted to select the preferred contractors. The reference project would be provided to the contractors and they would be encouraged to submit proposals to enhance or improve the design.

The preferred contractors' design may therefore differ from the reference project.

The contractors' design would need to be contained within the approved project area and would need to comply with Environmental Performance Requirements established for the project.

Based on the reference project, North East Link would affect a number of sport and recreation facilities and users, in the Bulleen Park area, either temporarily or permanently. This assessment has been undertaken, to consider options available, to ensure continued community use.

NELP is committed to working with key stakeholders to explore options that minimise impacts and disruption to sport and recreation users of the Bulleen Park area during the construction and operation of North East Link.



Figure 2.1 Overview of North East Link

2.2. Purpose

NELP aims to find a design option which, as a minimum, provides suitable replacement facilities for the sport and recreation users and facilities in the Bulleen Park area, which are potentially impacted by the North East Link.

The purpose of the Bulleen Park area sport and recreation options assessment is to:

- Determine if existing sporting uses can be catered for in the Bulleen Park area during the construction and operation of North East Link.
- Understand if relocation of any facility is required and explore available options
- Illustrate the concept design options investigated
- Identify concept options that best meet current community requirements and consider future changes in sport and recreation need.

2.3. Scope

The assessment covers work (undertaken in parallel with the North East Link project design and the EES planning process) to investigate, consult on, develop and evaluate preliminary concept designs for the Bulleen Park area. The assessment considers the affect of the North East Link reference project on existing sport and recreation uses, and the potential relocation options for sport and recreation facilities and activities.



Figure 2.2 Bulleen Park existing cricket / AFL Oval 3



Figure 2.3 Freeway Public Golf Course, hole 6



Figure 2.4 Boroondara Tennis Centre

2.4. Methodology

Figure 2.5 illustrates how background information, site analysis and key stakeholder consultation informed the initial concept design options. The initial options were evaluated and further refined to identify potentially viable Options. Each Option was assessed using pre-determined evaluation criteria that seek to balance any competing objectives.

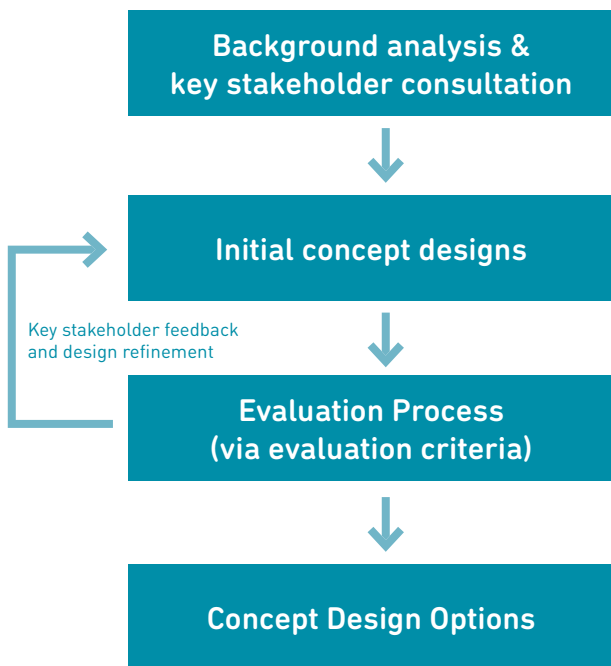


Figure 2.5 Methodology for developing concept design options

Following consultation with officers from Boroondara and Manningham councils, four objectives were established to guide the options assessment:

- Objective 1 Protect facilities and activities available for existing park users
- Objective 2 Protect capacity for future use or development *
- Objective 3 Protect social, environmental and cultural heritage values
- Objective 4 Efficient use of resources.

Each objective has a set of evaluation criteria. All concept design options were rated against each evaluation criteria to provide a balanced outcome.

Each evaluation criterion has a five point rating scale.

The rating scale varies slightly for different evaluation criteria, but can be broadly described as:

●	5	Significant improvement
●	4	Some improvement
●	3	Minimal or no change
●	2	Some deterioration
●	1	Significant deterioration

* It is acknowledged that officers from Boroondara City Council did not agree with Objective 2.

2.5. Strategic context and background documents

Background documents and strategic directions from Victorian Government agencies including the Department of Environment, Land, Water and Planning (DELWP) and Melbourne Water have been considered in this assessment. These documents and strategic directions include:

- Bolin Bolin Billabong Wetland Project Stormwater Harvesting Design, Bulleen Park, Manningham City Council, 2013
- Bolin Bolin Billabong Walk booklet, Manningham City Council
- Boroondara Open Space Strategy, 2013
- Boroondara Sports and Recreation Strategy, 2018
- Boroondara Ordinary Council Minutes 26 November 2018 Agenda item 7.8 North East Link - Bulleen Park
- Manningham Sports and Recreation Strategy 'Active For Life', 2010-2025
- Manningham Open Space Strategy, 2014
- Manningham North East Link Issues and Opportunities Report, 2018
- Manningham Strategic Water Management Plan, 2008
- NELP draft EES assessments, 2018
- Parks Victoria Yarra Flats Park Notes, 2011
- Planning for Golf in Victoria - Discussion Paper, 2017
- Yarra Flats Revised Concept Plan, 2013
- Yarra River Action Plan, 2017

Melbourne Water commenced development of the Yarra Strategic Plan in 2018 and DELWP commenced development of the "Yarra River - Bulleen Precinct Land Use Framework Plan", for the areas along the Yarra River corridor between Bulleen Park and Banyule Flats. Drafts of these documents had not been released when this assessment was prepared.



Figure 2.6 Existing soccer fields at Bulleen Park



Figure 2.7 Existing sporting pavilion at Oval 1



Figure 2.8 Boroondara Tennis Centre entrance

3. BACKGROUND

3.1. North East Link overview

This section describes the North East Link alignment and the key project elements.

- M80 Ring Road (otherwise known as the Metropolitan Ring Road) to the northern portal – from the M80 Ring Road at Plenty Road, and the Greensborough Bypass at Plenty River Drive, North East Link would extend to the northern portal near Blamey Road using a mixture of above, below and at surface road sections. This would include new road interchanges at the M80 Ring Road and Grimshaw Street.
- Northern portal to southern portal – from the northern portal the road would transition into twin tunnels that would connect to Lower Plenty Road via a new interchange, before travelling under residential areas, Banyule Flats and the Yarra River to a new interchange at Manningham Road. The tunnels would then continue to the southern portal located south of the Veneto Club.
- Eastern Freeway – from Hoddle Street in the west through to Springvale Road in the east, modifications to the Eastern Freeway would include widening to accommodate future traffic volumes and new dedicated bus lanes for the Doncaster Busway. There would also be a new interchange at Bulleen Road to connect North East Link to the Eastern Freeway.



Figure 3.1 Existing Oval 1 at Bulleen Park



Figure 3.2 Path in Bulleen Park towards the Yarra River

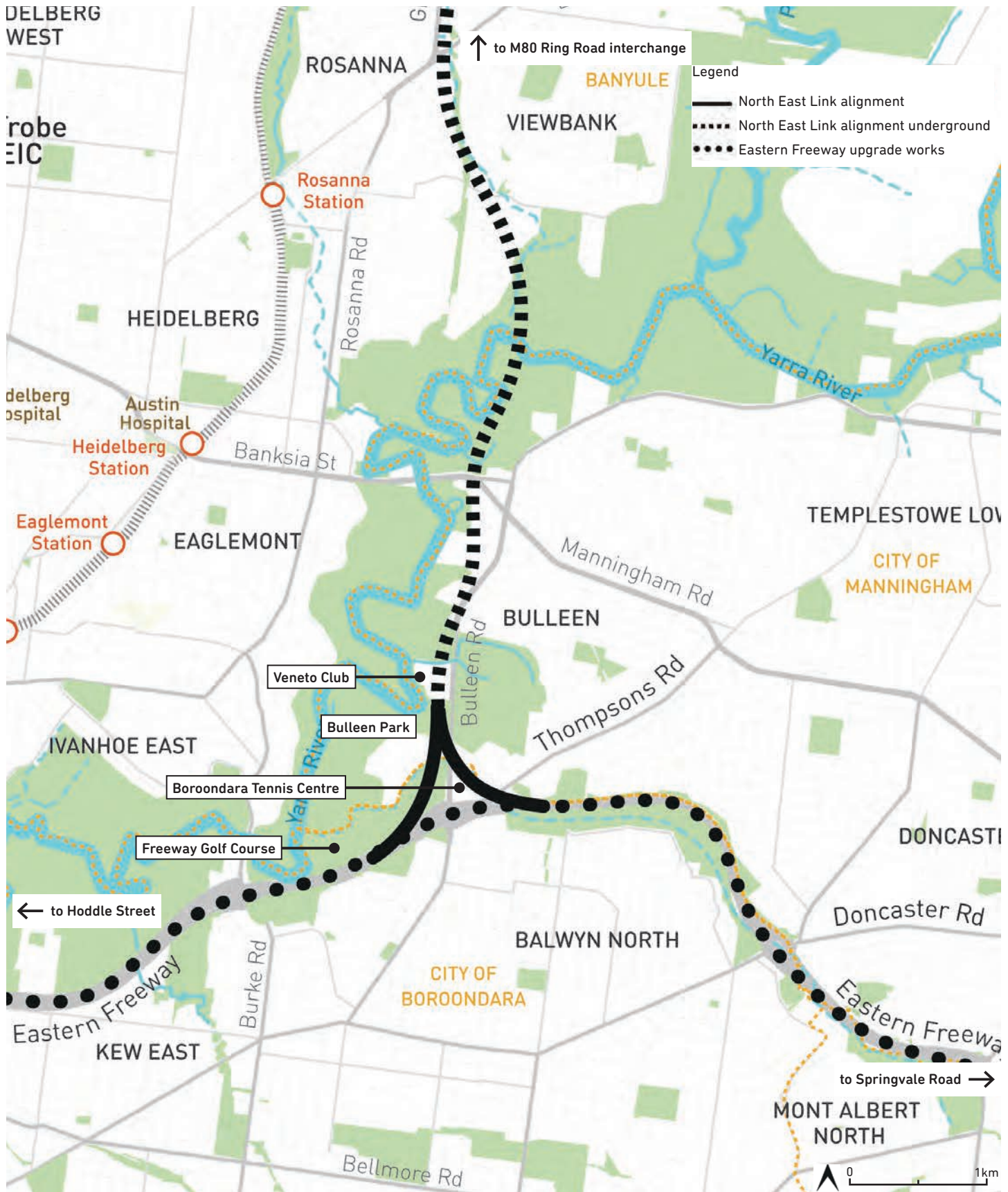


Figure 3.3 Bulleen Park area

3.2. The study area

The study area for the purpose of this assessment is referred to as the 'Bulleen Park area' and includes the Veneto Club, Manningham Council land (including AFL / cricket, soccer, aeromodelling and archery fields) and Boroondara Council land (including the Freeway Public Golf Course and Boroondara Tennis Centre). The study area is shown in Figure 3.6.

Based on the North East Link reference project, there would be temporary and permanent impacts to sporting and recreation facilities within the Bulleen Park area. This includes to the Veneto Club car park, Manningham City Council Oval 1, four holes at the Freeway Public Golf Course, and the Boroondara Tennis Centre. The Bulleen Swim Centre is located within the North East Link project boundary and would be acquired for the project. The swim centre has therefore been excluded from this assessment.

The Bulleen Park area comprises predominately public open space, bounded to the west by the Yarra River and to the south by the Eastern Freeway. It is intersected by Koonung Creek which forms a shared boundary of the City of Manningham and City of Boroondara.

Much of the Bulleen Park area is on a former landfill site. The area provides for a combination of sport and recreation activities in the natural landscape setting of the Yarra River. Several sporting clubs are located within the Bulleen Park area and it caters for a variety of activities including Australian Rules Football (AFL), cricket, soccer, archery, golf, tennis and aeromodelling. The Bulleen Park area also supports passive recreation and includes walking trails, a playground, interpretation signage, public art and barbecue and picnic facilities.

The Bulleen Park area also features natural billabongs and is within the Bolin Bolin Billabong Walk and Cultural Heritage Precinct.

Although outside the study area, investigations for potential relocation sites extended to nearby sites such as 27-33 and 37-59 Templestowe Road (the Bulleen Golf Driving Range, and an adjacent Parks Victoria site) and other sites further afield, which are shown in Appendix B5.



Figure 3.4 Freeway Public Golf Course, Bulleen



Figure 3.5 Vehicle bridge over Eastern Freeway providing access to Freeway Public Golf Course



Figure 3.6 Aerial photo 2018 showing Bulleen Park area with proposed North East Link project area boundary (red line)

History

Figure 3.7 shows a 1945 aerial photograph of the Bulleen Park area. It shows the Yarra River (Birrarung), original billabongs and Koonung Creek alignment, the lack of urban development, extensive farmland and sparse tree cover.

During the 1960s, the site of the current park and Freeway Public Golf Course were used as a landfill site.

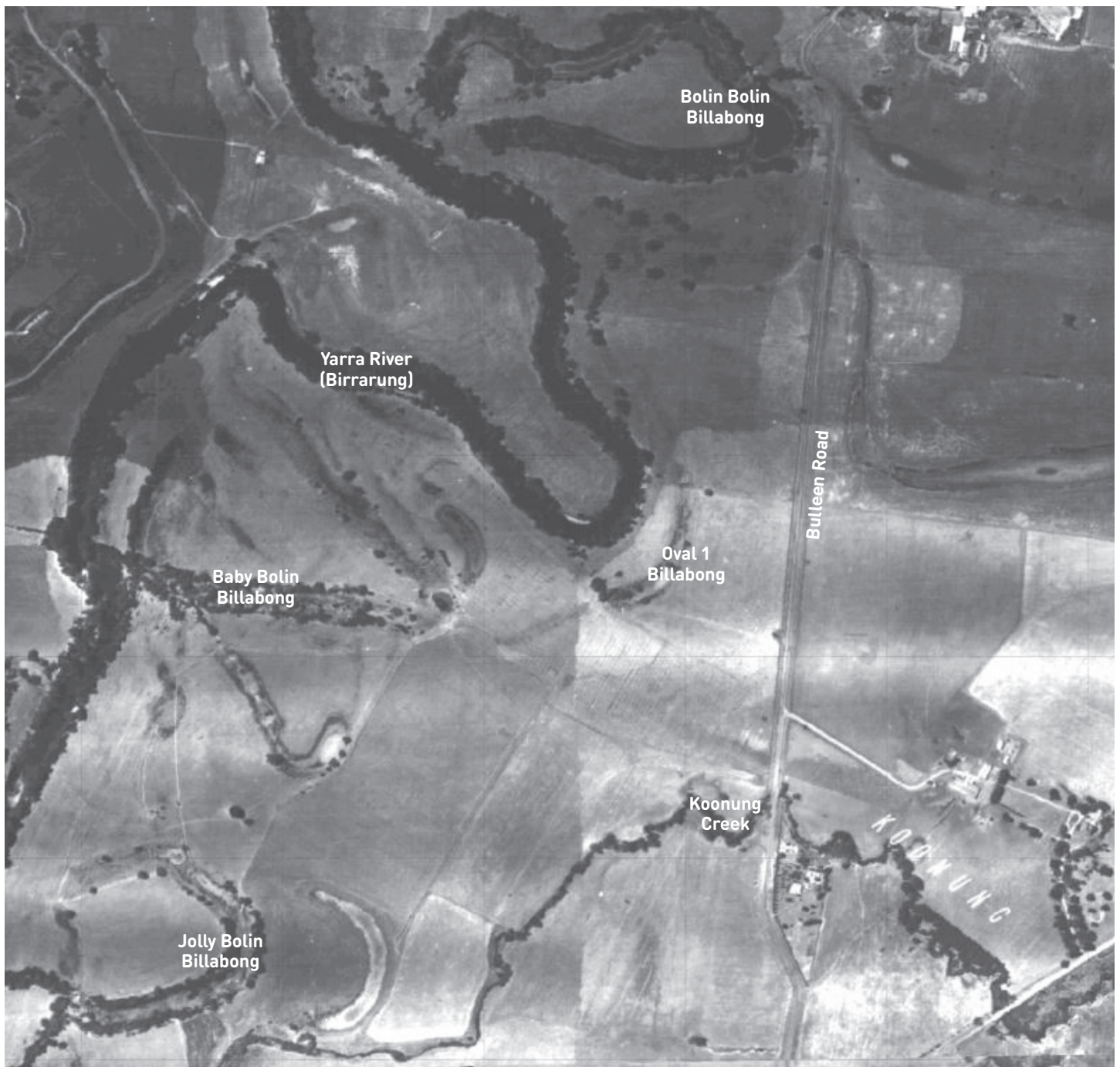


Figure 3.7 1945: Aerial photo of Bulleen Park

Land ownership

Most of the Bulleen Park area is owned by local government as shown in Figure 3.8.

Legend

- Crown land
- Land owned by City of Manningham
- Land owned by City of Boroondara
- Private other
- Private - commercial



Figure 3.8 Land ownership plan

Council boundaries

The parkland north of Koonung Creek is located in the City of Manningham. The parkland south of the creek is located in the City of Boroondara. The Freeway Public Golf Course is owned and operated by Boroondara City Council and extends into the City of Manningham, although this land is owned by Boroondara City Council.

The City of Manningham and the City of Boroondara municipal boundaries are shown in Figure 3.9.

Legend

- City of Manningham
- City of Boroondara

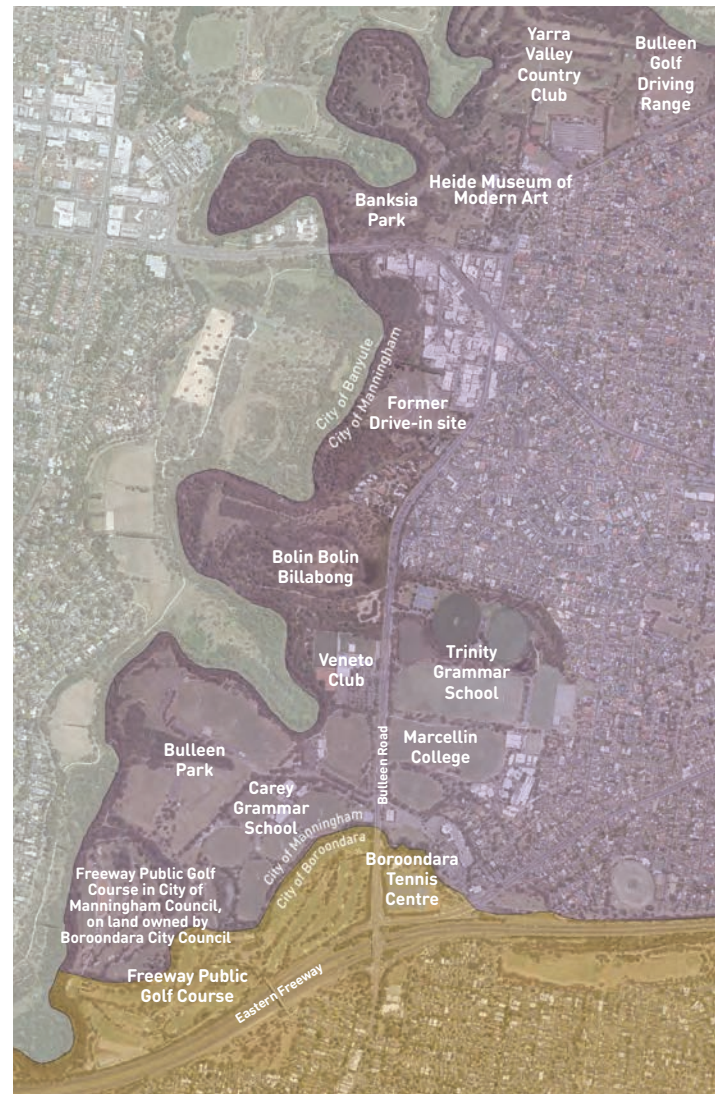


Figure 3.9 Manningham Council and Boroondara Council boundary

Planning

A significant portion of the Bulleen Park area is zoned as 'Public Park and Recreation' as shown in Figure 3.10. At an overarching policy level, development in close proximity to the Yarra River would need to be cognisant of requirements associated with the "Yarra Strategic Plan" and "Yarra River - Bulleen Precinct Land Use Framework Plan" (under development but not released at the time of this assessment). An ecological assessment is required to support the removal of any vegetation and native vegetation. If it is permitted, any proposals should avoid removal of high value exotic and indigenous vegetation where possible.

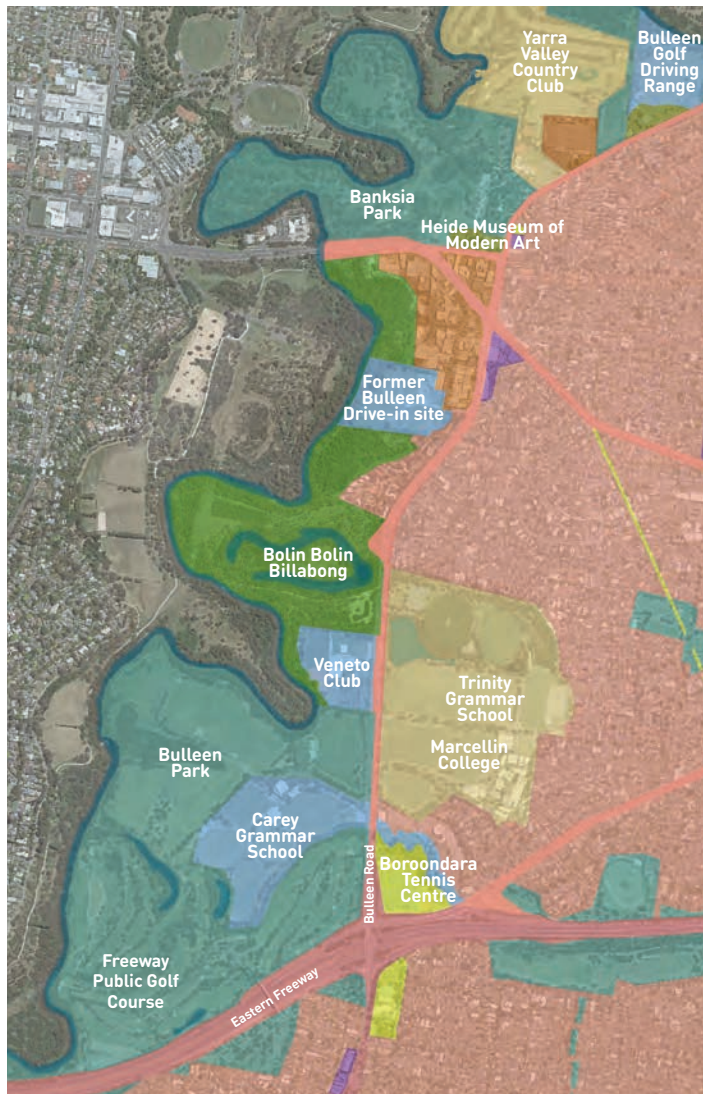
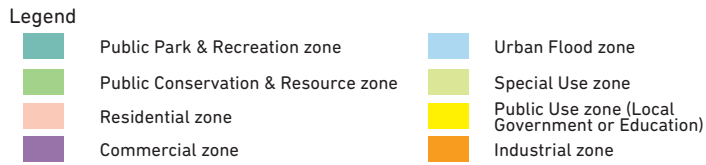


Figure 3.10 Planning zones diagram

Several relevant planning overlays across the site may affect usage, including:

- Land subject to inundation (shown in Figure 3.11)
- Heritage (shown in Figure 3.12)
- Environmental significance (shown in Figure 3.13)
- Significant landscape (shown in Figure 3.14)
- Design and development (shown in Figure 3.15)

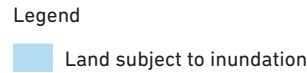


Figure 3.11 Area subject to inundation planning overlay diagram

Three sites within the area are included in the 'Heritage Overlay' for their historical, environmental or archaeological significance. The sites are shown in Figure 3.12 and are known as the former Bulleen Drive-in site (H072), Heide Museum of Modern Art (H0160, H016) and Bolin Bolin Billabong (H030).

Legend

- Heritage Overlay
- H072 Manningham Heritage Overlay former Bulleen Drive-in site
- H030 Manningham Heritage Overlay Bolin Bolin Billabong
- H0160, H0161 Manningham Heritage Overlay Heide Museum of Modern Art



Figure 3.12 Heritage planning overlay diagram

The majority of the area is covered by the 'Environmental Significance Overlay' as shown in Figure 3.13. This overlay applies to the Yarra River and surrounding land, with the purpose of protecting significant and intact areas of indigenous vegetation.

Legend

- Environmental Significance Overlay 2 (ES02)
- Environmental Significance Overlay 3 (ES03)



Figure 3.13 Environmental significance planning overlay diagram

The Significant Landscape Overlay protects the 'Yarra (Birrarung) River Corridor Environs'. This overlay applies to the area predominantly surrounding the Yarra River and is shown in Figure 3.14.

Legend
 Significant Landscape Overlay (SL01, SL02)



Figure 3.14 Significant landscapes planning overlay diagram

The Design and Development Overlay, Schedule 2 applies to several private and council-owned parcels of land within the Yarra (Birrarung) River corridor as shown in Figure 3.15.

Legend
 Design and Development Overlay



Figure 3.15 Design and development overlay planning overlay diagram

3.3. Existing sporting facilities in Bulleen Park area

Figure 3.16 shows the existing sporting facilities in the Bulleen Park area. Table 3.1 describes the existing facilities and identifies if they would potentially be affected by North East Link.

Note: This assessment does not consider the relocation of Bulleen Swim Centre, the Carey Grammar School netball and tennis courts and some land at Marcellin College and Trinity Grammar School.







- Legend**
-  Power easement and towers
 -  Existing buildings
 -  Existing car parking
 -  Storage / shelters / toilets
 -  Existing sports fields
 -  Carey Grammar netball courts



Figure 3.16 Existing formal sports facilities in Bulleen Park

Note: All dimensions and areas are approximate only

Existing sport and recreation facilities in the Bulleen Park area			
Type	Facilities	Sporting clubs/users	Directly affected by North East Link
Veneto Club sporting facilities	Two senior soccer fields	Bulleen Lions and community	N
	Car parking		Y
Playground	Bulleen Park local playground on Manningham Council land	Informal recreation	N
Cricket nets	Three practice cricket nets. Total area: 10 x 25 m	Yarraleen Cricket Club	N
Oval 1 (AFL) with regional pavilion	164 x 126 m field (not including runoff) One regional pavilion with Yarra Junior Football League headquarters including offices	Yarra Junior Football League (YJFL), Bulleen Lions and community	Y
Oval 2 (cricket and AFL)	139 x 107 m (not including runoff)	Bulleen-Templestowe Junior Football Club, Marcellin Old Collegians Football Club, Yarraleen Cricket Club and community	N
Oval 3 (cricket and AFL)	140 x 122 m (not including runoff)		N
Soccer fields	Two senior full-size fields (58 x 105 m; 98 x 50 m)	Templestowe United Football Club and Bulleen Lions Soccer Club and community	N
	Total pavilion building area: approx. 840 sqm		
	Total container storage area: approx. 270 sqm		
AFL / Cricket pavilion (between Ovals 2 and 3)	Total clubhouse building area: approx. 815 sqm	Yarraleen Cricket Club	N
Walking trails	<ul style="list-style-type: none"> 2,000 linear metre formal paths 2,400 linear metre informal paths including river edge walk 	Informal recreation	N
Aeromodeller's field	Total field area: 42,000 sqm	Doncaster Aeromodellers' Club	N
	Total clubhouse area: 100 sqm		
	Two shelters with total area: 70 sqm		
	Proximity to public toilets from club house: 50 m		
Archery field	150 x 118m (including safety zones)	Yarra Bowmen Archery Club	N
	Total clubhouse area: 80 sqm		
	Total storage shed area: 65 sqm		
	Proximity to public toilets from club house: 59 m		
The Bulleen Park area car parking	Approx. 200 car parking spaces (TBC)		N
Freeway Public Golf Course	18-hole par 69 (total area 421,500 sqm)	Freeway Public Golf Course, Camberwell Golf Club and Harp Golf Club, and casual users	Y
	Total clubhouse building area: 755 sqm		
	Approx. 107 car park spaces (inc. two disabled parking spaces)		
Boroondara Tennis Centre	23 tennis courts 17 x 35 m (total area 15,300 sqm)	Boroondara Tennis Centre, and casual users	Y
	16 synthetic grass courts, four cushioned hard courts; two synthetic clay courts; one European clay court, nine heated gazebos and bbqs.		
	Building facilities: 640 sqm including cafe; changing facilities; occasional childcare; Tennis pro shop, approx. 85 car parking spaces.		

Note: All dimensions and areas are approximate only and not based on survey information.

Table 3.1 Schedule of existing sport and recreation facilities in the Bulleen Park area

3.4. Potential encroachment on existing sporting facilities

Figure 3.17 shows where the North East Link project boundary would encroach into the Bulleen Park area.

Table 3.2 outlines the existing sporting facilities that North East Link may directly affect. This is a conservative estimate based on the project boundary, as proposed in the North East Link reference project. A more accurate extent of impacts would not be known until the project design is submitted by the contractors.

The affected facilities would not be easy to relocate due

to their size requirements. They include an AFL oval, 23-court tennis facility, car parking and four holes of an 18-hole golf course). It is therefore assumed there may be indirect impacts to other existing sporting facilities within the Bulleen Park area to accommodate the relocation of facilities impacted by North East Link.

Consideration has been given to minimise impacts across all sporting facilities, with the aim of ensuring comparable replacement of all facilities and to avoid separating a club or facility over two different sites.



Figure 3.17 Diagram of encroachment of North East Link project boundary onto existing sports facilities at Bulleen Park

Existing facilities in the Bulleen Park area directly affected by North East Link project area boundary

Type	Facilities	Clubs/Users
Veneto Club	A number of car parking spaces would be affected, some temporarily and some permanently, with the extent yet to be determined.	Veneto Club
Oval 1	Loss of surface area.	Yarra Junior Football League, Bulleen Lions and passive recreation
Freeway Public Golf Course	Four golf holes are affected. Holes 2 and 3 would need to be replaced and holes 1 and 5 would require slight moving of the respective greens, to be outside the project boundary. A portion of the practice area and the maintenance facility access would also be affected as it is within the proposed North East Link project boundary.	Freeway Public Golf Course players Camberwell Golf Club Harp Golf Club
Boroondara Tennis Centre	23 tennis courts 17 x 35 m (total area 15,300 sqm), 16 synthetic grass courts, four cushioned hard courts; two synthetic clay courts; one European clay court, nine heated gazebos/ bbqs. Building: 640sqm including cafe; changing facilities; occasional childcare; tennis pro shop, approx. 85 car parking spaces for tennis centre, access from Bulleen Road. Mobile phone tower would need to be relocated elsewhere.	Boroondara Tennis Centre

Note: All dimensions and areas are approximate only and not based on survey information.

Table 3.2 Schedule of existing facilities in the Bulleen Park area directly affected by North East Link project area boundary



Figure 3.18 View south from the Veneto Club car park towards Bulleen Park

4. OPTIONS ASSESSMENT

4.1. Stakeholder consultation

NELP has consulted key stakeholders to seek and understand their views, ideas and concerns.

A workshop in August 2018 informed an understanding of the issues, opportunities, constraints and expectations of Boroondara and Manningham councils as well as impacted clubs. Workshop attendees provided ideas and information that assisted in developing the concept design options. Appendix C1 provides a summary of ideas proposed.

Consultation and communication has been ongoing with individual clubs and stakeholders, with one-on-one meetings as required.

Key participants from the sports clubs included:

- Bulleen Lions Soccer Club (part of the National Premier Leagues)
- Bulleen Templestowe District Junior Football Club
- Camberwell Golf Club
- Doncaster Aeromodellers' Club
- Harp Golf Club
- Marcellin Old Collegians Football Club FC (part of the Victorian Amateur Football Association)
- Templestowe United Football Club (soccer)
- Yarra Bowmen Archery Club
- Yarraleen Cricket Club

Other stakeholders that attended included the 2018 workshop:

- Boroondara Tennis Centre
- Carey Grammar School
- Council officers from Boroondara City Council
- Council officers from Manningham City Council
- Yarra Junior Football League

Boroondara and Manningham councils

Given the interface between the municipal boundaries and permanent acquisition requirements in the Bulleen Park area, the involvement of Boroondara and Manningham Councils is critical.

NELP has been consulting with officers from Boroondara and Manningham councils to understand their strategic plans and ideas. This has included meetings regarding the Bulleen Park area, fortnightly meetings with council officers and NELP representatives, and regular meetings between the NELP CEO and council senior staff to discuss key issues and opportunities as they arise.

NELP and GHD undertook a preliminary assessment on the various options under development in early 2019. This was discussed at a council officer workshop on 24 January 2019, where feedback was received on the options. This assisted in the further refinement of the options.

It is anticipated that consultation and engagement with the councils will be ongoing as issues and opportunities are work-shopped and the options refined.

Other agencies

NELP liaised with a range of other agencies in relation to the options to address sport and recreation inputs in the second half of 2018, including:

- Parks Victoria – discussions regarding potential options for relocating those sport and recreation activities impacted directly or indirectly.
- Sports and Recreation Victoria – meetings to provide project updates and discuss progress on the options and assessment process.
- Melbourne Water – meetings to discuss options and potential impacts in relation to the flooding overlay in Bulleen Park and also in the preferred offset sites (refer to Section 4.3).

DELWP and Sport and Recreation Victoria have also undertaken a review of this report to provide strategic input into the assessment.

State sporting associations and relevant associations/leagues were involved in the process as follows:

- a golf opportunities session was held with NELP and Boroondara City Council officers which was also attended by two golf planning specialists and Golf Australia in 2018
- meetings with Tennis Victoria in 2018 and March 2019
- meetings with Football Victoria in January 2019 and March 2019
- meetings with Cricket Victoria in January 2019 and March 2019
- meetings with AFL Victoria and relevant leagues in January 2019 and March 2019
- meeting with Golf Australia in March 2019
- meeting with Archery Victoria in March 2019

The purpose of these meetings was to discuss the proposed sport and recreation options for the Bulleen Park area and to ensure that sports-specific requirements, such as facility guidelines, were considered in the initial planning stages. These organisations will be consulted throughout the process so they have opportunities to provide their opinion and advice. Some will need to assist with potential scheduling and fixturing changes that may be required, particularly for the impact to the field sports on land owned by Manningham City Council.



Figure 4.1 Workshop with Sporting Clubs and other key stakeholders August 2018

4.2. Overview of design investigations

Seven concept design options were developed after initial consultation and testing of ideas. Two options have been developed based on concepts adopted by Boroondara City Council, and one option considers Manningham City Council's North East Link Issues and Opportunities report (June 2018).

In line with the North East Link reference project, there would be permanent acquisition of some land in the Bulleen Park area. As a result, most options require alternative sites to cater for the facilities and uses that cannot be accommodated within the Bulleen Park area (refer Section 4.3).

In developing these concepts, consideration has been given to relevant sporting standards so the required facility sizes and appropriate run-offs where achievable to enable the same level of competition as currently being played. The project team has referred to the Sports Dimensions Guide for Playing Areas Sport and Recreation Facilities Sixth edition (June 2016) prepared by the Department of Sport and Recreation Western Australia, and guidelines available from the State Sporting association facility standards. Two golf design specialists have also been engaged to provide golf course designs to address the relevant standards applicable to golf.

Once a preferred option has been selected and it is progressed to detailed design, the relevant Australian Standards and guidelines will be applied so the facilities deliver to modern day standard.

High level specialist technical advice has been sought on the seven options (including traffic and transport, ecology, cultural heritage, hydrology, landscape visual impact assessment, and planning). This was to ensure that proposed options are feasible and to identify further assessments that may be required in the detailed design stage. While advice identified that each option is feasible, there are implications for each option which would require design solutions and/or 'trade-offs' to be made.

Appendix A provides detail on the preliminary assessment of each option against the evaluation criteria.

Public open space

Public open space for the purposes of this assessment is defined as publicly owned land set aside for recreation, nature conservation and passive outdoor enjoyment.

Restricted public open space is where the public access is limited by fencing and requirement for membership and/or fees. While public access to some areas (such as sporting fields) may be limited at certain times (such as when clubs have exclusive use for a football game) these spaces are available for other informal recreation outside these times and are therefore not considered restricted.

The assessment considers overall gains in public open space, including at any proposed new offset sites. Any potential changes in available public open space for unrestricted passive recreation like walking, informal exercise and dog walking are also considered.

4.3. Potential relocation sites

Most of the options propose relocating some of the sport and recreation facilities in the Bulleen Park area to nearby relocation sites. Aside from accommodating displaced sporting clubs, offset sites could help replace any loss of unrestricted public open space in the Bulleen Park area.

An assessment was undertaken on a range of potential offset sites. That assessment is summarised in Appendix B5.

Two options were identified as the preferred options for relocation sites. Both are located on Templestowe Road in Bulleen.

Offset Site Option A is shown in Figure 4.2 and comprises two land parcels:

- Bulleen Golf Driving Range at 37-59 Templestowe Road, Bulleen
- Parks Victoria site at 27-33 Templestowe Road, Bulleen.

Offset Site Option B is shown in Figure 4.3) and is the site at:

- Bulleen Golf Driving Range at 37-59 Templestowe Road, Bulleen.

Both options would require acquisition of the Bulleen Golf Driving Range site, which is privately owned. Offset Site Option A includes Crown land. Further investigations would be required to determine the feasibility and process for acquiring this land.

Potential concept layouts for these sites are discussed further on the next pages.

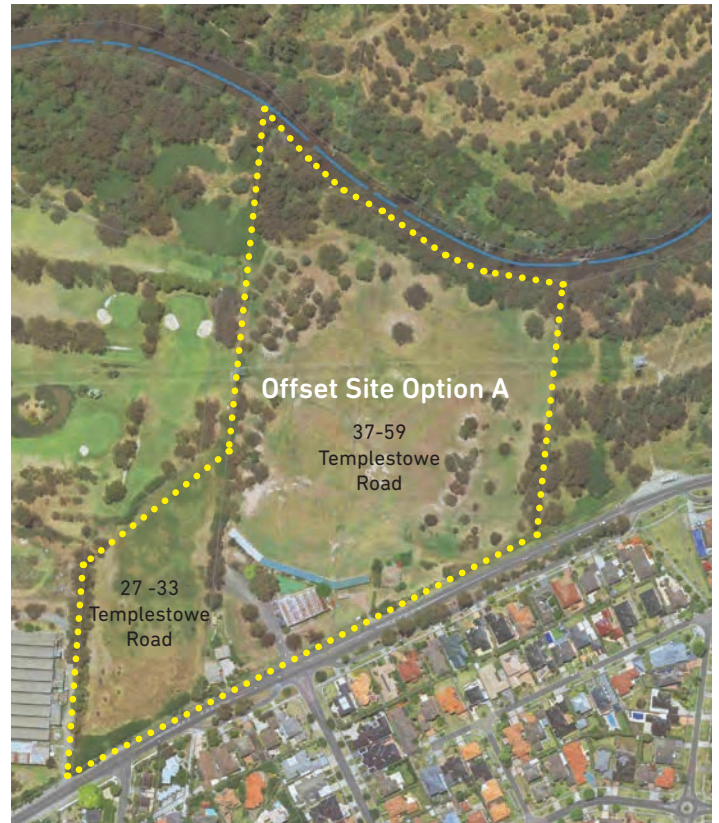


Figure 4.2 Offset Site Option A at the Bulleen Golf Driving Range and Parks Victoria sites



Figure 4.3 Offset Site Option B at the Bulleen Golf Driving Range site

A spatial assessment was undertaken to test different options for relocating sport and recreation facilities at Offset Site Option A. Offset Site options are shown in Figure 4.4, Figure 4.5, and Figure 4.6. Offset Site Option B options are shown in Figure 4.7.

There is the opportunity to relocate the Templestowe United Football Club (soccer) and/or archery to Offset Site Option A.

Figure 4.4 shows a potential concept layout for the archery including safety zones. This layout is indicative only and due to the topography of the site and safety requirements, different configurations could also be considered, as shown in Figure 4.5 and Figure 4.6.

In testing the various options for the Bulleen Golf Driving Range site it became evident that while soccer fields could be accommodated, this site was not suitable to relocate the impacted Oval 1 from Bulleen Park, because:

- The steep topography and the undulating land would require extensive excavation to construct an AFL oval of similar size to Oval 1, whereas soccer fields could be terraced to minimise the extent of excavation.
- Two soccer fields could be located on the site so they are not beneath transmission lines. An AFL Oval 1 would be directly under transmissions lines which is not a suitable outcome for junior sport.
- The Yarra Junior Football League (YJFL) currently relies on Oval 1 and 2. North East Link would impact Oval 1. It is preferred to retain the existing usage together rather than split usage across two sites.

These sites are also not an appropriate for aeromodelling due to the close proximity of housing and roads, and safety issues associated with the overhead transmission lines.



Figure 4.4 Offset Site Option A at the Bulleen Golf Driving Range and Parks Victoria sites



Figure 4.5 Concept investigation of potential sporting layouts at Offset Site Option A, with amended archery orientation

Figure 4.7 shows a potential concept layout for soccer at Offset Site Option B.

These layouts are indicative only and further investigation and detailed design would be required to determine the optimal layout of facilities (in consultation with Manningham City Council) taking into consideration the site topography, orientation of fields, Yarra River buffer requirements, sporting standards, safety and other site constraints. The northern section of the site also falls within an area of Aboriginal cultural sensitivity, which would require further investigation as part of any future detailed design.

The access point into the Bulleen Golf Driving Range from Templestowe Road would need to be considered as part of any future planning and design with VicRoads.



Figure 4.6 Concept investigation of potential sporting layouts on Offset Site Option B, with reduced sized archery field with fencing



Figure 4.7 Concept investigation of potential soccer field layouts Offset Site Option B

4.4. Concept design options

This section summarises the seven concept design options.

The concepts are early schematic designs only. They have been developed for the purpose of determining suitable spatial options based on readily available information. While high-level technical advice was sought to identify if these options were feasible, further design development including further detailed technical investigation would be required to confirm feasibility and to refine the designs. Further work would also be required to understand the relationship of the concept design options and the construction and staging requirements of North East Link.



Figure 4.8 Freeway Public Golf Course, Bulleen



Figure 4.9 Yarra River edge vegetation

Option 1:

Tennis centre in Bulleen Park + 18-hole par 66 golf course

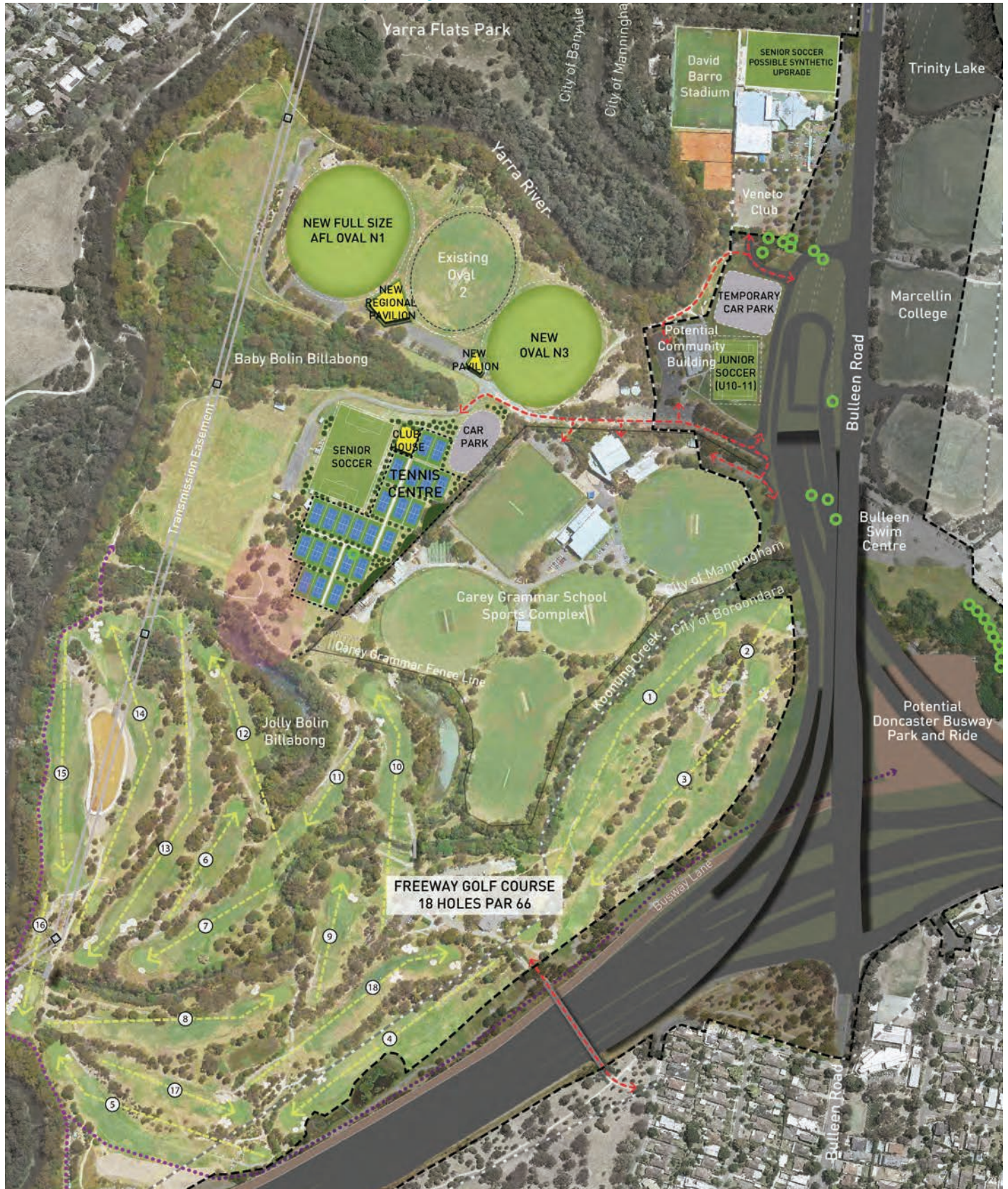


Figure 4.10 Option 1 proposed sport and recreation facilities in Bulleen Park



Figure 4.11 Option 1 possible synthetic soccer field upgrade to Veneto Club facility

Summary of design elements:

- AFL/cricket – three ovals retained in Bulleen Park. Oval 3 upgraded as a new full size AFL/cricket oval (renamed Oval N1). One oval upgraded to a new AFL/cricket oval at site of soccer fields (Oval N3). New regional pavilion to service Oval N1 and Oval 2 and incorporating the YJFL headquarters, and a smaller pavilion to service Oval N3. The current YJFL pavilion to be made available for alternative community use.
- Archery - to remain on current site in Bulleen Park.
- Aeromodelling - displaced, with further investigation required to determine a suitable relocation site.
- Golf - 18-hole, par 66 (previously par 69) golf course to remain within the existing golf course boundary.
- Soccer - two senior soccer fields (minimum size) in Bulleen Park, replaced with one senior soccer field (maximum size) and one junior soccer field (under 10 and 11 year size). Possible conversion to synthetic senior soccer field at Veneto Club to be shared by clubs.
- Soccer parking - approximately 25 existing car parking spaces to service the new senior soccer field. Exact numbers of car park spaces to be determined with council.
- Tennis – tennis centre relocated into Bulleen Park on aeromodelling site. Approximately 85 parking spaces allowed for (as per current parking numbers).

Golf

The Freeway Public Golf Course would remain within its existing boundary as an 18-hole course but reduced from par 69 to a par 66. This would reduce the competitive level of the course. In particular the longest hole, which is a par 5, would need to be redesigned as a reduced length and par.

Vehicle access to the golf course would remain unchanged across the existing bridge.

Legend

- Proposed North East Link
- Proposed Doncaster busway
- ← Vehicle access
- Landscape mitigation
- Power easement and tower
- Car parking
- Scattered trees
- Cultural heritage area of sensitivity
- ↔ Opportunity for new footpath
- North East Link project area
- EPBC boundary (Environmental Protection and Biodiversity Conservation Act)

Tennis

The Boroondara Tennis Centre would be relocated to Bulleen Park, with 23 new courts, a clubhouse and replacement car parking.

Soccer, AFL and cricket

Three AFL/cricket ovals would be retained in Bulleen Park. The existing Oval 3 would be upgraded to a new full-size AFL oval (renamed Oval N1), and a new AFL/cricket oval constructed on the site of soccer fields (Oval N3).

This option includes a new regional pavilion between Oval N1 and Oval 2 for AFL/cricket and would incorporate the YJFL headquarters. If impacted, pavilion 2 would need to be relocated to Oval N3 (see 'New Pavilion' on Figure 4.10).

A junior soccer field would be constructed on the existing YJFL Oval 1, although this would not be available until the completion of North East Link.

A new senior field would be constructed next to the tennis courts as a full-size senior field.

The existing field at the Veneto Club would be upgraded to a synthetic turf surface. The intention is to increase the capacity of the field to enable it to withstand greater use. The Veneto Club currently utilises the existing YJFL Oval 1 as an overflow venue, so upgrading their field to synthetic would offset this loss.

Manningham City Council would also experience a net loss of publicly-owned soccer fields from this area. The net loss would be one field on Manningham City Council land in the short term and half a field in the long term, following construction of the junior field, after completion of North East Link. The former YJFL pavilion would be made available for alternative community use to be determined by Manningham City Council.

Aeromodelling

This option would require relocating the Doncaster Aeromodellers' Club outside the Bulleen Park area. The specific site requirements for aeromodelling (such as away from housing, roads, transmission lines, on a flat and tree-less site) limits the ability to find a suitable alternative location. Further investigation would be required to determine if a site could be found, or if the club could merge with another club or facility. Refer to Appendix B5 for discussion on potential relocation sites.

Archery

Archery would remain at current location within Bulleen Park.

Access

A new signalised intersection at Bulleen Road would assist access to sporting fields, facilities and the Veneto Club. Additional capacity for the exit to Bulleen Road may need to be considered to allow for increased traffic demand. This could be via a double right turn lane compared with the single right-turn lane as per the North East Link reference project.

Cultural heritage

Some potential exists for the presence of Aboriginal cultural heritage registered places within the immediate environs of the proposed location of the tennis centre and in the broader Bulleen Park. Cultural heritage would require further investigation as part of any future detailed design.

Ecology

This option would have some impacts on ecology (including flora, fauna and aquatic ecology).

Floodlighting for the tennis centre may have impacts on fauna, particularly along the Yarra River's riparian corridor and near Baby Bolin Billabong and particularly during winter. Increased night time activity may have a slight impact on fauna, particularly between dusk and dawn.

The area covered by this option is also likely to support scattered native trees or native revegetation and fauna habitat.

A further detailed ecological investigation would be required as part of any detailed design.

Hydrology

Option 1 is subject to flooding, and so the tennis courts and buildings would need to be designed and built to be flood-tolerant to minimise maintenance and any impact on the flood plain. This would likely mean elevating the clubrooms to minimise impacts on storage and conveyance, as well as frequency of inundation. The existing buildings on stilts in the Carey Grammar School Sports Complex is a potential example of an elevated building.

With appropriate design and construction, the location of impervious infrastructure in this area would not likely have any significant adverse impact given:

- These courts would replace the existing courts which are within the same catchment although slightly upstream of the location proposed in Option 1.
- The area of the courts is very small in compared with the Yarra River catchment.

In a 1 per cent AEP Yarra River flood event (1 in 100 years) the existing and proposed tennis centre sites would flood, although the proposed tennis centre would have significantly deeper inundation (2-4+ metres rather than the existing approximately 0-1+ metre) as shown in Figure 6-12 of EES Technical report – Surface water.

For more frequent flood events the Yarra River flood depths are significantly lower, as shown in the table below.

AEP	AEP	Approx. depth (m)*
10%	1 in 10	0.1
5%	1 in 20	1.2
2%	1 in 50	2.7
1%	1 in 100	4m

*Actual depth varies across the site, above numbers are based on interpretation of information in Appendix D-5-3 of the EES Surface Water Technical Report. In a 1 per cent AEP Koonung Creek flood, both existing and proposed tennis centre sites would be predominantly free of flooding (extract from Figure 6-20 of EES Surface Water Technical Report).

Alignment with local councils

Based on discussions to date, this option does not achieve Boroondara City Council’s preference to retain the Boroondara Tennis Centre on land owned by the council, nor to maintain a competitive 18-hole golf course.

This option also does not achieve Manningham City Council’s preference to retain public open space in Bulleen Park, and there is a loss of the aeromodellers’ field with no relocation solution.

Public open space

The overall area of unrestricted public open space would be reduced due to the relocation of Boroondara Tennis Centre into the park.



Figure 4.12 Diagram to illustrate ratio of open space for Option 1

Option 2:

Tennis centre in Bulleen Park + 18-hole par 69 golf course & Offset Site Option A



Figure 4.13 Option 2 proposed sport and recreation facilities in Bulleen Park



Figure 4.14 Offset Site Option A: proposed relocation of soccer and archery to the Bulleen Golf Driving Range and Parks Victoria sites

Legend

- Proposed North East Link
- Proposed Doncaster busway
- Vehicle access
- Landscape mitigation
- Power easement and tower
- Car parking
- Scattered trees
- Cultural heritage area of sensitivity
- Opportunity for new footpath
- North East Link project area
- EPBC boundary (Environmental Protection and Biodiversity Conservation Act)

Summary of design elements:

- AFL/cricket – three ovals retained in Bulleen Park. Oval 3 upgraded as a new full size AFL/cricket oval (renamed Oval N1). One oval upgraded to a new AFL/cricket oval at site of soccer fields (Oval N3). New regional pavilion to service Oval N1 and Oval 2 and incorporating the YJFL headquarters, and a replacement of pavilion two to service Oval N3. The current YJFL pavilion to be made available for alternative community use.
- Archery - to be relocated to Offset Site A with associated pavilion.
- Aeromodelling - displaced, with further investigation required to determine a suitable relocation site.
- Golf - 18-hole, par 69 (golf course extending onto existing archery site in Bulleen Park).
- Soccer - one junior soccer field (at site of existing Oval 1) available in the long term following construction of North East Link.
- Soccer – two full-size soccer fields and training area relocated to offset Site Option A, including pavilion.
- Tennis - tennis centre relocated in Bulleen Park on aeromodelling site.

Soccer, AFL and cricket

Three AFL/cricket ovals would be retained in Bulleen Park. The existing Oval 3 would be upgraded to a new full-size AFL oval (Oval N1) and a new AFL /cricket oval constructed on the site of the soccer fields (Oval N3).

This option would include a new regional pavilion between Oval N1 and Oval 2 for AFL/cricket and would incorporate the YJFL headquarters. If impacted, pavilion 2 would need to be relocated to Oval N3 (see 'New Pavilion' on Figure 4.13).

A junior soccer field would be constructed on the existing Oval 1, although this would not be available until the completion of North East Link. The soccer fields would be relocated to Offset Site Option A, to accommodate replacement fields, a pavilion and car parking.

The former YJFL pavilion would be made available for alternative community use to be determined by Manningham City Council.

Archery

Archery facilities would be relocated to Offset Site Option A, to include pavilions for archery and soccer (subject to detailed design).

Golf

The Freeway Public Golf Course would remain as an 18-hole course (par 69) and would extend further into Bulleen Park.

Vehicle access would remain unchanged across the existing bridge.

Tennis

Boroondara Tennis Centre would relocate to Bulleen Park along with its associated car parking and building facilities.

Aeromodelling

Option 2 would require relocating the Doncaster Aeromodellers' Club outside the Bulleen Park area. The specific site requirements for aeromodelling (such as away from housing, roads, transmission lines, on a flat and tree-less site) limits the ability to find a suitable alternative location. Further investigation would be required to determine if a site could be found, or if the club could merge with another club or facility. Refer to Appendix B5 for discussion on potential relocation sites.

Access

A new signalised intersection at Bulleen Road would assist access to sporting fields, facilities and the Veneto Club. Additional capacity for the exit to Bulleen Road may need to be considered to allow for increased traffic demand. This could be via a double right turn lane compared with the single right-turn lane as per the North East Link reference project.

Cultural heritage

Some potential exists for the presence of Aboriginal cultural heritage registered places within the immediate environs of the proposed location of the tennis centre and in the broader Bulleen Park area. Cultural heritage would require further investigation as part of any future detailed design.

Ecology

This option would have some impacts on ecology (including flora, fauna and aquatic ecology).

Floodlighting for the tennis centre may have impacts on fauna, particularly along the Yarra River's riparian corridor and near Baby Bolin Billabong and particularly during winter. Increased night time activity may have a slight impact on fauna, particularly between dusk and dawn.

The area covered by this option is also likely to support scattered native trees or native revegetation and fauna habitat.

A further detailed ecological investigation would be required as part of any future detailed design.

Hydrology

Option 2 is subject to flooding and the tennis courts and buildings would need to be designed and built to be flood-tolerant to minimise maintenance and any impact on the flood plain. This would likely mean elevating the clubrooms to minimise impacts on storage and conveyance, as well as frequency of inundation. The existing buildings on stilts in the Carey Grammar Sports Complex is a potential example of an elevated building.

With appropriate design and construction, the location of impervious infrastructure in this area would not likely have any significant adverse effect given:

- These courts would replace the existing courts which are within the same catchment although slightly upstream of the location proposed in Concept Option 2.
- The area of the courts is very small compared with the Yarra River catchment.

In a 1 per cent AEP Yarra River flood event (1 in 100 years) the existing and proposed tennis centre sites would flood, although the proposed tennis centre would have significantly deeper inundation (2-4+ metres rather than the existing approx. 0-1+ metre) (as shown in Figure 6-12 of EES Technical report – Surface water).

AEP	AEP	Approx. depth (m)*
10%	1 in 10	0.1
5%	1 in 20	1.2
2%	1 in 50	2.7
1%	1 in 100	4m

*Actual depth varies across the site, above numbers are based on interpretation of information in Appendix D-5-3 of the EES Surface Water Technical Report. In a 1 per cent AEP Koonung Creek flood, both existing and proposed tennis centre sites would be predominantly free of flooding (extract from Figure 6-20 of EES Surface Water Technical Report).

Alignment with local councils

Based on discussions to date, Option 2 is not preferred by Boroondara City Council as it does not retain the Boroondara Tennis Centre on land owned by the council. This option also does not achieve Manningham City Council’s preference to retain public open space in Bulleen Park, and there is a loss of the aeromodellers’ field with no relocation solution.

Public open space

The amount of unrestricted public open space in Bulleen Park would decrease with the relocation of Boroondara Tennis Centre and extension of the Freeway Public Golf Course into the park as shown in Figure 4.15. This would be offset by the gain of approximately 6.5 hectares of unrestricted public open space at the Bulleen Golf Driving Range site.

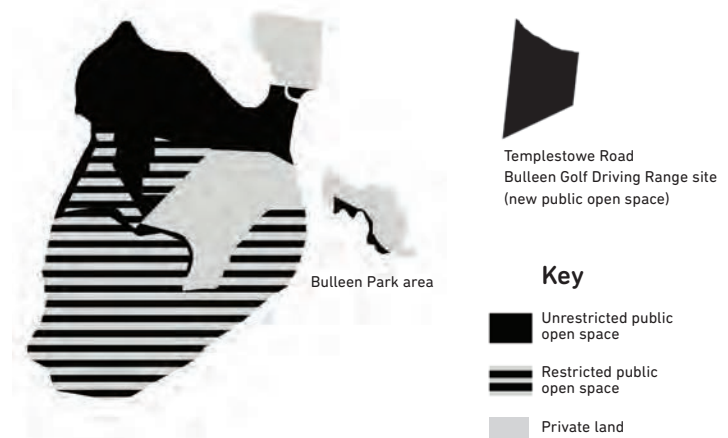


Figure 4.15 Diagram to illustrate ratio of open space for Option 2

Option 3:

Tennis centre on swim centre / Koonung Creek + 18-hole par 69 golf course & Offset Site Option A



Figure 4.16 Option 3 proposed sport and recreation facilities in Bulleen Park



Figure 4.17 Offset Site Option A: proposed relocation of soccer and archery to the Bulleen Golf Driving Range and Parks Victoria sites

Legend

- Proposed North East Link
- Proposed Doncaster busway
- Vehicle access
- Landscape mitigation
- Power easement and tower
- Car parking
- Scattered trees
- Cultural heritage area of sensitivity
- Opportunity for new footpath
- North East Link project area
- EPBC boundary (Environmental Protection and Biodiversity Conservation Act)



Summary of design elements:

- AFL/cricket – 3 no. ovals retained in Bulleen Park. Oval 3 upgraded as a new full size AFL/cricket oval (renamed Oval N1). One oval upgraded to a new AFL/cricket oval at site of soccer fields (Oval N3). New regional pavilion to service Oval N1 and Oval 2 and incorporating the YJFL headquarters, and a smaller pavilion to service Oval N3. The current YJFL pavilion would be made available for alternative community use.
- Archery - to be relocated to Offset Site Option A, with associated clubhouse.
- Aeromodelling - to remain on current site in Bulleen Park.
- Golf - 18-hole, par 69 golf course extending onto existing archery site in Bulleen Park.
- Soccer - one junior soccer field (at site of existing Oval 1) available in the long term following construction of North East Link.
- Soccer - two full size soccer fields and training area to be relocated to Offset Site Option A including pavilion.
- Tennis - tennis centre relocated partially over Koonung Creek and the Bulleen Swim Centre site.

Soccer, AFL and cricket

Three AFL/cricket ovals would be retained in Bulleen Park. The existing Oval 3 would be upgraded to a new full-size AFL oval (Oval N1) and a new AFL/cricket oval constructed on the site of soccer fields (Oval N3) (see on Figure 4.16).

A junior soccer field would be constructed on the existing Oval 1, although this would not be available until the completion of North East Link. The soccer fields would be relocated to Offset Site Option A, providing a two full-size senior fields plus space for training, a pavilion and car parking.

The former YJFL pavilion would be made available for alternative community use to be determined by Manningham City Council.

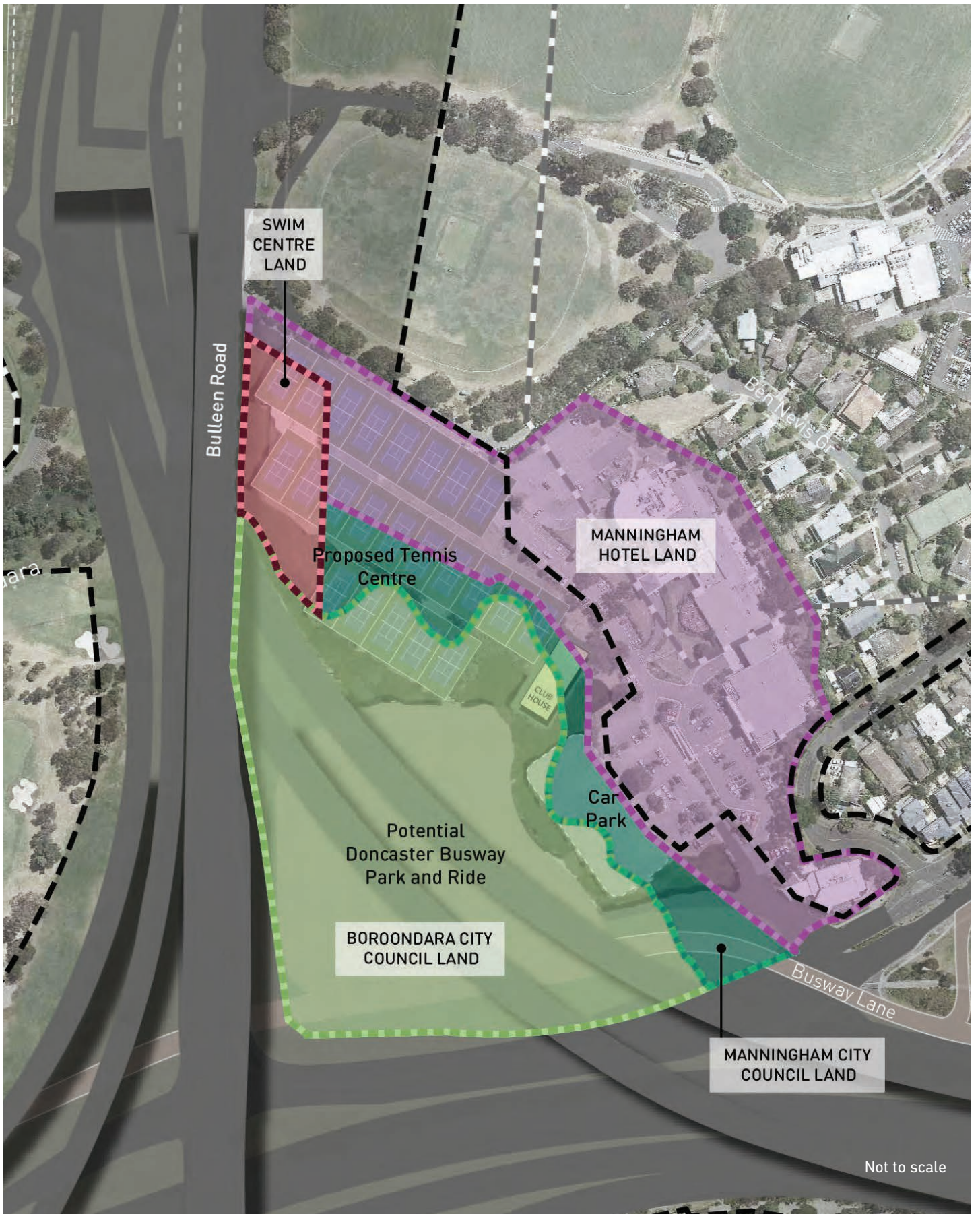


Figure 4.18 Option 3 showing enlarged plan of the potential relocation of the Boroondara Tennis Centre

Aeromodelling

Aeromodelling would remain at current location within Bulleen Park.

Archery

Archery facilities would be relocated to Offset Site Option A, to include pavilions for archery and soccer (subject to detailed design).

Golf

The Freeway Public Golf Course would remain as an 18-hole course (par 69) and would extend further into Bulleen Park.

Vehicle access to the golf course would remain unchanged across the existing bridge.

Tennis

Boroondara Tennis Centre is proposed to be relocated north as shown in Figure 4.18. This would be on land acquired for North East Link at the Bulleen Swim Centre site, and also on part of the Manningham Hotel site as well as Manningham City Council and Boroondara City Council land. The tennis centre would be rebuilt over a section of Koonung Creek, which would be covered between Bulleen Road and Thompsons Road. This option would require further discussion about a potential land transfer between Manningham City Council and Boroondara City Council.

Access

Further investigation during the detailed design phase of North East Link would be required to improve vehicle access to and from the tennis centre.

Cultural heritage

The partially modified Koonung Creek is still largely following the course indicated on the 1945 aerials. Covering the waterway would require further consultation with the Wurundjeri.

The presence of registered places within the proposed extension of the Freeway Public Golf Course into Bulleen Park indicates there is potential for the presence of Aboriginal cultural heritage places.

Cultural heritage would require further investigation as part of any future detailed design.




Ecology

The reach of Koonung Creek proposed to be covered is currently characterised by extensive litter and stormwater pollution, largely non-native riparian vegetation and very poor in-stream habitat. Due to the poor conditions, the under-grounding Koonung Creek would have local impacts but not significant impacts to aquatic ecology. However, covering the creek would not provide any benefits to ecology, and may further reduce the ability for the ecology of other reaches of the creek to improve.

The area is likely to support scattered native trees or native revegetation and fauna habitat. The potential for rare or threatened flora is low. A number of large native trees are present within the riparian corridor of Koonung Creek.

A further detailed ecological investigation would be required as part of future detailed design.

Legend

-  Proposed North East Link
-  North East Link project area
-  EPBC boundary (Environmental Protection and Biodiversity Conservation Act)

Hydrology

In an existing conditions Yarra River flood, there is a slow clockwise circulation into and out of the floodplain to the east of Bulleen Road. Preliminary modelling of the 1 per cent AEP Yarra River flood event (1:100 years) indicates that Option 3 would obstruct this circulation, resulting in localised afflux of around 10 millimetres on the east side of Bulleen Road near Koonung Creek to around five millimetres to the north of the Veneto Club. With Option 3, the floodplain on the east side of Bulleen Road continues to provide storage however the small contribution to conveyance is lost. Therefore with respect to Yarra River flooding the covering of Koonung Creek between Thompson Road and Bulleen Road results in only a small increase in flood level. With respect to the impact on a Koonung Creek, Option 3 has the potential to reduce attenuation of peak flood flows due to reduced storage in the floodplain to the east of Bulleen Road, this could result in larger flows in Koonung Creek downstream (to the west of) Bulleen Road.

Public open space

The amount of unrestricted public open space in Bulleen Park would decrease with the extension of the Freeway Public Golf Course into the park as shown on Figure 4.19. This would be offset by the gain of approximately 6.5 hectares of unrestricted public open space at the Bulleen Golf Driving Range site.

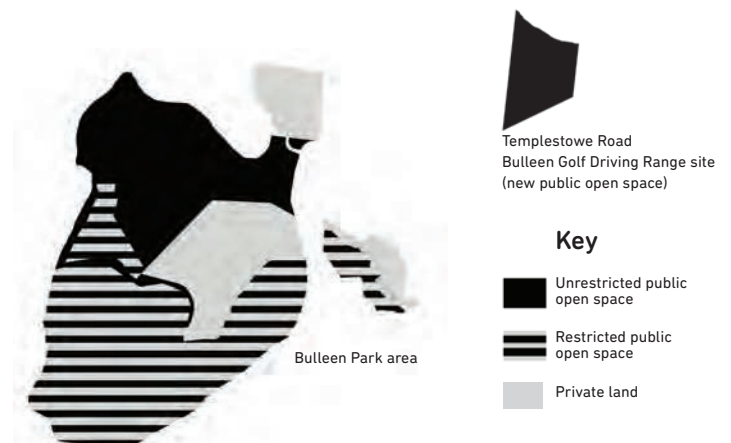


Figure 4.19 Diagram to illustrate ratio of open space for Option 3

Option 4:

Tennis centre on golf course + 9-hole diverse golf course & Offset Site Option B



Figure 4.20 Option 4 proposed sport and recreation facilities in Bulleen Park



Figure 4.21 Offset Site Option B: proposed relocation of soccer to the Bulleen Golf Driving Range

- Legend
- Proposed North East Link
 - Proposed Doncaster busway
 - Vehicle access
 - Landscape mitigation
 - Power easement and tower
 - Car parking
 - Scattered trees
 - Cultural heritage area of sensitivity
 - Opportunity for new footpath
 - North East Link project area
 - EPBC boundary (Environmental Protection and Biodiversity Conservation Act)



Summary of design elements:

- AFL/cricket – three ovals retained in Bulleen Park. Oval 3 upgraded as a new full size AFL/cricket oval (renamed Oval N1). One oval upgraded to a new AFL/cricket oval at site of soccer fields (Oval N3). New regional pavilion to service Oval N1 and Oval 2 and incorporating the YJFL headquarters, and a smaller pavilion to service Oval N3. The current YJFL pavilion would be made available for alternative community use.
- Aeromodelling - remain on current site in Bulleen Park.
- Archery - remain on current site in Bulleen Park.
- Golf - 9-hole, par 36 (previously par 69) golf course including facilities such as a driving range and teaching centre.
- Soccer - one junior soccer field (at site of existing Oval 1) as a long term option following construction.
- Soccer - two full size soccer fields to be relocated to Offset Site Option B including pavilion.
- Tennis - tennis centre relocated onto the current golf course site with a consolidated building to service golf and tennis.

Tennis and golf

This option would consolidate the Freeway Public Golf Course and Boroondara Tennis Centre onto the existing golf course site which would retain both facilities within the City of Boroondara.

It provides for co-locating or sharing facilities to reduce building footprints and operating costs. A consolidated venue could accommodate services for golf, tennis, administration offices, childcare facilities and a cafe.

Option 4 proposes reducing the golf course to a 9-hole course layout which could be designed for playing twice to achieve an 18-hole, par 72 game if desired, as shown in Figure 4.20. This concept presents opportunities for more golf diversity (such as a driving range, virtual golf, mini golf, and teaching area) to retain existing users and encourage a broader audience such as families, women and children. Option 3 is based on the Curlewis Golf Club near Geelong, which opened in January 2018. It is an innovative and fun family-centred facility and is a benchmark for the proposed new facility proposed in Concept Option 4.

Soccer, AFL and cricket

Three AFL/cricket ovals would be retained in Bulleen Park. The existing Oval 3 would be upgraded to a new full-size AFL oval (Oval N1) and a new AFL /cricket oval constructed on the site of soccer fields (Oval N3).

This option includes a new regional pavilion between the Oval N1 and Oval 2 for AFL/cricket and would incorporate the YJFL headquarters. If impacted, pavilion 2 would need to be relocated to Oval N3 (see 'New Pavilion' on Figure 4.20).

A soccer junior field would be constructed on the existing Oval 1, although this would not be available until the completion of North East Link.

Two senior soccer fields would be relocated to Offset Site Option B, with a new pavilion.

The former YJFL pavilion would be made available for alternative community use to be determined by Manningham City Council.

Aeromodelling and archery

Aeromodelling and archery would remain at current location within Bulleen Park.

Access

Access to the tennis centre via the local road network (south of the Eastern Freeway) would need to consider bus turning on local roads and traffic signals on Bulleen Road in Balwyn North.

An internal vehicular access road over Koonung Creek would provide additional tennis centre vehicle access, using the existing entry/exit to Bulleen Road. Additional capacity may be required for the exit from Bulleen Park onto Bulleen Road.

Cultural heritage

Some potential exists for the presence of Aboriginal cultural heritage, which would require further investigation as part of any future detailed design.

Ecology

This option would have some impacts on ecology (including flora, fauna and aquatic ecology).

The area covered by this option is also likely to support scattered native trees or native revegetation, and fauna habitat. This option is likely to result in impacts from the removal of native vegetation for tennis and golf course facilities.

A further detailed ecological investigation would be required as part of any future detailed design.

Public open space

The overall area of unrestricted public open space would increase by approximately 6.5 hectares as shown in Figure 4.22 due to additional public open space gained at the Bulleen Golf Driving Range site.

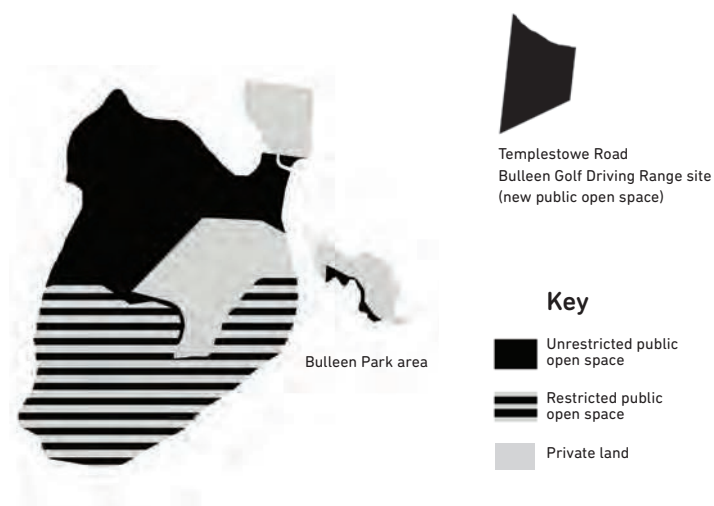


Figure 4.22 Diagram to illustrate ratio of open space for Option 4

Option 5:

18-hole par 66 golf course + tennis centre on swim centre / Koonung Creek & Offset Site Option B



Figure 4.23 Option 5 proposed sport and recreation facilities in Bulleen Park



Figure 4.24 Offset Site Option B: proposed relocation of soccer to the Bulleen Golf Driving Range

Legend

- Proposed North East Link
- Proposed Doncaster busway
- Vehicle access
- Landscape mitigation
- Power easement and tower
- Car parking
- Scattered trees
- Cultural heritage area of sensitivity
- Opportunity for new footpath
- North East Link project area
- EPBC boundary (Environmental Protection and Biodiversity Conservation Act)



Concept Option 5 is shown in Figure 4.23 is based on an interpretation of Manningham City Council’s North East Link Issues and Opportunities Paper (June 2018) with the addition by NELP for a solution for the Boroondara Tennis Centre.

Summary of design elements:

- AFL/cricket – three ovals retained in Bulleen Park. Oval 3 upgraded as a new full size AFL/cricket oval (renamed Oval N1). One oval upgraded to a new AFL/cricket oval at site of soccer fields (Oval N3). New regional pavilion to service Oval N1 and Oval 2 and incorporating the YJFL headquarters, and a smaller pavilion to service Oval N3. The current YJFL pavilion to be made available for alternative community use.
- Aeromodelling - remain on current site in Bulleen Park.
- Archery - remain on current site in Bulleen Park.
- Golf - 18-hole, par 66 (previously par 69) golf course to remain within its existing boundary.
- Soccer - one junior soccer field (at site of existing Oval 1) available in the long term following construction of North East Link.
- Soccer - two full size soccer fields to Offset Site Option B including pavilion.
- Tennis - tennis centre relocated partially over Koonung Creek and the Bulleen Swim Centre Site.

Soccer, AFL and cricket

Three AFL/cricket ovals would be retained in Bulleen Park. The existing Oval 3 would be upgraded to a new full-size AFL oval (Oval N1), and a new AFL /cricket oval constructed on the site of the soccer fields (Oval N3).

Two full-size soccer fields would be constructed at the Offset Site Option B, including a pavilion and car parking. A junior soccer field would be constructed on the existing Oval 1, although this would not be available until the completion of North East Link.

This option includes a new regional pavilion between Oval N1 and Oval 2 for AFL/cricket and would incorporate the YJFL headquarters. If impacted, pavilion 2 would need to be relocated to Oval N3 (see ‘New Pavilion’ on Figure 4.23).

The former YJFL pavilion would be made available for alternative community use to be determined by Manningham City Council.

Golf

The Freeway Public Golf Course would remain within its existing boundary and as an 18-hole course, reduced from a par 69 to a par 66. This would reduce the competitive level of the course, particularly the longest hole (a par 5) which would need to be redesigned with reduced length and par.

Tennis

NELP has included a tennis centre solution (as considered in Concept Option 3) which proposes to relocate the Boroondara Tennis Centre north on land that would be acquired for

North East Link at the Bulleen Swim Centre site, as well as on part of the Manningham Hotel site and on Manningham City Council and Boroondara City Council land. The facility would be rebuilt over a section of Koonung Creek, which would be covered between Bulleen Road and Thompsons Road. This option would require further discussion about a potential land transfer between Manningham City Council and Boroondara City Council.

Aeromodelling and archery

Aeromodelling and archery would remain at their current locations within Bulleen Park.

Access

Further investigation during the detailed design phase of North East Link would be required to improve vehicle access to and from the tennis centre.

Cultural heritage

The partially modified Koonung Creek is still largely following the course indicated on the 1945 aerials. Covering the waterway would require further consultation with the Wurundjeri.

Cultural heritage would require further investigation as part of any future detailed design.

Ecology

The reach of Koonung Creek proposed to be covered is currently characterised by extensive litter and stormwater pollution, largely non-native riparian vegetation and very poor in-stream habitat. Due to the poor conditions, the under-grounding Koonung Creek would have local impacts but not significant impacts to aquatic ecology. However, covering the creek would not provide any benefits to ecology, and may further reduce the ability for the ecology of other reaches of the creek to improve.

The area is likely to support scattered native trees or native revegetation and fauna habitat. The potential for rare or threatened flora is low. A number of large native trees are present within the riparian corridor of Koonung Creek.

A further detailed ecological investigation would be required as part of future detailed design.

Hydrology

In an existing conditions Yarra River flood, there is a slow clockwise circulation into and out of the floodplain to the east of Bulleen Road. Preliminary modelling of the 1 per cent AEP Yarra River flood event (1:100 years) indicates that Option 5 will obstruct this circulation, resulting in localised afflux of around 10 millimetres on the east side of Bulleen Road near Koonung Creek to around five millimetres to the north of the Veneto Club. With Option 5, the floodplain on the east side of Bulleen Road continues to provide storage however the small contribution to conveyance is lost. Therefore with respect to Yarra River flooding the covering of Koonung Creek between Thompson Road and Bulleen Road results in only a small increase in flood level. With respect to the impact on a Koonung Creek, Option 5 has the potential to reduce attenuation of peak flood flows due to reduced storage in the floodplain to the east of Bulleen Road, this could result in larger flows in Koonung Creek downstream (to the west of) Bulleen Road.

Public open space

This option reflects Manningham City Council's preference to retain the public open space in Bulleen Park.

The overall area of unrestricted public open space would increase by approximately 6.5 hectares, as shown in Figure 4.25 due to additional public open space being gained at the Bulleen Golf Driving Range site.

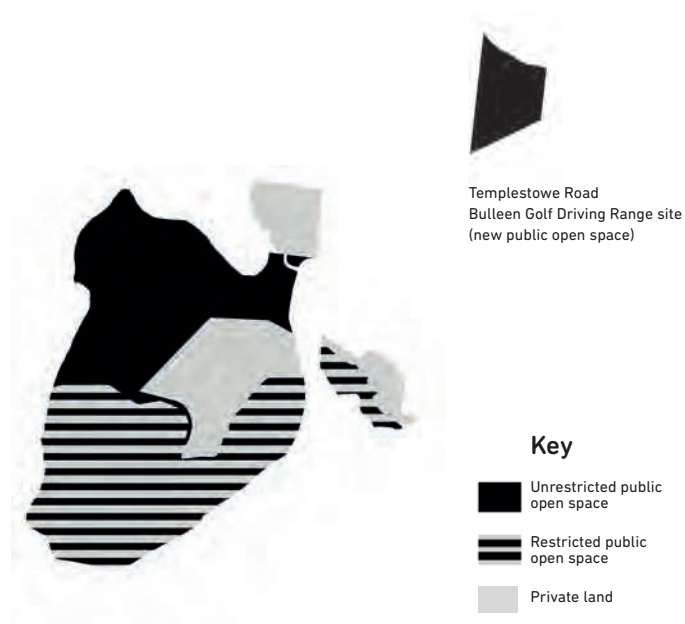


Figure 4.25 Diagram to illustrate ratio of open space for Option 5

Option 6:

Boroondara option 1: tennis centre on golf + 18-hole par 68 golf course on aeromodelling & oval & Offset Site Option B



Figure 4.26 Option 6 proposed sport and recreation facilities in Bulleen Park prepared by Boroondara City Council

Concept Option 6 shown in Figure 4.26 was prepared and endorsed by Boroondara City Council with the addition of a proposal by NELP to relocate archery to the Bulleen Golf Driving Range site.

Summary of design elements:

- Aeromodelling – displaced, with further investigation required to determine a suitable relocation site.
- AFL/cricket – three ovals retained in Bulleen Park area.
- Archery – to be relocated to Offset Site Option B, with associated pavilion.
- Golf – 18-hole, par 68 (previously par 69) golf course extending onto existing archery and aeromodelling site in Bulleen Park into the public open space on Manningham City Council land.
- Soccer – to remain in Bulleen Park.
- Tennis – tennis centre relocated onto the eastern side of Freeway Public Golf Course.

Golf and tennis

Boroondara Tennis Centre is proposed to be relocated to the current Freeway Public Golf Course site, south of Koonung Creek. The golf course would extend further north into the public open space in Bulleen Park as an 18-hole, par 68 course (reduced from 69).

Soccer, AFL and cricket

Two existing AFL/cricket ovals (Ovals 2 and 3) would be retained in Bulleen Park. The existing soccer fields (two for senior games) would be retained.

The existing Oval 1 currently located within the City of Manningham would be displaced by North East Link works and is proposed to be used as a training zone following construction of the project.

A full-size sports oval is proposed north of the proposed new tennis centre site on Boroondara City Council land, recognising the loss of an existing oval in Bulleen Park (Oval 1). This would require negotiation between Boroondara City Council and Manningham City Council about the land ownership and management of this field, and logistics



Figure 4.27 Offset Site Option B: proposed relocation of archery to the Bulleen Golf Driving Range

of clubs who use multiple fields being split across two separate areas. A pavilion would also be required to service the new sports oval.

Archery

Archery facilities would be relocated to Offset Site Option B with a pavilion and car parking (subject to detailed design).

Aeromodelling

This option would displace the Doncaster Aeromodellers' Club and there is currently no identified solution available to relocate the club. The specific site requirements for aeromodelling (such as away from housing, roads, transmission lines, on a flat and away from trees) limits the ability to find a suitable alternative location. Further investigation would be required to determine if a site could be found, or if the club could merge with another club or facility. Refer to Appendix B5 for discussion on potential relocation sites.

Access

Access to the tennis centre via the local road network (south of the Eastern Freeway) would need to consider bus turning on local roads and traffic signals on Bulleen Road in Balwyn North.

An internal vehicle access road over Koonung Creek would provide additional tennis centre access, using the existing entry/exit to Bulleen Road. Additional capacity may be required for the exit from Bulleen Park onto Bulleen Road.

Cultural heritage

The presence of registered places within close proximity to the proposed extension of the Freeway Public Golf Course into Bulleen Park indicates there is potential for the presence of Aboriginal cultural heritage places.

Cultural heritage would require further investigation as part of any future detailed design.

Ecology

This option may have some impacts on ecology (including flora, fauna and aquatic ecology). However vegetation lost around north east of golf course, but gained through revegetation at archery and aeromodelling area may result in a net gain in native vegetation over the long term.

The area covered by this option is also likely to support scattered native trees or native revegetation, and fauna habitat.

A further detailed ecological investigation would be required as part of any future detailed design.

Public open space

The amount of unrestricted public open space at Bulleen Park would decrease due to the extension of the Freeway Public Golf Course into the parklands. This would be offset by the gain of approximately 6.5 hectares of unrestricted public open space at the Bulleen Golf Driving Range site, as shown in Figure 4.28.

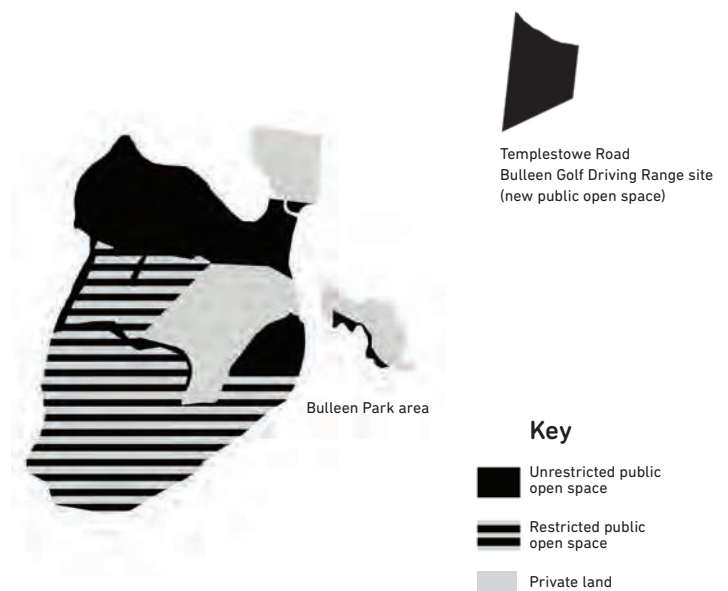


Figure 4.28 Diagram to illustrate ratio of open space for Option 6

Option 7:

Boroondara's Option 2: Tennis centre on golf site + 18-hole par 68 golf course & Offset Site Option B



Figure 4.29 Option 7 proposed sport and recreation facilities in Bulleen Park prepared by Boroondara City Council

Option 7 shown in Figure 4.29 was based on a concept prepared by Boroondara City Council with the addition of a proposal by NELP to relocate archery to the Bulleen Golf Driving Range site.

Summary of design elements:

- Aeromodelling – displaced, with further investigation required to determine a suitable relocation site.
- AFL/cricket – two ovals retained in Bulleen Park, with a reduction in one oval.
- Archery – relocated to Offset Site B, with associated pavilion.
- Golf – 18-hole, par 68 (previously par 69) golf course extending onto existing archery and aeromodelling site in Bulleen Park and further into Manningham Council land.
- Soccer – to remain within Bulleen Park.
- Tennis – tennis centre relocated onto the Freeway Public Golf Course, on Boroondara Council land.

Golf and tennis

Boroondara Tennis Centre is proposed to be relocated to the current Freeway Public Golf Course site, south of Koonung Creek. The golf course would extend further north into Bulleen Park as an 18-hole, par 68 course (reduced from par 69).

Soccer, AFL and cricket

Two existing AFL/cricket ovals (Ovals 2 and 3) would be retained in the Bulleen Park area. The existing soccer fields (2 no. senior) would be retained.

The existing Oval 1 currently located within the City of Manningham would be displaced and there is no known relocation site that can accommodate an AFL oval. This means the YJFL would lose their premier oval. This option includes a training zone for the balance of the Oval 1 following construction of North East Link.

The former YJFL pavilion would be made available for alternative community use to be determined by Manningham City Council.



Figure 4.30 Offset Site Option B: proposed relocation of archery to the Bulleen Golf Driving Range

Archery

Archery facilities could be relocated to Offset Site Option B with a pavilion and car parking (subject to detailed design).

Aeromodelling

This option would displace the Doncaster Aeromodellers' Club and there is currently no identified solution available to relocate this club. The specific site requirements for aeromodelling (such as away from housing, roads, transmission lines, on a flat and away from trees) limit the ability to find a suitable alternative location. Further investigation would be required to determine if a site could be found, or if the club could merge with another club or facility. Refer to Appendix B5 for discussion on potential relocation sites.

Urban forest

An urban forest would be developed in the area between Koonung Creek, Bulleen Road and the new tennis centre site.

Access

Access to the tennis centre via the local road network (south of the Eastern Freeway) would need to consider bus turning on local roads and traffic signals on Bulleen Road in Balwyn North.

An internal vehicle access road over Koonung Creek would provide additional tennis centre access, using the existing entry/exit to Bulleen Road. Additional capacity may be required for the exit from Bulleen Park onto Bulleen Road.

Cultural heritage

The presence of registered places within close proximity to the proposed extension of the Freeway Public Golf Course into Bulleen Park indicates there is potential for the presence of Aboriginal cultural heritage places.

Cultural heritage would require further investigation as part of any future detailed design.

Ecology

This option may have some impacts on ecology (including flora, fauna and aquatic ecology). However vegetation lost around north east of golf course, but gained through revegetation at archery and aeromodelling area, and from the proposed urban forest, may result in a net gain in native vegetation over the long term.

The area covered by this option is also likely to support scattered native trees or native revegetation, and fauna habitat.

A further detailed ecological investigation would be required as part of any future detailed design.

Public open space

The amount of unrestricted public open space in Bulleen Park would be reduced due to the extension of the Freeway Public Golf Course into the parklands. This would be offset by the gain of approximately 6.5 hectares of unrestricted public open space at the Bulleen Golf Driving Range site, as shown in Figure 4.31.

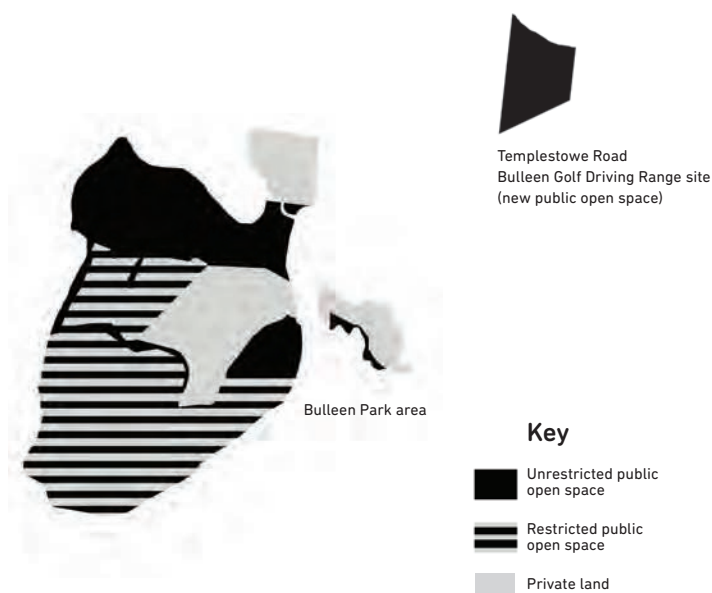


Figure 4.31 Diagram to illustrate ratio of open space for Option 7

4.5. Summary

Based on the assessments of the seven options, this section summarises the key findings for each option.

Concept Option 1:

- Accommodates all users except for the aeromodellers' club and Freeway Public Golf course. Further investigation is required for the aeromodellers' club. A par 66 golf course is not adequate to achieve a quality golf course.
- Based on discussions to date, it is Boroondara City Council's preference to retain the Boroondara Tennis Centre on land owned by the council, and Manningham City Council's preference to retain its public open space in Bulleen Park.

Concept Option 2:

- Accommodates all users, except for the aeromodellers' club. Due to the nature of this activity, finding a suitable offset site has proven difficult and requires further investigation.
- Achieves a net-gain in unrestricted public open space, due to the addition of the Bulleen Golf Driving Range site. However, this requires Offset Site Option A.
- Based on discussions to date, it is Boroondara City Council's preference to retain the Boroondara Tennis Centre on land owned by the council, and Manningham City Council's preference to retain its public open space in Bulleen Park.

Concept Option 3:

- Accommodates all users, although would require modifications to Koonung Creek to accommodate the relocated tennis centre.
- Achieves a net-gain in unrestricted public open space, due to addition of the Bulleen Golf Driving Range site. However, this requires Offset Site Option A.

Concept Option 4:

- Accommodates all users, although it relies on a different golf course layout and an alternative golfing model. Reduces the golf course size to a 9-hole course, which would need further investigation for feasibility as well as the council's acceptance of this model.
- There is also an opportunity to share and enhance the golf and tennis clubhouse building and facilities.
- Achieves a net-gain in unrestricted public open space, due to addition of Offset Site Option B.
- Based on discussions with Boroondara City Council to date, it is its preference to not reduce the 18-hole golf course to 9-holes.

Concept Option 5:

- Based on an interpretation of Manningham City Council's North East Link Issues and Opportunities report (June 2018), with the NELP addition of a solution for tennis, which would require modifications to Koonung Creek.
- Accommodates all users except for the Freeway Public Golf Course, which would reduce it to a par 66 golf course, which is not competition standard.
- Achieves a net-gain in unrestricted open space, due to the addition of Offset Site Option B.

Concept Option 6:

- Based on a concept endorsed by Boroondara City Council, with the NELP addition of a solution for archery.
- Accommodates all users except for the aeromodellers' club which would be displaced and would require further investigation.
- Opportunity to share and enhance the golf and tennis clubhouse building and facilities.
- Achieves a net-gain in unrestricted public open space, due to the addition of Offset Site Option B.
- This option is based on Boroondara City Council's endorsed position. Based on discussions to date, it is Manningham City Council's preference to retain its public open space and the aeromodellers' club in Bulleen Park.

Concept Option 7:

- Based on a concept endorsed by Boroondara City Council, with the NELP addition of a solution for the archery club.
- Accommodates all users except for the aeromodellers' club, and AFL/cricket would lose a sporting oval.
- Opportunity to share and enhance the golf and tennis clubhouse building and facilities.
- Achieves a net-gain in unrestricted public open space, due to the addition of Offset Site Option B.
- This option is based on Boroondara City Council's endorsed position.
- Based on discussions to date. it is Manningham City Council's preference to retain its public open space, Oval 1 and the aeromodellers' club in Bulleen Park.

It is noted the sequencing of staging and constructability of all options would require full detailed investigation to minimise temporary closures and disruption, and to enable the delivery of North East Link to the agreed time frame.



APPENDIX A: MULTI-CRITERIA PRELIMINARY EVALUATION

4.6. Multi criteria preliminary evaluation – explanatory notes

This appendix provides a summary of preliminary ratings for each of the seven options. The following table briefly explains how the evaluation criteria and measures were used.

Evaluation criteria	Assumptions	Other comment
Objective 1 Protect facilities and activities available for existing park users		
1.1 – Benefits to existing users remaining in the park	Access is deemed similar for all options at this stage.	Time spaces can be occupied It may become important with further information from clubs. Will likely be considered at a later stage
1.2 – Users whose facilities are moved or altered	User opinion metric is based on responses from clubs and relates to the general concept of moving off their current site, or alterations to the current arrangements, not specific design.	Catering for demographic change metric has not been used except anecdotal information from clubs. Will likely be considered at a later stage.
Objective 2 Protect capacity for future use or development		
2.1a – Future needs of current sporting and recreational uses	Assessment based on discussions with councils and clubs about any specific plans they had before NELP planning began.	
2.1b – Future needs of emerging sporting and recreational uses	Based on information from council officers, state government, state and federal sporting bodies about changing uses. NELP would not design or pay for any infrastructure or activities identified.	Examples include: <ul style="list-style-type: none"> • growth in women’s sports • sports participation growth associated population increase • possible changes to sports’ popularity or format in response to changing communities and lifestyle
2.2 – Aligns with federal, state and local government strategic planning and visions		This criteria relates to non sporting strategies and plans. Two examples are: <ul style="list-style-type: none"> • Plan Melbourne • Yarra River Protection (Wilip-gin Birrarung murrn) Act
Objective 3 Protect social, environmental and cultural heritage values		
3.1a – Landscape	Focus is the physical effects of the change	
3.1b – Visual environment	Focus is how the change affects or is seen by people Assessment does not consider the construction period.	The assessment is that of a landscape and visual assessment professionals.
3.2 – Open space – area	Includes any new open space. Assumes the golf course is more accessible than the current course	NELP is not confident the assumption about a more open golf course will survive relevant risk and safety assessments. Rating would be reviewed if this is an issue. Encourages physical activity metric not used at this stage.
3.3 – Open space – quality	Assumes a reduction of space in a particular place (eg Bulleen Park) is seen as a loss of quality Assumes the golf course is more accessible than the current course	NELP is not confident the assumption about a more open golf course will survive relevant risk and safety assessments. Rating would be reviewed if this is an issue.
3.4 – Effects on ecology		Further detailed ecological investigations may lead to the ratings being reviewed.
3.5 – Effects on heritage		Further detailed investigations may lead to the ratings being reviewed.
Objective 4 Use of resources efficiently		
4.3 – Potential for early works	Assumes some advantage for clubs if enabling works or replacement facilities could be built early and reduce impacts.	

Limitations:

The Concept Design Options are preliminary designs and do not have a level of detail that could, in some instances, differentiate between the options in finer detail.

This assessment will be included in EES documentation. It is acknowledged that the relative merit of the concept designs could be affected as further information becomes progressively available.

No weightings have been applied. Criteria are considered only in relation to current conditions.

While it is acknowledged that quantitative measures are often preferred (as they are easy to interpret), at this stage there are limited quantitative measures available.

The evaluation for Objective 2 'Protect capacity for future use or development' has been based on feedback from clubs and Councils. It is acknowledged that this rating may change should further strategic work be provided regarding future sporting needs.

Objective 4 'Use of resources efficiently' is not considered in the assessment. Boroondara council officers, Manningham council officers and NELP agree that assessment of costs (capital, operational and maintenance), delivery schedule, and planning cannot be accurately determined at this early stage. However these matters will likely be important determinants for a preferred option, and are proposed to be included at a later stage. The exception is '4.3 - Potential for early works', which has been included in the preliminary evaluation because there may be benefits for users if this is possible.

Option 1:

Tennis centre in Bulleen Park + 18-hole par 66 golf course

Evaluation criteria	Evaluation metric/ qualitative measure	Rating descriptors	Explanation of rating
Objective 1 Protect facilities and activities available for existing park users			
1.1 – Benefits to existing users remaining in the park	Number of users accommodated	● Increased	Based primarily on the reduced field provision for TUFC - loss of one senior field in short - medium term. This option does achieve suitable replacement facilities for football / cricket.
	Amount of time spaces can be occupied	● Same	
	Amenity of any replacement facilities (qualitative)	● Slight decrease	
	Access (travel time, mode, parking etc.)	● Considerable decrease	
		● Unacceptable decrease	
1.2 – Users whose facilities are moved or altered	General opinion of users (qualitative)	● Improved	Based primarily on no alternative sites identified for aeromodellers; reduced par for golf course; net loss of soccer facilities. Based on discussions to date with councils, it is not their preference to locate the tennis centre at this site.
	Access (travel time, mode, parking etc.)	● Same	
	Change in membership or user numbers	● Slight disbenefit	
	Ease of transfer to new facilities (e.g. closure, rescheduling, loss of business) (qualitative)	● Considerable disbenefit	
	Retention of current service offering	● Unacceptable disbenefits	
Objective 2 Protect capacity for future use or development			
2.1a – Future needs of current sporting and recreational uses	Spaces or uses already identified in council strategies, plans and policies	● More capacity than current arrangements	Based on information provided by councils and clubs.
	Predicted usage growth (club information)	● Allows for planned or predicted changes	
	Catering for demographic change (Victoria in Future or other statistical forecast)	● Slightly impacts planned or predicted changes	
		● Considerably impacts planned or predicted changes	
		● Severely impacts planned or predicted changes	
2.1b – Future needs of emerging sporting and recreational uses	Spaces or uses already identified in council strategies, plans and policies	● More capacity than current arrangements	Based on information provided by councils, clubs, sporting peak bodies.
	Predicted usage growth (club information)	● Allows for planned or predicted changes	
	Catering for demographic change (Victoria in Future or other statistical forecast)	● Slightly impacts planned or predicted changes	
	Reflects state and national sporting associations and their key strategic directions	● Considerably impacts planned or predicted changes	
		● Severely impacts planned or predicted changes	
2.2 – Aligns with Australian, Victorian and local government strategic planning and visions (local and regional) not sport or recreation related	Respects North East Link's position as a nationally significant project	● Aligns significantly more than current arrangements	Requires consideration and assessment following completion of the Yarra Strategic Plan and the Yarra River - Bulleen Precinct Land Use Framework Plan; both plans are under development.
	Realises preferred outcomes	● Alignment is similar to current arrangements	
	Does not preclude preferred outcomes	● Alignment is slightly worse than current arrangement	
		● Alignment is more than slightly worse than current arrangement	
		● Significantly out of alignment	
Objective 3 Protect social, environmental and cultural heritage values			
3.1a – Landscape (Qualitative)	Extent of modifications and sensitivity of the affected area related to: • Vegetation • Topography • Drainage patterns	● Significantly improves the landscape	Based on impacts on existing vegetation but noting it can be replaced or offset. Increased hard surface (car park and tennis centre) reduces permeability of land subject to flood inundation, but assumes engineering response could resolve this.
		● Similar to current landscape: change is barely discernible over ordinary day-to-day effects)	
		● Changes are noticeable but would not cause significant adverse change to the landscape	
		● Significant effects on the landscape that could be mitigated, remedied or offset	
		● Unacceptable adverse effects on the landscape that cannot be mitigated, remedied or offset.	
3.1b – Visual environment (Qualitative)	Magnitude of change; extent and sensitivity of the affected area: • Changes in the appearance of the landscape or in the composition of available views • People's likely responses to these changes, and to the overall impacts	● Improves the visual environment	Assumes replacement planting would occur. Visual environment may be different but not worse. Otherwise based on views to landscape and the river
		● Similar to current visual environment	
		● Changes are noticeable but would not cause significant adverse change to the visual environment	
		● Significant effects on the visual environment that could be mitigated or remedied.	
		● Unacceptable adverse effects on the visual environment that cannot be avoided, mitigated or remedied.	Based on post 10 years of landscape mitigation and establishment.

Evaluation criteria	Evaluation metric/ qualitative measure	Rating descriptors	Explanation of rating
3.2 – Open space – area	Total space available	<ul style="list-style-type: none"> ● increased amount of space ● Same amount of space ● Slight decrease in space (0-10%) ● Considerable decrease in space (10-20%) ● Unacceptable decrease in space (20+) 	Based on reduced unrestricted space with tennis centre site.
3.3 – Open space – quality	Change in the quality (desire lines, connectivity, built form, function, access) (qualitative)	<ul style="list-style-type: none"> ● Improvement in the quality and connectivity ● Maintains the current quality and connectivity ● Slight decrease in the quality and connectivity ● Considerable decrease in the quality and connectivity ● Unacceptable decrease in the quality and connectivity 	Based primarily on tennis centre siting: traffic movements and visual interruption of connectivity. Assumes there is a quality reduction when there is less space in Bulleen Park itself.
3.4 – Effects on ecology	Including listed/ protected species, communities, populations and habitats. (Qualitative)	<ul style="list-style-type: none"> ● Significant improvements to ecology or biodiversity ● Some improvements to ecology or biodiversity ● Negligible change in ecology or biodiversity ● Some impacts to ecology or biodiversity that could be mitigated, remedied or offset ● Significant impacts to ecology or loss of biodiversity that cannot be mitigated, remedied or offset 	Based primarily on impacts from increased human activity and lighting after dusk. (Assumes current hours of tennis centre operation, 0730-2200). Based on ecological advice the area is likely to support scattered native trees or native revegetation.
3.5 – Effects on heritage	Implications for Aboriginal heritage items, landscapes and values. Implications for non-Aboriginal heritage items, landscapes and values.	<ul style="list-style-type: none"> ● Enhances protection and appreciation of heritage items, landscapes or values ● No change to protection and appreciation of heritage items, landscapes or values ● Negligible change to protection and appreciation of heritage items, landscapes or values ● Loss of heritage items, landscapes and values that could be mitigated, remedied or offset ● Significant loss of heritage items, landscapes and values that could not be mitigated, remedied or offset 	Based on heritage specialist advice. The presence of registered places immediately southwest of the proposed tennis centre indicates that some potential exists for the presence of Aboriginal cultural heritage places within the immediate environs of the proposed location of the tennis centre and in the broader Bulleen Park as well. Further consideration required as part of ongoing project wide consultation with Wurundjeri. This assessment will be reviewed in next stage of planning.
Objective 4 Use of resources efficiently			
4.3 – Potential for early works	Whether impacted by EES approvals Requirements for PSA or council approvals Budget all or partly available Meets works program requirements	<ul style="list-style-type: none"> ● Could begin immediately ● Could begin as soon as EES approvals granted ● Could begin when North East Link works begin ● Unknown ● Complexities resulting in unknown timeframes 	There is insufficient information at this stage regarding the requirement for council approvals to understand timing. A conservative rating has been applied and further consideration is required.

Option 2:

Tennis centre in Bulleen Park + 18-hole par 69 golf course & Offset Site Option A

Evaluation criteria	Evaluation metric/ qualitative measure	Rating descriptors	Explanation of rating
Objective 1 Protect facilities and activities available for existing park users			
1.1 – Benefits to existing users remaining in the park	Number of users accommodated	● Increased	This option does achieve suitable replacement facilities for football / cricket.
	Amount of time spaces can be occupied	● Same	
	Amenity of any replacement facilities (qualitative)	● Slight decrease	
	Access (travel time, mode, parking etc.)	● Considerable decrease TBC ● Unacceptable decrease	
1.2 – Users whose facilities are moved or altered	General opinion of users (qualitative)	● Improved	Based primarily on no alternative sites being identified for aeromodellers. Net loss of soccer facilities. Noted that council officer input does not prefer tennis centre at this site.
	Access (travel time, mode, parking etc.)	● Same	
	Change in membership or user numbers	● Slight disbenefit	
	Ease of transfer to new facilities (e.g. closure, rescheduling, loss of business) (qualitative)	● Considerable disbenefit	
	Retention of current service offering	● Unacceptable disbenefits	
Objective 2 Protect capacity for future use or development			
2.1a – Future needs of current sporting and recreational uses	Spaces or uses already identified in council strategies, plans and policies	● More capacity than current arrangements	Based on information provided by councils and clubs.
	Predicted usage growth (club information)	● Allows for planned or predicted changes	
	Catering for demographic change (Victoria in Future or other statistical forecast)	● Slightly impacts planned or predicted changes ● Considerably impacts planned or predicted changes ● Severely impacts planned or predicted changes	
2.1b – Future needs of emerging sporting and recreational uses	Spaces or uses already identified in council strategies, plans and policies	● More capacity than current arrangements	Based on information provided by councils, clubs, sporting peak bodies.
	Predicted usage growth (club information)	● Allows for planned or predicted changes	
	Catering for demographic change (Victoria in Future or other statistical forecast)	● Slightly impacts planned or predicted changes	
	Reflects national and state sporting associations and their key strategic directions	● Considerably impacts planned or predicted changes ● Severely impacts planned or predicted changes	
2.2 – Aligns with Australian, Victorian and local government strategic planning and visions (local and regional) not sport or recreation related	Respects North East Link's position as a nationally significant project	● Aligns significantly more than current arrangements	Requires consideration and assessment following completion of the Yarra Strategic Plan and the Yarra River - Bulleen Precinct Land Use Framework Plan; both plans are under development.
	Realises preferred outcomes	● Alignment is similar to current arrangements	
	Does not preclude preferred outcomes	● Alignment is slightly worse than current arrangement ● Alignment is more than slightly worse than current arrangement ● Significantly out of alignment	
Objective 3 Protect social, environmental and cultural heritage values			
3.1a – Landscape (Qualitative)	Extent of modifications and sensitivity of the affected area related to: • Vegetation • Topography • Drainage patterns	● Significantly improves the landscape	Based on impacts on existing vegetation but noting it can be replaced or offset. Increased hard surface (car park and tennis centre) reduces permeability of land subject to flood inundation, but assumes engineering response could resolve this.
		● Similar to current landscape: change is barely discernible over ordinary day-to-day effects)	
		● Changes are noticeable but would not cause significant adverse change to the landscape	
		● Significant effects on the landscape that could be mitigated, remedied or offset	
		● Unacceptable adverse effects on the landscape that cannot be mitigated, remedied or offset.	
3.1b – Visual environment (Qualitative)	Magnitude of change; extent and sensitivity of the affected area: • Changes in the appearance of the landscape or in the composition of available views • People's likely responses to these changes, and to the overall impacts	● Improves the visual environment	Assumes replacement planting would occur. Visual environment may be different but not worse. Otherwise based on views to landscape and the river. Based on post 10 years of landscape mitigation and establishment.
		● Similar to current visual environment	
		● Changes are noticeable but would not cause significant adverse change to the visual environment	
		● Significant effects on the visual environment that could be mitigated or remedied.	
		● Unacceptable adverse effects on the visual environment that cannot be avoided, mitigated or remedied.	

Evaluation criteria	Evaluation metric/ qualitative measure	Rating descriptors	Explanation of rating
3.2 – Open space – area	Total space available	<ul style="list-style-type: none"> ● increased amount of space ● Same amount of space ● Slight decrease in space (0-10%) ● Considerable decrease in space (10-20%) ● Unacceptable decrease in space (20+) 	Based on additional space available at offset site.
3.3 – Open space – quality	Change in the quality (desire lines, connectivity, built form, function, access) (qualitative)	<ul style="list-style-type: none"> ● Improvement in the quality and connectivity ● Maintains the current quality and connectivity ● Slight decrease in the quality and connectivity ● Considerable decrease in the quality and connectivity ● Unacceptable decrease in the quality and connectivity 	Based primarily on tennis centre siting: traffic movements and visual interruption of connectivity. Assumes there is a quality reduction when there is less space in Bulleen Park itself.
3.4 – Effects on ecology	Including listed/ protected species, communities, populations and habitats. (Qualitative)	<ul style="list-style-type: none"> ● Significant improvements to ecology or biodiversity ● Some improvements to ecology or biodiversity ● Negligible change in ecology or biodiversity ● Some impacts to ecology or biodiversity that could be mitigated, remedied or offset ● Significant impacts to ecology or loss of biodiversity that cannot be mitigated, remedied or offset 	Based primarily on impacts from increased human activity and lighting after dusk. (Assumes current hours of tennis centre operation, 0730-2200). Based on ecological advice the area is likely to support scattered native trees or native revegetation.
3.5 – Effects on heritage	Implications for Aboriginal heritage items, landscapes and values. Implications for non-Aboriginal heritage items, landscapes and values.	<ul style="list-style-type: none"> ● Enhances protection and appreciation of heritage items, landscapes or values ● No change to protection and appreciation of heritage items, landscapes or values ● Negligible change to protection and appreciation of heritage items, landscapes or values ● Loss of heritage items, landscapes and values that could be mitigated, remedied or offset ● Significant loss of heritage items, landscapes and values that could not be mitigated, remedied or offset 	Based on heritage specialist advice. The presence of registered places immediately southwest of the proposed tennis centre and general incursions into the floodplain adjacent to the Yarra River indicates that some potential exists for the presence of Aboriginal cultural heritage places within the immediate environs of the proposed location of the tennis centre, in the broader Bulleen Park and the offset site.
Objective 4 Use of resources efficiently			
4.3 – Potential for early works	Whether impacted by EES approvals Requirements for PSA or council approvals Budget all or partly available Meets works program requirements	<ul style="list-style-type: none"> ● Could begin immediately ● Could begin as soon as EES approvals granted ● Could begin when North East Link works begin ● Unknown ● Complexities resulting in unknown timeframes 	There is insufficient information at this stage regarding the requirement for council approvals to understand timing. A conservative rating has been applied and further consideration is required.

Option 3:

Tennis centre on swim centre / Koonung Creek + 18-hole par 69 golf course & Offset Site Option A

Evaluation criteria	Evaluation metric/ qualitative measure	Rating descriptors	Explanation of rating	
Objective 1 Protect facilities and activities available for existing park users				
1.1 – Benefits to existing users remaining in the park	Number of users accommodated	● Increased	Everyone who remains has suitable replacement facilities.	
	Amount of time spaces can be occupied	● Same	Aeromodellers remain on site	
	Amenity of any replacement facilities (qualitative)	● Slight decrease		
	Access (travel time, mode, parking etc.)	● Considerable decrease ● Unacceptable decrease		
1.2 – Users whose facilities are moved or altered	General opinion of users (qualitative)	● Improved	Golf achieves a par 69	
	Access (travel time, mode, parking etc.)	● Same	Soccer and Archery has opportunity for relocation in close proximity to Bulleen Park	
	Change in membership or user numbers	● Slight disbenefit	Tennis centre relocation just north of existing site	
	Ease of transfer to new facilities (e.g. closure, rescheduling, loss of business) (qualitative)	● Considerable disbenefit		
	Retention of current service offering	● Unacceptable disbenefits		
Objective 2 Protect capacity for future use or development				
2.1a – Future needs of current sporting and recreational uses	Spaces or uses already identified in council strategies, plans and policies	● More capacity than current arrangements	Based on information provided by councils and clubs.	
	Predicted usage growth (club information)	● Allows for planned or predicted changes		
	Catering for demographic change (Victoria in Future or other statistical forecast)	● Slightly impacts planned or predicted changes ● Considerably impacts planned or predicted changes ● Severely impacts planned or predicted changes		
	2.1b – Future needs of emerging sporting and recreational uses	Spaces or uses already identified in Council strategies, plans and policies	● More capacity than current arrangements	Based on information provided by councils, clubs, sporting peak bodies.
		Predicted usage growth (club information)	● Allows for planned or predicted changes	
Catering for demographic change (Victoria in Future or other statistical forecast)		● Slightly impacts planned or predicted changes		
Reflects national and state sporting associations and their key strategic directions		● Considerably impacts planned or predicted changes ● Severely impacts planned or predicted changes		
2.2 – Aligns with Australian, Victorian and local government strategic planning and visions (local and regional) not sport or recreation related		Respects North East Link's position as a nationally significant project	● Aligns significantly more than current arrangements	Requires consideration and assessment following completion of the Yarra River Strategic Plan and the Cultural River Precinct Structure Plan, both plans are under development.
	Realises preferred outcomes	● Alignment is similar to current arrangements		
	Does not preclude preferred outcomes	● Alignment is slightly worse than current arrangement ● Alignment is more than slightly worse than current arrangement ● Significantly out of alignment		
Objective 3 Protect social, environmental and cultural heritage values				
3.1a – Landscape (Qualitative)	Extent of modifications and sensitivity of the affected area related to: • Vegetation • Topography • Drainage patterns	● Significantly improves the landscape	Based on impacts on existing vegetation but noting it can be replaced or offset.	
		● Similar to current landscape: change is barely discernible over ordinary day-to-day effects)	Increased hard surface (over Koonung Creek and tennis centre) reduces permeability of land subject to flood inundation, but assumes engineering response could resolve this.	
		● Changes are noticeable but would not cause significant adverse change to the landscape		
		● Significant effects on the landscape that could be mitigated, remedied or offset		
		● Unacceptable adverse effects on the landscape that cannot be mitigated, remedied or offset.		
3.1b – Visual environment (Qualitative)	Magnitude of change; extent and sensitivity of the affected area: • Changes in the appearance of the landscape or in the composition of available views • People's likely responses to these changes, and to the overall impacts	● Improves the visual environment	Assumes replacement planting would occur. Visual environment may be different but not worse.	
		● Similar to current visual environment	Otherwise based on views to landscape and the river. Visual amenity in Bulleen Park largely retained.	
		● Changes are noticeable but would not cause significant adverse change to the visual environment	Based on post 10 years of landscape mitigation and establishment.	
		● Significant effects on the visual environment that could be mitigated or remedied.		
		● Unacceptable adverse effects on the visual environment that cannot be avoided, mitigated or remedied.		

Evaluation criteria	Evaluation metric/ qualitative measure	Rating descriptors	Explanation of rating
3.2 – Open space – area	Total space available	<ul style="list-style-type: none"> ● increased amount of space ● Same amount of space ● Slight decrease in space (0-10%) ● Considerable decrease in space (10-20%) ● Unacceptable decrease in space (20+) 	Based on additional space available at offset site.
3.3 – Open space – quality	Change in the quality (desire lines, connectivity, built form, function, access) (qualitative)	<ul style="list-style-type: none"> ● Improvement in the quality and connectivity ● Maintains the current quality and connectivity ● Slight decrease in the quality and connectivity ● Considerable decrease in the quality and connectivity ● Unacceptable decrease in the quality and connectivity 	Conservative: assumes a quality reduction with loss of open space along Koonung Creek east of Bulleen Road.
3.4 – Effects on ecology	Including listed/ protected species, communities, populations and habitats. (Qualitative)	<ul style="list-style-type: none"> ● Significant improvements to ecology or biodiversity ● Some improvements to ecology or biodiversity ● Negligible change in ecology or biodiversity ● Some impacts to ecology or biodiversity that could be mitigated, remedied or offset ● Significant impacts to ecology or loss of biodiversity that cannot be mitigated, remedied or offset 	Based on ecological advice undergrounding Koonung Creek would have local impacts but not significant impacts to aquatic ecology of the creek. However, covering the creek would not provide any benefits to ecology, and may reduce the ability for the ecology of other reaches of the creek to improve. Area is likely to support scattered native trees or native revegetation.
3.5 – Effects on heritage	Implications for Aboriginal heritage items, landscapes and values. Implications for non-Aboriginal heritage items, landscapes and values.	<ul style="list-style-type: none"> ● Enhances protection and appreciation of heritage items, landscapes or values ● No change to protection and appreciation of heritage items, landscapes or values ● Negligible change to protection and appreciation of heritage items, landscapes or values ● Loss of heritage items, landscapes and values that could be mitigated, remedied or offset ● Significant loss of heritage items, landscapes and values that could not be mitigated, remedied or offset 	Based on heritage specialist advice. While the partially modified Koonung Creek is still largely following the course indicated on the 1945 aerials, the covering of the waterway would be inconsistent with Wurundjeri stated views around cultural waters and the values attached to these. General incursions into the floodplain adjacent to the Yarra River at offset site indicates that some potential exists for the presence of Aboriginal cultural heritage places within the immediate environs. Further consideration required as part of ongoing project wide consultation with Wurundjeri. This assessment will be reviewed in next stage of planning.
Objective 4 Use of resources efficiently			
4.3 – Potential for early works	Whether impacted by EES approvals Requirements for PSA or council approvals Budget all or partly available Meets works program requirements	<ul style="list-style-type: none"> ● Could begin immediately ● Could begin as soon as EES approvals granted ● Could begin when North East Link works begin ● Unknown ● Complexities resulting in unknown timeframes 	Opportunity to relocate tennis centre early to facilitate North East Link construction.

Option 4:

Tennis centre on golf course + 9-hole diverse golf course & Offset Site Option B

Evaluation criteria	Evaluation metric / qualitative measure	Rating descriptors	Explanation of rating
Objective 1 Protect facilities and activities available for existing park users			
1.1 – Benefits to existing users remaining in the park	Number of users accommodated	● Increased	Golf remains on site with a reduced 9 hole golf facility. Aeromodellers and archery remain on site
	Amount of time spaces can be occupied	● Same	
	Amenity of any replacement facilities (qualitative)	● Slight decrease	
	Access (travel time, mode, parking etc.)	● Considerable decrease	
		● Unacceptable decrease	
1.2 – Users whose facilities are moved or altered	General opinion of users (qualitative)	● Improved	Golf reduces to 9 hole. Soccer has opportunity for relocation in close proximity to Bulleen Park Tennis centre relocation to golf facility
	Access (travel time, mode, parking etc.)	● Same	
	Change in membership or user numbers	● Slight disbenefit	
	Ease of transfer to new facilities (e.g. closure, rescheduling, loss of business) (qualitative)	● Considerable disbenefit	
	Retention of current service offering	● Unacceptable disbenefits	
Objective 2 Protect capacity for future use or development			
2.1a – Future needs of current sporting and recreational uses	Spaces or uses already identified in Council strategies, plans and policies	● More capacity than current arrangements	Based on information provided by councils and clubs. Primarily based on reduction in golf course length.
	Predicted usage growth (club information)	● Allows for planned or predicted changes	
	Catering for demographic change (Victoria in Future or other statistical forecast)	● Slightly impacts planned or predicted changes	
		● Considerably impacts planned or predicted changes	
		● Severely impacts planned or predicted changes	
2.1b – Future needs of emerging sporting and recreational uses	Spaces or uses already identified in council strategies, plans and policies	● More capacity than current arrangements	Based on information provided by councils, clubs, sporting peak bodies.
	Predicted usage growth (club information)	● Allows for planned or predicted changes	
	Catering for demographic change (Victoria in Future or other statistical forecast)	● Slightly impacts planned or predicted changes	
		● Considerably impacts planned or predicted changes	
		● Severely impacts planned or predicted changes	
2.2 – Aligns with Australian, Victorian and local government strategic planning and visions (local and regional) not sport or recreation related	Respects North East Link's position as a nationally significant project	● Aligns significantly more than current arrangements	Requires consideration and assessment following completion of the Yarra River Strategic Plan and the Cultural River Precinct Structure Plan, both plans are under development.
	Realises preferred outcomes	● Alignment is similar to current arrangements	
	Does not preclude preferred outcomes	● Alignment is slightly worse than current arrangement	
		● Alignment is more than slightly worse than current arrangement	
		● Significantly out of alignment	
Objective 3 Protect social, environmental and cultural heritage values			
3.1a – Landscape (Qualitative)	Extent of modifications and sensitivity of the affected area related to: • Vegetation • Topography • Drainage patterns	● Significantly improves the landscape	Assumes replacement planting would occur. Increased hard surface (car park and tennis centre) reduces permeability of land subject to flood inundation, but assumes engineering response could resolve this.
		● Similar to current landscape: change is barely discernible over ordinary day-to-day effects)	
		● Changes are noticeable but would not cause significant adverse change to the landscape	
		● Significant effects on the landscape that could be mitigated, remedied or offset	
		● Unacceptable adverse effects on the landscape that cannot be mitigated, remedied or offset.	
3.1b – Visual environment (Qualitative)	Magnitude of change; extent and sensitivity of the affected area: • Changes in the appearance of the landscape or in the composition of available views • People's likely responses to these changes, and to the overall impacts	● Improves the visual environment	Assumes replacement planting would occur. Assessment primarily based on visual environment around the Yarra River. Based on post 10 years of landscape mitigation and establishment.
		● Similar to current visual environment	
		● Changes are noticeable but would not cause significant adverse change to the visual environment	
		● Significant effects on the visual environment that could be mitigated or remedied.	
		● Unacceptable adverse effects on the visual environment that cannot be avoided, mitigated or remedied.	

Evaluation criteria	Evaluation metric / qualitative measure	Rating descriptors	Explanation of rating
3.2 – Open space – area	Total space available	<ul style="list-style-type: none"> ● Increased amount of space ● Same amount of space ● Slight decrease in space (0-10%) ● Considerable decrease in space (10-20%) ● Unacceptable decrease in space (20+) 	Based on additional space available at offset site.
3.3 – Open space – quality	Change in the quality (desire lines, connectivity, built form, function, access) (qualitative)	<ul style="list-style-type: none"> ● Improvement in the quality and connectivity ● Maintains the current quality and connectivity ● Slight decrease in the quality and connectivity ● Considerable decrease in the quality and connectivity ● Unacceptable decrease in the quality and connectivity 	Based primarily on the positive outcome in Bulleen Park itself; acknowledging loss in the golf course area.
3.4 – Effects on ecology	Including listed/ protected species, communities, populations and habitats. (Qualitative)	<ul style="list-style-type: none"> ● Significant improvements to ecology or biodiversity ● Some improvements to ecology or biodiversity ● Negligible change in ecology or biodiversity ● Some impacts to ecology or biodiversity that could be mitigated, remedied or offset ● Significant impacts to ecology or loss of biodiversity that cannot be mitigated, remedied or offset 	Based on ecological advice the area is likely to support scattered native trees or native revegetation.
3.5 – Effects on heritage	Implications for Aboriginal heritage items, landscapes and values. Implications for non-Aboriginal heritage items, landscapes and values.	<ul style="list-style-type: none"> ● Enhances protection and appreciation of heritage items, landscapes or values ● No change to protection and appreciation of heritage items, landscapes or values ● Negligible change to protection and appreciation of heritage items, landscapes or values ● Loss of heritage items, landscapes and values that could be mitigated, remedied or offset ● Significant loss of heritage items, landscapes and values that could not be mitigated, remedied or offset 	Based on heritage specialist advice. Limited impacts at the offset site within an area previously impacted. Further consideration required as part of ongoing project-wide consultation with Wurundjeri. This assessment will be reviewed in next stage of planning.
Objective 4 Use of resources efficiently			
4.3 – Potential for early works	Whether impacted by EES approvals Requirements for PSA or council approvals Budget all or partly available Meets works program requirements	<ul style="list-style-type: none"> ● Could begin immediately ● Could begin as soon as EES approvals granted ● Could begin when North East Link works begin ● Unknown ● Complexities resulting in unknown timeframes 	Based on no need for cross-council approvals

Option 5:

18-hole par 66 golf course + tennis centre on swim centre / Koonung Creek & Offset Site Option B

Evaluation criteria	Evaluation metric / qualitative measure	Rating descriptors	Explanation of rating
Objective 1 Protect facilities and activities available for existing park users			
1.1 – Benefits to existing users remaining in the park	Number of users accommodated	● Increased	Golf is reduced to a par 66. Aeromodellers and archery remain on site.
	Amount of time spaces can be occupied	● Same	
	Amenity of any replacement facilities (qualitative)	● Slight decrease	
	Access (travel time, mode, parking etc.)	● Considerable decrease ● Unacceptable decrease	
1.2 – Users whose facilities are moved or altered	General opinion of users (qualitative)	● Improved	Soccer has opportunity for relocation in close proximity to Bulleen Park. Tennis centre relocation just north of existing site.
	Access (travel time, mode, parking etc.)	● Same	
	Change in membership or user numbers	● Slight disbenefit	
	Ease of transfer to new facilities (e.g. closure, rescheduling, loss of business) (qualitative)	● Considerable disbenefit	
	Retention of current service offering	● Unacceptable disbenefits	
Objective 2 Protect capacity for future use or development			
2.1a – Future needs of current sporting and recreational uses	Spaces or uses already identified in council strategies, plans and policies	● More capacity than current arrangements	Based on information provided by councils and clubs.
	Predicted usage growth (club information)	● Allows for planned or predicted changes	
	Catering for demographic change (Victoria in Future or other statistical forecast)	● Slightly impacts planned or predicted changes ● Considerably impacts planned or predicted changes	
		● Severely impacts planned or predicted changes	
2.1b – Future needs of emerging sporting and recreational uses	Spaces or uses already identified in council strategies, plans and policies	● More capacity than current arrangements	Based on information provided by councils, clubs, sporting peak bodies.
	Predicted usage growth (club information)	● Allows for planned or predicted changes	
	Catering for demographic change (Victoria in Future or other statistical forecast)	● Slightly impacts planned or predicted changes	
	Reflects state and federal sporting associations and their key strategic directions	● Considerably impacts planned or predicted changes ● Severely impacts planned or predicted changes	
2.2 – Aligns with Australian, Victorian and local government strategic planning and visions (local and regional) not sport or recreation related	Respects North East Link's position as a nationally significant project	● Aligns significantly more than current arrangements	Requires consideration and assessment following completion of the Yarra Strategic Plan and the Yarra River - Bulleen Precinct Land Use Framework Plan; both plans are under development.
	Realises preferred outcomes	● Alignment is similar to current arrangements	
	Does not preclude preferred outcomes	● Alignment is slightly worse than current arrangement ● Alignment is more than slightly worse than current arrangement ● Significantly out of alignment	
Objective 3 Protect social, environmental and cultural heritage values			
3.1a – Landscape (Qualitative)	Extent of modifications and sensitivity of the affected area related to: • Vegetation • Topography • Drainage patterns	● Significantly improves the landscape	Based on impacts on existing vegetation but noting it can be replaced or offset. Increased hard surface (over creek for tennis centre) reduces permeability of land subject to flood inundation, but assumes engineering response could resolve this.
		● Similar to current landscape: change is barely discernible over ordinary day-to-day effects)	
		● Changes are noticeable but would not cause significant adverse change to the landscape ● Significant effects on the landscape that could be mitigated, remedied or offset	
		● Unacceptable adverse effects on the landscape that cannot be mitigated, remedied or offset.	
3.1b – Visual environment (Qualitative)	Magnitude of change; extent and sensitivity of the affected area: • Changes in the appearance of the landscape or in the composition of available views • People's likely responses to these changes, and to the overall impacts	● Improves the visual environment	Assumes replacement planting would occur. Assessment primarily based on visual environment around the Yarra River. Based on post 10 years of landscape mitigation and establishment.
		● Similar to current visual environment	
		● Changes are noticeable but would not cause significant adverse change to the visual environment	
		● Significant effects on the visual environment that could be mitigated or remedied.	
		● Unacceptable adverse effects on the visual environment that cannot be avoided, mitigated or remedied.	

Evaluation criteria	Evaluation metric / qualitative measure	Rating descriptors	Explanation of rating
3.2 – Open space – area	Total space available	<ul style="list-style-type: none"> ● increased amount of space ● Same amount of space ● Slight decrease in space (0-10%) ● Considerable decrease in space (10-20%) ● Unacceptable decrease in space (20+) 	Based on additional space available at offset site.
3.3 – Open space – quality	Change in the quality (desire lines, connectivity, built form, function, access) (qualitative)	<ul style="list-style-type: none"> ● Improvement in the quality and connectivity ● Maintains the current quality and connectivity ● Slight decrease in the quality and connectivity ● Considerable decrease in the quality and connectivity ● Unacceptable decrease in the quality and connectivity 	Conservative: assumes a quality reduction with loss of open space along Koonung Creek east of Bulleen Road.
3.4 – Effects on ecology	Including listed/ protected species, communities, populations and habitats. (Qualitative)	<ul style="list-style-type: none"> ● Significant improvements to ecology or biodiversity ● Some improvements to ecology or biodiversity ● Negligible change in ecology or biodiversity ● Some impacts to ecology or biodiversity that could be mitigated, remedied or offset ● Significant impacts to ecology or loss of biodiversity that cannot be mitigated, remedied or offset 	Based on ecological advice undergrounding Koonung Creek would have local but not significant impacts to aquatic ecology of the creek. However, covering the creek would not provide any benefits to ecology, and may reduce the ability for ecology of other reaches of the creek to improve. Area is likely to support scattered native trees or native vegetation.
3.5 – Effects on heritage	Implications for Aboriginal heritage items, landscapes and values. Implications for non-Aboriginal heritage items, landscapes and values.	<ul style="list-style-type: none"> ● Enhances protection and appreciation of heritage items, landscapes or values ● No change to protection and appreciation of heritage items, landscapes or values ● Negligible change to protection and appreciation of heritage items, landscapes or values ● Loss of heritage items, landscapes and values that could be mitigated, remedied or offset ● Significant loss of heritage items, landscapes and values that could not be mitigated, remedied or offset 	Based on heritage specialist advice. While partially modified Koonung Creek is still largely following the course indicated on the 1945 aerials. The covering of the waterway would be inconsistent with Wurundjeri stated views around cultural waters and the values attached to these. The presence of registered places in the area to impacted indicates that potential exists for the presence of Aboriginal cultural heritage places. Limited impacts at the offset site within an area previously impacted. Further consideration required as part of ongoing project-wide consultation with Wurundjeri. This assessment will be reviewed in next stage of planning.
Objective 4 Use of resources efficiently			
4.3 – Potential for early works	Whether impacted by EES approvals Requirements for PSA or council approvals Budget all or partly available Meets works program requirements	<ul style="list-style-type: none"> ● Could begin immediately ● Could begin as soon as EES approvals granted ● Could begin when North East Link works begin ● Unknown ● Complexities resulting in unknown timeframes 	

Option 6:

Boroondara option 1: tennis centre on golf + 18-hole par 68 golf course on aeromodelling & oval & Offset Site Option B

Evaluation criteria	Evaluation metric/ qualitative measure	Rating descriptors	Explanation of rating
Objective 1 Protect facilities and activities available for existing park users			
1.1 – Benefits to existing users remaining in the park	Number of users accommodated	● Increased	Golf is a par 68 AFL ovals split across two municipalities may result in management and operational issues.
	Amount of time spaces can be occupied	● Same	
	Amenity of any replacement facilities (qualitative)	● Slight decrease	
	Access (travel time, mode, parking etc.)	● Considerable decrease ● Unacceptable decrease	
1.2 – Users whose facilities are moved or altered	General opinion of users (qualitative)	● Improved	Archery can be relocated to offset site. Based primarily on no alternative sites being identified for aeromodellers; Soccer has opportunity for relocation in close proximity to Bulleen Park. Tennis centre relocation just north of existing site
	Access (travel time, mode, parking etc.)	● Same	
	Change in membership or user numbers	● Slight disbenefit	
	Ease of transfer to new facilities (e.g. closure, rescheduling, loss of business) (qualitative)	● Considerable disbenefit	
	Retention of current service offering	● Unacceptable disbenefits	
Objective 2 Protect capacity for future use or development			
2.1a – Future needs of current sporting and recreational uses	Spaces or uses already identified in council strategies, plans and policies	● More capacity than current arrangements	Based on information provided by councils and clubs
	Predicted usage growth (club information)	● Allows for planned or predicted changes	
	Catering for demographic change (Victoria in Future or other statistical forecast)	● Slightly impacts planned or predicted changes ● Considerably impacts planned or predicted changes ● Severely impacts planned or predicted changes	
2.1b – Future needs of emerging sporting and recreational uses	Spaces or uses already identified in council strategies, plans and policies	● More capacity than current arrangements	Based on information provided by Councils, clubs, sporting peak bodies.
	Predicted usage growth (club information)	● Allows for planned or predicted changes	
	Catering for demographic change (Victoria in Future or other statistical forecast)	● Slightly impacts planned or predicted changes	
	Reflects national and state sporting associations and their key strategic directions	● Considerably impacts planned or predicted changes ● Severely impacts planned or predicted changes	
2.2 – Aligns with Australian, Victorian and local government strategic planning and visions (local and regional) not sport or recreation related	Respects North East Link's position as a nationally significant project	● Aligns significantly more than current arrangements	Requires consideration and assessment following completion of the Yarra Strategic Plan and the Yarra River - Bulleen Precinct Land Use Framework Plan; both plans are under development.
	Realises preferred outcomes	● Alignment is similar to current arrangements	
	Does not preclude preferred outcomes	● Alignment is slightly worse than current arrangement ● Alignment is more than slightly worse than current arrangement ● Significantly out of alignment	
Objective 3 Protect social, environmental and cultural heritage values			
3.1a – Landscape (Qualitative)	Extent of modifications and sensitivity of the affected area related to: • Vegetation • Topography • Drainage patterns	● Significantly improves the landscape	Based on changes to site vegetation, topography and drainage associated with golf, tennis and new oval.
		● Similar to current landscape: change is barely discernible over ordinary day-to-day effects)	
		● Changes are noticeable but would not cause significant adverse change to the landscape	
		● Significant effects on the landscape that could be mitigated, remedied or offset ● Unacceptable adverse effects on the landscape that cannot be mitigated, remedied or offset.	
3.1b – Visual environment (Qualitative)	Magnitude of change; extent and sensitivity of the affected area: • Changes in the appearance of the landscape or in the composition of available views • People's likely responses to these changes, and to the overall impacts	● Improves the visual environment	Assumes replacement planting would occur. Assessment primarily based on visual environment around the Yarra River. Based on post 10 years of landscape mitigation and establishment.
		● Similar to current visual environment	
		● Changes are noticeable but would not cause significant adverse change to the visual environment	
		● Significant effects on the visual environment that could be mitigated or remedied. ● Unacceptable adverse effects on the visual environment that cannot be avoided, mitigated or remedied.	

Evaluation criteria	Evaluation metric/ qualitative measure	Rating descriptors	Explanation of rating
3.2 – Open space – area	Total space available	<ul style="list-style-type: none"> ● increased amount of space ● Same amount of space ● Slight decrease in space (0-10%) ● Considerable decrease in space (10-20%) ● Unacceptable decrease in space (20+) 	Based on additional space available at offset site.
3.3 – Open space – quality	Change in the quality (desire lines, connectivity, built form, function, access) (qualitative)	<ul style="list-style-type: none"> ● Improvement in the quality and connectivity ● Maintains the current quality and connectivity ● Slight decrease in the quality and connectivity ● Considerable decrease in the quality and connectivity ● Unacceptable decrease in the quality and connectivity 	Based on restricted connectivity and access to parkland along the river. Assumes there is a quality reduction when there is less space in Bulleen Park itself.
3.4 – Effects on ecology	Including listed/ protected species, communities, populations and habitats. (Qualitative)	<ul style="list-style-type: none"> ● Significant improvements to ecology or biodiversity ● Some improvements to ecology or biodiversity ● Negligible change in ecology or biodiversity ● Some impacts to ecology or biodiversity that could be mitigated, remedied or offset ● Significant impacts to ecology or loss of biodiversity that cannot be mitigated, remedied or offset 	Based on ecological advice. Vegetation lost around north east of golf course, but gained through revegetation at archery and aeromodelling area may result in a net gain in native vegetation over the long term. The area covered by this option is also likely to support scattered native trees or native revegetation.
3.5 – Effects on heritage	Implications for Aboriginal heritage items, landscapes and values. Implications for non-Aboriginal heritage items, landscapes and values.	<ul style="list-style-type: none"> ● Enhances protection and appreciation of heritage items, landscapes or values ● No change to protection and appreciation of heritage items, landscapes or values ● Negligible change to protection and appreciation of heritage items, landscapes or values ● Loss of heritage items, landscapes and values that could be mitigated, remedied or offset ● Significant loss of heritage items, landscapes and values that could not be mitigated, remedied or offset 	Based on heritage specialist advice. The presence of registered places in the area to be impacted indicates that potential exists for the presence of Aboriginal cultural heritage places. General incursions into the floodplain adjacent to the Yarra River at the offset site indicates that some potential exists for the presence of Aboriginal cultural heritage places within the immediate environs. Further consideration required as part of ongoing project wide consultation with Wurundjeri. This assessment will be reviewed in next stage of planning.
Objective 4 Use of resources efficiently			
4.3 – Potential for early works	Whether impacted by EES approvals Requirements for PSA or council approvals Budget all or partly available Meets works program requirements	<ul style="list-style-type: none"> ● Could begin immediately ● Could begin as soon as EES approvals granted ● Could begin when North East Link works begin ● Unknown ● Complexities resulting in unknown timeframes 	There is insufficient information at this stage regarding the requirement for council approvals to understand timing. A conservative rating has been applied and further consideration is required.

Option 7:

Boroondara's Option 2: Tennis centre on golf site + 18-hole par 68 golf course & Offset Site Option B

Evaluation criteria	Evaluation metric/ qualitative measure	Rating descriptors	Explanation of rating
Objective 1 Protect facilities and activities available for existing park users			
1.1 – Benefits to existing users remaining in the park	Number of users accommodated	● Increased	Golf is a par 68.
	Amount of time spaces can be occupied	● Same	
	Amenity of any replacement facilities (qualitative)	● Slight decrease	
	Access (travel time, mode, parking etc.)	● Considerable decrease	
		● Unacceptable decrease	
1.2 – Users whose facilities are moved or altered	General opinion of users (qualitative)	● Improved	Loss of one AFL oval. Based primarily on no alternative sites being identified for aeromodellers; Soccer has opportunity for relocation in close proximity to Bulleen Park. Archery can be relocated to offset site. Tennis centre relocation just north of existing site.
	Access (travel time, mode, parking etc.)	● Same	
	Change in membership or user numbers	● Slight disbenefit	
	Ease of transfer to new facilities (e.g. closure, rescheduling, loss of business) (qualitative)	● Considerable disbenefit	
	Retention of current service offering	● Unacceptable disbenefits	
Objective 2 Protect capacity for future use or development			
2.1a – Future needs of current sporting and recreational uses	Spaces or uses already identified in council strategies, plans and policies	● More capacity than current arrangements	Based on information provided by councils and clubs.
	Predicted usage growth (club information)	● Allows for planned or predicted changes	
	Catering for demographic change (Victoria in Future or other statistical forecast)	● Slightly impacts planned or predicted changes	
		● Considerably impacts planned or predicted changes	
		● Severely impacts planned or predicted changes	
2.1b – Future needs of emerging sporting and recreational uses	Spaces or uses already identified in council strategies, plans and policies	● More capacity than current arrangements	Based on information provided by councils, clubs, sporting peak bodies.
	Predicted usage growth (club information)	● Allows for planned or predicted changes	
	Catering for demographic change (Victoria in Future or other statistical forecast)	● Slightly impacts planned or predicted changes	
	Reflects national and state sporting associations and their key strategic directions	● Considerably impacts planned or predicted changes	
		● Severely impacts planned or predicted changes	
2.2 – Aligns with Australian, Victorian and local government strategic planning and visions (local and regional) not sport or recreation related	Respects North East Link's position as a nationally significant project	● Aligns significantly more than current arrangements	Requires consideration and assessment following completion of the Yarra Strategic Plan and the Yarra River - Bulleen Precinct Land Use Framework Plan; both plans are under development.
	Realises preferred outcomes	● Alignment is similar to current arrangements	
	Does not preclude preferred outcomes	● Alignment is slightly worse than current arrangement	
		● Alignment is more than slightly worse than current arrangement	
		● Significantly out of alignment	
Objective 3 Protect social, environmental and cultural heritage values			
3.1a – Landscape (Qualitative)	Extent of modifications and sensitivity of the affected area related to: • Vegetation • Topography • Drainage patterns	● Significantly improves the landscape	Based on changes to site vegetation, topography and drainage associated with golf, tennis and urban forestry proposal.
		● Similar to current landscape: change is barely discernible over ordinary day-to-day effects)	
		● Changes are noticeable but would not cause significant adverse change to the landscape	
		● Significant effects on the landscape that could be mitigated, remedied or offset	
		● Unacceptable adverse effects on the landscape that cannot be mitigated, remedied or offset.	
3.1b – Visual environment (Qualitative)	Magnitude of change; extent and sensitivity of the affected area: • Changes in the appearance of the landscape or in the composition of available views • People's likely responses to these changes, and to the overall impacts	● Improves the visual environment	Assumes replacement planting would occur. Assessment primarily based on visual environment around the Yarra River. Based on post 10 years of landscape mitigation and establishment.
		● Similar to current visual environment	
		● Changes are noticeable but would not cause significant adverse change to the visual environment	
		● Significant effects on the visual environment that could be mitigated or remedied.	
		● Unacceptable adverse effects on the visual environment that cannot be avoided, mitigated or remedied.	

Evaluation criteria	Evaluation metric/ qualitative measure	Rating descriptors	Explanation of rating
3.2 – Open space – area	Total space available	<ul style="list-style-type: none"> ● Increased amount of space ● Same amount of space ● Slight decrease in space (0-10%) ● Considerable decrease in space (10-20%) ● Unacceptable decrease in space (20+) 	Based on additional space available at offset site.
3.3 – Open space – quality	Change in the quality (desire lines, connectivity, built form, function, access) (qualitative)	<ul style="list-style-type: none"> ● Improvement in the quality and connectivity ● Maintains the current quality and connectivity ● Slight decrease in the quality and connectivity ● Considerable decrease in the quality and connectivity ● Unacceptable decrease in the quality and connectivity 	Based on restricted connectivity and access to parkland along the river. Assumes there is a quality reduction when there is less space in Bulleen Park itself. Considers the addition of urban forest in Bulleen Park.
3.4 – Effects on ecology	Including listed/ protected species, communities, populations and habitats. (Qualitative)	<ul style="list-style-type: none"> ● Significant improvements to ecology or biodiversity ● Some improvements to ecology or biodiversity ● Negligible change in ecology or biodiversity ● Some impacts to ecology or biodiversity that could be mitigated, remedied or offset ● Significant impacts to ecology or loss of biodiversity that cannot be mitigated, remedied or offset 	Based on ecological advice. Net vegetation gained from 'Urban Forest'. Vegetation lost around north east of golf course, but gained through revegetation at archery and aeromodelling area may result in a net gain in native vegetation over the long term. The area covered by this option is also likely to support scattered native trees or native revegetation.
3.5 – Effects on heritage	Implications for Aboriginal heritage items, landscapes and values. Implications for non-Aboriginal heritage items, landscapes and values.	<ul style="list-style-type: none"> ● Enhances protection and appreciation of heritage items, landscapes or values ● No change to protection and appreciation of heritage items, landscapes or values ● Negligible change to protection and appreciation of heritage items, landscapes or values ● Loss of heritage items, landscapes and values that could be mitigated, remedied or offset ● Significant loss of heritage items, landscapes and values that could not be mitigated, remedied or offset 	Based on heritage specialist advice. The presence of registered places in the area to impacted indicates that potential exists for the presence of Aboriginal cultural heritage places. General incursions into the floodplain adjacent to the Yarra River at the offset site indicates that some potential exists for the presence of Aboriginal cultural heritage places within the immediate environs. Further consideration required as part of ongoing project wide consultation with Wurundjeri. This assessment will be reviewed in next stage of planning.
Objective 4 Use of resources efficiently			
4.3 – Potential for early works	Whether impacted by EES approvals Requirements for PSA or council approvals Budget all or partly available Meets works program requirements	<ul style="list-style-type: none"> ● Could begin immediately ● Could begin as soon as EES approvals granted ● Could begin when North East Link works begin ● Unknown ● Complexities resulting in unknown timeframes 	There is insufficient information at this stage regarding the requirement for Council approvals to understand timing. A conservative rating has been applied and further consideration is required.

APPENDIX B: BACKGROUND AND ISSUES PAPER

B1. INTRODUCTION

Following is a summary of the background analysis and investigations including:

- existing site conditions, issues and opportunities associated with the Bulleen Park area
- existing sporting facilities and usage within the Bulleen Park area
- a review of potential relocation sites for the relocation of sports and recreation facilities.



Figure B1.1 Bulleen Park car park flooding in 2011



Figure B1.2 Bulleen Park during an Australian Rules Football game

B2. Existing site issues and opportunities



This information is based on desktop studies and site visits. It is not exhaustive and further investigations, including detailed surveys, will be required.














Issues and opportunities

Some existing site conditions, issues, opportunities and constraints of the Bulleen Park area include:

- 1 **Public transport:** opportunity to improve access to public transport for park users by improving connections between the sport and recreation facilities to proposed future Bulleen Park and Ride bus services.
- 2 **Safety and access:** opportunity to provide safer access into Bulleen Park for pedestrians and vehicles. Opportunity to provide new signalised intersection on Bulleen Road to assist with traffic movements.
- 3 **Flooding:** the site is low-lying, adjacent to the Yarra River and Koonung Creek, and is subject to inundation.
- 4 **Feature entry:** potential to create high quality feature/s at the access points into the park.
- 5 **Enhance informal recreation:** opportunity to provide upgrades to existing park to improve informal recreation such as for walking, cycling, exercise, play, dog walking etc. Opportunity to improve public access to areas of the parkland such as the golf course.
- 6 **Land contamination:** large areas of Bulleen Park and the Freeway Public Golf Course are former landfill with a poor quality surface layer.

- 7 **Orientation of sports field:** opportunity to improve sporting fields to be north/south facing.
- 8 **Bulleen Road cycling:** opportunity to improve cycling paths and crossings along Bulleen Road to better connect schools and broader community to Bulleen Park.
- 9 **Yarra River interface enhancements:** opportunity to improve habitat links (by increasing vegetation along at the interface with the river), enhance walking and cycling connectivity and improve access along the Yarra River edge, where appropriate.
- 10 **Eastern Freeway pedestrian and cycle crossings:** currently there is a lack of convenient and separated crossings over the Eastern Freeway at Bulleen Road with poor amenity for pedestrians and cyclists.
- 11 **Existing hard surface:** opportunity to consider improvements to existing car parks and roads, to better meet community needs, improve efficiency, include Water Sensitive Urban Design infrastructure and to reduce extent of paving.
- 12 **Existing high voltage transmission easement:** restrictions on built form and tall planting within the 40m wide electricity transmission easement.
- 13 **Heritage:** potential for areas of cultural heritage on Victoria Aboriginal Heritage Register (AHR data: AV 2018).
- 14 **Areas of environmental significance:** may be present which may affect potential locations for future sport and recreation uses.
- 15 **Yarra River crossings:** opportunity to investigate potential improvements to cycle connections to the Main Yarra Trail, and provide an additional crossing point across the Yarra River, to improve broader connectivity and access to Bulleen Park.
- 16 **Water management:** opportunity to enhance the existing sustainable integrated water management plan for the area, to assist in meeting the water demands of the park (e.g. irrigation, toilet flushing), increase site permeability, treat stormwater (e.g. wetlands, rain gardens etc) and to return flows to the surrounding billabongs and waterways.
- 17 **Koonung Creek:** opportunity to improve biodiversity and habitat links along the corridor.

Legend

-  Proposed North East Link
-  Proposed North East Link project area boundary
-  Proposed North East Link cycling and walking path
-  Existing paths and tracks
-  Main Yarra Trail
-  Bus routes and stops
-  Vehicle access
-  Victorian Biodiversity Atlas Flora (potential rare or threatened flora site)
-  Victorian Biodiversity Atlas Fauna (potential rare or threatened fauna site)
-  Area of cultural heritage sensitivity
-  Scattered native trees (ecologically important trees)
-  Power easement and transmission towers
-  Existing underground pipe for Bolin Bolin integrated water harvesting facility

- 18 **Freeway Golf course** - opportunity to enhance native planting and water management into the fairways and golf course. Bolin Bolin integrated water harvesting treats stormwater for reuse to irrigate Bulleen park and the Freeway Golf Course.
- 19 **Landscape buffers:** enhance existing landscaping and canopy trees between park and road infrastructure to improve visual amenity and sense of 'remoteness' and 'seclusion' for park users.
- 20 **Improve walkability:** opportunity to provide footpaths and safe crossing points (such as signalised crossings) across Bulleen Road to improve pedestrian safety, encourage active transport to the recreational and education facilities and improve access to public open space and along the Yarra River.
- 21 **Billabongs:** opportunities to enhance the environmental values of the billabongs, provide interpretation, and to allow the community to connect with nature.
- 22 **Facilities:** opportunity to improve pavilions for accessibility and to consider change room facilities for emerging female participation.
- 23 **Enhance informal recreation:** opportunity to provide upgrades to existing park to improve informal recreation such as walking, cycling, exercise, play, dog walking etc. Opportunity to improve public access to areas of the parkland such as the golf course.
- 24 **Improve underutilised areas of park:** opportunity to upgrade sections of the park which are currently underutilised (as informal training areas and passive recreation) for more formal sporting use and/or informal recreation.
- 25 **Impacted facilities:** consideration required to provide suitable replacement facilities.

B3. Existing sports facilities

Following is a summary of the existing sports facilities that are being considered for relocation.

AFL / CRICKET OVALS

Existing Clubs	Users	Usage	Demographics
Yarraleen Cricket Club	15 teams Approx. 130 players	September - March Monday to Friday: evenings Saturday: all day Sunday: afternoon to evening Yarraleen CC have allocation of Ovals 2 and 3 and cricket pavilion only	Age 5 - 35+
AFL: Bulleen-Templestowe Junior Football Club	Approx. 300 members Approx: 100 Auskickers	March - September (preseason training starts in March) Monday to Friday: evenings Sunday: all day AFL-Bull Temp JFC have allocation of Ovals 2 & 3 and cricket pavilion only	Age 5 - 17 Male: 75% Female: 25%
Bulleen Cricket Club	13 teams Approx. 170 players	Summer Friday: afternoon Saturday: morning Bulleen CC have allocation of Ovals 2 & 3 and cricket pavilion only	Age 5 - 35+
Marcellin Old Collegians Football Club	6 teams Approx. 230 players	Winter Saturday: all day Marcellin OCFC have allocation of Ovals 2 & 3, and cricket pavilion only	Age 19 - 35+
Yarra Junior Football League	498 teams Approx. 11,000 league players who are members of one of the 32 member clubs	Function room used daily and evenings (i.e. meetings, first aid training etc) Summer - AFL development program (Representative program) - February to July 2-3 nights per week Winter - Monday and Wednesday: evenings , Saturday: all day , Sunday: all day YJFL have allocation of Ovals 1, 2 & 3 and both pavilions	Age 5 - 18 Male: 75% Female: 25%

Table B3.1 Existing AFL/cricket ovals

1. Oval 1: AFL and soccer
2. Oval 2: AFL/cricket
3. Oval 3: AFL/cricket
4. Cricket pavilion
5. Car park
6. YJFL pavilion



Figure B3.1 Existing AFL/cricket ovals

FOOTBALL FIELDS (SOCCER)

Existing Clubs	Users	Usage	Demographics
Templestowe United Football Club (soccer)	46 teams Approx. 580 users	April - August Monday to Friday: evenings Saturday: all day Sunday: all day Templestowe United FC have allocation of Ovals 2 and pavilion 4 (Figure B3.2)	Age U6 to 35+ Male: 60% Female: 40%
Bulleen Lions Soccer Club (part of the NPL league)	25 teams Approx. 420 users	All year 3 days per week - Tuesday, Thursday and Friday evenings Bulleen Lions SC have allocation of Ovals 1 & 3 and pavilion 3 & 5 (refer figure B3.2 for numbering)	Age U6 to 19+ Male: 70% Female: 30%

Table B3.2 Existing soccer fields

1. AFL and soccer
2. Senior soccer fields 2 no.
3. Veneto Club senior soccer field
4. Storage facility
5. YJFL pavilion



Figure B3.2 Existing soccer field use

ARCHERY

Existing Clubs	Users	Usage	Demographics
Yarra Bowmen Archery Club	Approx. 50 users	<p>Throughout the year members have the freedom to play when they like</p> <p>Classes for the public occurs once a month</p> <p>Free service for disability group occurs once a year</p>	<p>Age 12-84</p> <p>Male: 50%</p> <p>Female: 50%</p> <p>Annual program for disability group</p>

Table B3.3 Existing archery

AEROMODELLING

Existing Clubs	Users	Usage	Demographics
Doncaster Aeromodellers' Club	Approx. 130 members	Open throughout the year Allocation is also provided to 'Picture This Ballooning', 'Global Ballooning' and 'Balloon Flights Over Melbourne' (hot air balloon companies) for landing purposes only on Aeromodellers field	Age under 10 to over 90 Mostly male Offers activities for people with disabilities

Table B3.4 Existing aeromodelling facilities



Figure B3.3 Existing aeromodelling facility in Bulleen Park

FREWAY PUBLIC GOLF COURSE

Existing Clubs	Users	Usage	Demographics
Public facility		Public facility open throughout the year Approx: 50,000 rounds of golf played per year (includes club members listed below and non members)	
Camberwell Golf Club	360 members	4 days per week Monday, Wednesday, Thursday, Saturday from dawn to 3:00PM	
Harp Golf Club	Approx. 70 members	Once a week but are looking to move their social events to the club house at Freeway Golf Course next year. Saturdays from 8:00am	Male: 50% Female: 50%

Table B3.5 Existing golf course



Figure B3.4 Freeway Public Golf Course - existing course

BOROONDARA TENNIS CENTRE

Existing Clubs	Users	Usage	Demographics
Public facility	Approx. 97,000 attendance on tennis courts annually	<p>Open throughout the year</p> <p>Approx. 38,780 hours played annually (inc. tournaments, coaching, social competition)</p> <p>40+ tournaments and events annually</p> <p>Cafe and ancillary services</p>	<p>Male: 60%</p> <p>Female: 40%</p>

Table B3.6 Existing tennis Centre



Figure B3.5 Boroondara Tennis Centre

INFORMAL RECREATION ASSESSMENT

Within Bulleen Park there are approximately 2000 linear metres of formal paths, as well as 2400 linear metres informal unmade paths including along the Yarra River. The park has areas of mown grass which are used for informal recreation such as walking, informal exercise, dog walking etc.

An assessment of informal recreation use within the public open space area of Bulleen Park was undertaken by Xyst Australia, in November – December 2018. A summary of the assessment is detailed following:

- The most popular use of Bulleen Park was to walk dogs for reasons such as the large off leash space, low daytime use, the park was peaceful and quiet, and availability of good parking.
- Walking was also popular, with the park serviced by a well defined circular walking trail with significant areas of shade.
- Most people stayed between 30 minutes to 2 hours at the park, and visited at least weekly or more frequently. Every person surveyed arrived by car. This appeared to be because there was no active transport connection/permeability into surrounding residential areas. It was felt that the park would be better utilised with a walking and cycling e/pedestrian connection over the Yarra River, linking Bulleen Park with the Main Yarra Trail (through Yarra Flats Park) and Ivanhoe East/Eaglemont residential areas.
- Traffic congestion on Bulleen Road was seen as a significant barrier to use. Entering and especially exiting the park at peak traffic times was problematic. There were very few cyclists observed, not surprising given the limited cycle connections to the park from the Koonung Creek and Main Yarra Trails.
- The study excluded model aircraft use (aeromodelling), but informally the area was observed to be well used by model aircraft enthusiasts. On almost every day the site was visited, the area was being used. Typical numbers were from 2 or more people, and a Christmas function (presumably of club members) occurred with approximately 50 people attending. The relatively high use and popularity imply that generally this recreation activity is not well provided for in the area, and Bulleen Park probably has a large catchment area supporting the level of use observed.

With aging populations and time poor society pressures, there is an apparent and continuing trend of people turning more to informal recreation activities such as walking, when they can fit them in, and less participation in organised sport. Future open space network planning will need to take this trend into account as well as being flexible to accommodate new trends in the future. This generally means fewer larger parks, that can be re-purposed with changing generations, linked by linear parks that enable and encourage cycling and walking, as well as acting as ribbons of green through the built landscape.



Figure B3.6 Walking path along the Yarra River in Bulleen Park

BULLEEN SWIM CENTRE

The Bulleen Swim Centre as shown in Figure B3.7 is within the proposed North East Link project boundary and will be acquired by the proposed North East Link project, and therefore is not considered in this assessment. Separate discussions will be undertaken with the Bulleen Swim Centre.



Figure B3.7 Diagram of the Bulleen Swim Centre within the North East Link project boundary

B4. Existing utilities

A number of existing utilities are located within the study area as outlined in the sections below. However, it is noted this is a desktop analysis only and further survey and site analysis is required.



Figure B4.1 Existing high voltage easement in Bulleen Park



Figure B4.2 Existing high voltage tower in Bulleen Park

Electricity easement

Transmission lines and towers exist within Bulleen Park:

- High voltage 220kV transmission lines and towers and lines (operating at 66kV).
- Easement width: 40 metres as per the AusNet requirements for 220kV (30m for 66kV).
- CitiPower is the transmission network operator and AusNet is the asset owner.

Typical permitted activities in transmission easements (source AusNet):

- Operating ground level sports facilities such as football, cricket, golf courses, basketball or netball courts (subject to special requirements for the design of fences, goals and lighting).
- Tennis courts (on 220 kV easements) provided that metal net posts are used and the minimum distance from the surrounding fence to the nearest tower steelwork is 20 metres.
- Fences (subject to approval) – provided they are no more than three metres high, and suitably earthed and sectionalised (if they are metal or contain metallic materials).
- Lighting poles – provided there's sufficient clearance from conductors and towers; the power supply must be underground and you must be able to lower the poles to the ground for maintenance
- Playground equipment – provided it's no more than one metre high.
- Parking: of sedan and utility vehicles (barriers of an approved design may be required to protect towers from damage by vehicles).

Unauthorised activities in transmission easements (source AusNet) include:

- Buildings, waste bins, stockpiled excavation materials (unless approved by relevant authority).
- Use of vehicular and equipment exceeding three metres in height (a higher operating limit is subject to sufficient clearance from conductors).

Typical requirements for new vegetation in transmission easement include (source AusNet):

- Vegetation must not grow more than three metres high.
- Vegetation should be scattered or clumped so that it covers no more than 10 per cent of the easement area.

Bolin Bolin integrated water harvesting facility

Manningham City Council partnered with a number of stakeholders including Australian and Victorian government agencies (funding partners Melbourne Water, DELWP) as well as with adjoining municipalities (City of Boroondara) and private businesses and educational institutions (Carey Grammar School) to implement a water harvesting facility in Bulleen Park. The facility is shown in Figure B4.4. Using a 'whole of water cycle' approach, the system sustainably captures and treats stormwater for reuse for irrigation at Bulleen Park, Carey Grammar School and the Freeway Public Golf Course.

The water harvesting and reuse system:

- reduces stormwater pollutants going into the Yarra River
- reduces irrigation extractions
- supports environmental flows
- minimises flooding issues by enhancing drainage.



Figure B4.3 Bolin Bolin integrated water harvesting wetland post-construction in 2018



Figure B4.4 Diagram of Bolin Bolin integrated water harvesting

Existing utilities plan

Figure B4.5 shows the existing utilities in the Bulleen Park area. This was prepared for the purposes of developing concept options only, and further detailed survey and site analysis is required to verify utility locations.

Legend

- Drainage
 - Gas
 - Power
- Sewer
 - Telecom
 - Water
- Approximate locations of water storage pipes



Figure B4.5 Existing utilities diagram

Proposed water storage at the former Bulleen Drive-in site

The former Bulleen Drive-in site is proposed as a 1:2 to 1:5 year flood inundation storage area (at RL 14 metres) as part of the North East Link reference project as shown in Figure B4.6. This would require ground levels to be reduced to increase storage. This land would therefore be limited to uses that can cope with inundation (such as sporting fields) and any future uses at this site would need to consider the potential for inundation as part of the detailed design.



Figure B4.6 Potential stormwater storage area required for North East Link

B5. Potential relocation sites

A number of potential relocation sites were considered for the displaced sports clubs. Figure B5.1 shows some of the sites that are near the Bulleen Park area.

A summary of the proposed relocation sites is provided on the next pages.

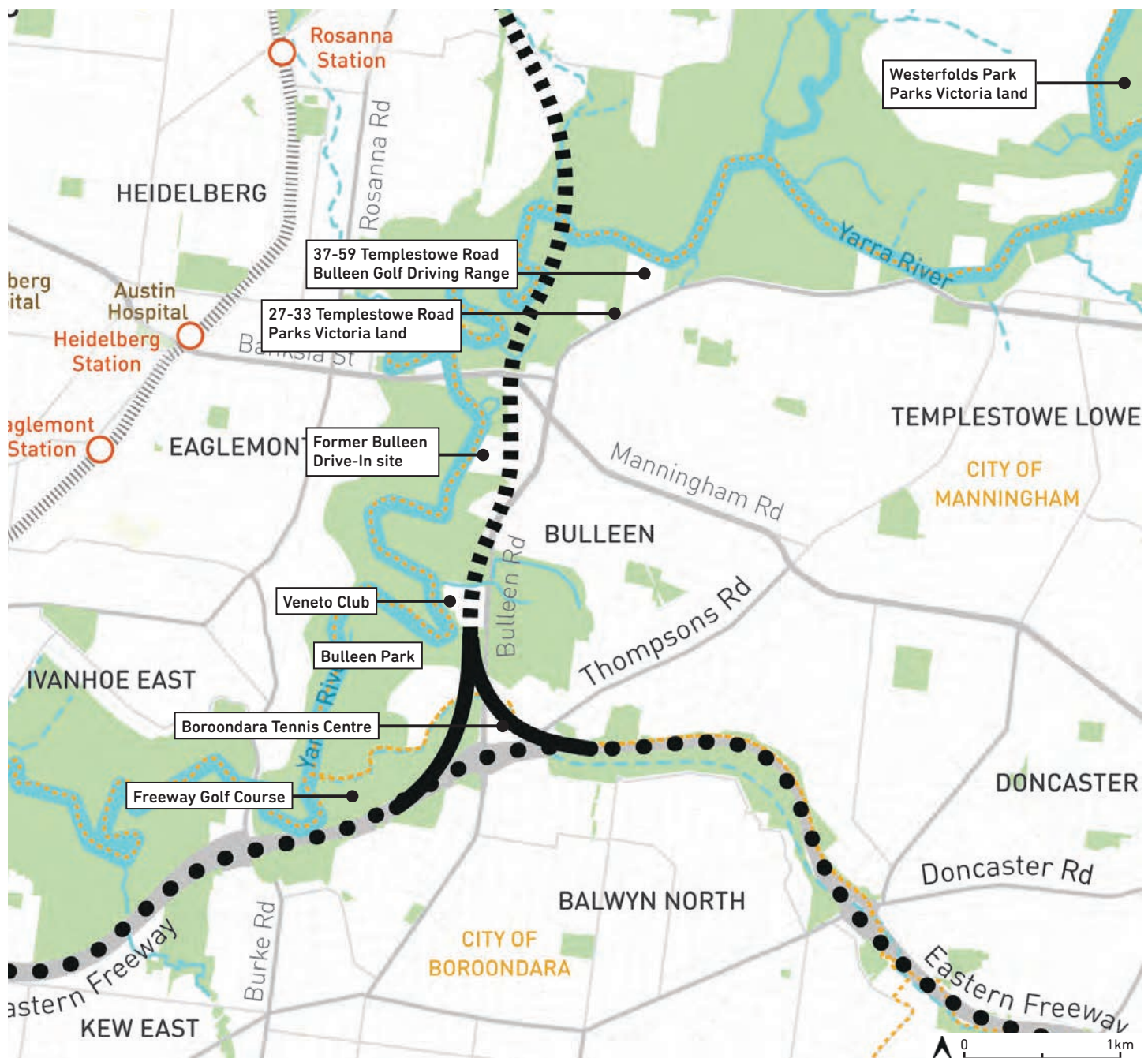


Figure B4.7 Bulleen Park area and possible relocation sites

Proposed sites

Potential sites for the relocation of sports and recreational facilities are discussed in the section.

Templestowe Road sites

An opportunity exists to relocate some sport and recreation facilities to the six hectare parcel of land at the Bulleen Golf Driving Range site at 37-59 Templestowe Road, and Crown land at the Park Victoria site at 27-33 Templestowe Road in Bulleen as shown in Figure B5.2. These sites are approximately a 2.5 kilometre drive from Bulleen Park.

The Bulleen Golf Driving Range site is privately owned and has a Public Acquisition Overlay for 'open space' and 'road widening'.

Land at the Bulleen Golf Driving Range currently includes the clubhouse, a driving range and what appears to be a dwelling in the southwestern portion of the site.

Surrounding land uses include public open space associated with Yarra River, such as the Yarra Country Club to the west, Yarra River to the north, open space to the east and Templestowe Road to the south, with residential properties south of Templestowe Road.

Power easements run east to west in the middle of the site. Development would need to consider the relevant setbacks and other requirements of the asset owner, as relevant.

It is noted the suitability of these sites would require further investigation, negotiations, approvals and potential land acquisitions.

While the Bulleen Golf Driving Range site would be suitable for playing fields, it is not an appropriate relocation site for aeromodelling due to the close proximity of housing and roads, and safety issues associated with the overhead transmission lines.

Soccer fields could be sited here so they are not under the transmission lines. However, a larger AFL size oval at this site is not considered feasible as it would encroach under the transmissions lines which is not a suitable outcome for junior sport; and the sloping site would need extensive earthworks to construct a level playing surface.



Figure B5.1 Aerial of Bulleen Golf Driving Range and adjacent Parks Victoria land

Aeromodelling alternative sites

If the aeromodelling site is impacted a number of other options could be considered for relocating the Doncaster Aeromodellers' Club.

Initial site assessment has not identified a suitable alternative for aeromodelling due to the restrictive site requirements associated with this recreation activity.

Another option that could be considered would be the potential merging of the Doncaster Aeromodellers' Club with another club elsewhere. However the feasibility of this would require further investigation, including an assessment of travel times. Potential sites could include clubs in Greensborough or Carrum Downs.

Alternative sites not progressed

The following sites were identified as potential sites for the relocation of sports and recreational facilities, but were not progressed due to a variety of constraints and issues.

Hays Paddock

Hays Paddock is an open space in East Kew within the City of Boroondara, shown in Figure B5.3. The site is located approximately a 4 kilometre drive from Bulleen Park.

Hays Paddock was considered as a potential site to relocate the Yarra Bowman Archery Club as there is already an existing archery club at Hays Paddock. However, given the smaller field size and constrained area, this site has been discarded.



Figure B5.2 Aerial of Hays Paddock

Tikilara Park

Tikilara Park in Websters Road, Templestowe as shown in Figure B5.4 is approximately a 10.7 kilometre drive from Bulleen Park. This site was not progressed as a potential relocation site as Manningham City Council is planning sport and recreation upgrades at this park (including a multi-use facility), and cultural heritage investigations have commenced as part of early project planning.



Figure B5.3 Aerial of Tikilara Park

The former Bulleen Drive-in

The former Bulleen Drive-in site at 49 Greenaway Street as shown in Figure B5.6. This site is approximately a 1.4 kilometre drive from Bulleen Park. It has been identified as a longer term opportunity in 7-10 years (post construction of North East Link). On completion of North East Link it is anticipated there could be approximately three hectares of land available.



Figure B5.4 Site photo of former Bulleen Drive-in site in 2018



Figure B5.5 Aerial of former Bulleen Drive-In site

Musca Street Reserve

Musca Street Reserve is approximately a 2 kilometre drive from Bulleen Park in North Balwyn and was suggested by stakeholders as a potential location for the Boroondara Tennis Centre within the City of Boroondara due to the proximity of this site to the existing tennis centre as shown in Figure B5.7. Boroondara City Council officers have identified that the purpose of this site is for open space.



Figure B5.6 Aerial of Musca Street Reserve

177 Templestowe Road, Bulleen

The 177 Templestowe Road, Bulleen site (shown in Figure B5.8) is a 144 hectare site approximately 3.6km drive from Bulleen Park. It is Crown land and zoned as Public Parks and Recreation Zone. This site is currently encumbered. The Yarra Valley Parklands Management Plan 2008 undertaken by Parks Victoria has defined this area as a landscape management zone. The purpose of this management zone is to protect, maintain and enhance areas with significant natural, rural or cultural landscape values, views, vistas and geographic features, while providing low-key passive recreation opportunities.



Figure B5.7 Aerial of 177 Templestowe Road, Bulleen site

Westerfolds Park and Banyule Flats Reserve

Westerfolds Park (Figure B5.9) and Banyule Flats Reserve (Figure B5.10) are approximately a 7.7 kilometre drive and a 6.7 kilometre drive from Bulleen Park respectively. Westerfolds Park and Banyule Flats Reserve have been suggested as a proposed site by stakeholders. NELP consulted with Parks Victoria in November 2018 and Westerfolds Park and Banyule Flats Reserve were deemed unacceptable for aeromodelling or formal sport and recreation development.



Figure B5.8 Aerial of Westerfolds Park



Figure B5.9 Aerial of Banyule Flats Reserve

Archery on Bulleen Park former-tip site

Following discussions with a number of stakeholders and sports clubs, the option to locate archery at the open space in Bulleen Park, known locally as the 'ex-tip site' was considered. This archery field site assessment plan is shown in Figure B5.13.

This was determined not to be feasible due to spatial constraints and potential impacts on vegetation, cultural heritage, as well as impacts to visual and park amenity:

- Walking path conflict: riverside path would require closure due to safety zone or fencing requirements.
- Safety fencing may be required in this location (see Figure B5.11), which may have a range of issues including:
 - Crime Prevention Through Environmental Design (CPTED) issues with reduced passive surveillance
 - reduced usability and function of this passive open space
 - visually 'out of character' in this riverside parkland setting
 - potential to impact the existing flood conditions (subject to detailed assessment).
- Vegetation removal: existing vegetation along Yarra River corridor and at Baby Bolin Billabong may need to be removed.
- Cultural heritage: there may be cultural heritage impacts due to the site being 60 metres from the Yarra River (subject to detailed assessment).



Figure B5.10 Archery safety fencing



Figure B5.11 Temporary archery safety netting



- Requiring closure of path outside archery field
- Topography: 8 metres between archery field boundary to steep slope edge of river
- Fencing: new safety fence may be required
- Impacts to access: seven car parks removed, plus road requires realignment
- Public safety: three metres between archery field boundary to existing footpath (approx.).
- Vegetation removal: particularly in the Baby Bolin Billabong

Legend






-  Potential new safety fence (exact location tbc)
-  Potential impacted footpath
-  Archery field (to current international standard)
-  Proposed archery field
-  Contours

Figure B5.12 Concept exploring feasibility of relocating the archery facility to the 'ex-tip' site in Bulleen Park

B6. Bulleen Golf Driving Range site - issues and opportunities

Some existing site conditions, issues, opportunities and constraints of the Bulleen Golf Driving Range site include:

- | | |
|--|--|
| <ul style="list-style-type: none"> 1 Existing high voltage transmission easement: restrictions on built form and tall planting within the electricity transmission easement. 2 Existing vegetation: particularly riparian woodland adjacent to the Yarra River. 3 Flooding: site is low-lying, adjacent to the Yarra River and is subject to inundation. 4 Planning zones: part of the site is zoned RCZ1 - Rural Conservation Zone 1 and part is UFZ - Urban Flood Zone. 5 Utilise existing utility connection: utility infrastructure already present on site for potential new pavilion/s and facilities. 6 Public transport: has access to public transport (via bus route 282). | <ul style="list-style-type: none"> 7 Public open space area: opportunity to increase public open space in the locality, including passive recreation space. 8 Adjacent public open space area: opportunity for site to expand and/or consider the adjacent Parks Victoria land. 9 Access: existing vehicle access into site from Templestowe Road may need to be improved/modified. 10 Topography: steep slopes may limit what facilities are feasible to be located at this site. 11 Aboriginal cultural heritage: the northern portion of the site falls within an area of Aboriginal cultural heritage sensitivity. 12 Yarra river buffer: ensure appropriate set-back, for location of facilities, from the top of the river bank. |
|--|--|



Figure B6.1 Bulleen Golf Driving Range and adjacent Parks Victoria site on Templestowe Road

APPENDIX C: WORKSHOP SUMMARY

C1. Sports clubs and stakeholders workshop relocation ideas

NELP hosted a workshop on 8 August 2018 with sports clubs and key stakeholders. A number of alternative sites and spatial configurations were suggested during the consultation as summarised following.

Suggestions included in concept options:

- Tennis centre within Bulleen Park (Options 1 and 2), with clay courts carefully located for flooding.
- Tennis centre within the Freeway Public Golf Course (Options 4, 6 and 7).
- Tennis centre moved to swim centre and Manningham Council car park area (a variation of this is considered in Option 3 and 5).
- Freeway Public Golf Course rearranged as a smaller course or expanding the site further into the park in order to retain current holes/function (considered in Options 1,2,3,4,6 and 7).
- Shared clubhouse facilities for golf and tennis (option under consideration refer to Option 4, 6 and 7).
- Consolidate and improve AFL, cricket and soccer pavilions (refer to Options 1,2,3, 4 and 5).
- Consider synthetic fields (rather than grass) to intensify use and rotation of sporting fields (option 1).

While many of the relocation ideas were included into the options, some were not included due to practicality, spatial constraints and feasibility reasons.

Suggestions not included in options:

- Elevate tennis centre above ramps at the proposed Bulleen Park and Ride.
- Relocate tennis centre on top of Trinity Grammar School lake (with water capture relocated underground).
- Tennis centre to be relocated under the transmission towers and close to the Yarra River.
- Tennis centre over an under-grounded Veneto Club car park.
- Tennis centre relocated to the current Yarra Junior Football League Oval (Oval 1).
- Relocated tennis centre to northern half of the aeromodelling site and retain a smaller area for aeromodelling.
- Relocate the archery to the Bulleen Park 'ex-tip site'.
- Relocate aeromodelling to Bulleen Park 'ex-tip site' to the west of the transmission easement, and relocate Oval 1 to existing aeromodelling site.
- Relocate the Yarra Bowman Archery Club to the Hays Paddock where there is an existing archery club (Hays Paddock Archery Club).
- AFL/cricket oval on the former-tip site (to adjacent east of Yarra River) for ovals, and rearrange ovals to potentially locate smaller oval on this site.
- Archers and aeromodellers' to share facilities/site.
- Relocate sports facilities to Yarra Flats Park with an additional bridge crossing over the Yarra River for access.



Figure C1.1 Workshop with sporting clubs and other key stakeholders in August 2018

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Translation service



for languages other than
English, please call 9679 9896.

Please contact us if you would like this
information in an accessible format.



Appendix 3
Sport and Recreation Options Assessment
City of Whitehorse



APPENDIX 3

SPORT AND RECREATION OPTIONS ASSESSMENT

CITY OF WHITEHORSE

15 MARCH 2019



Prepared by
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SPORT + LEISURE



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1. Introduction

The Otium Planning Group has been engaged by North East Link Project (NELP) to develop a relocation and replacement plan for sport and recreation facilities within the City of Whitehorse temporarily impacted by the future construction of the North East Link.

The purpose of this Plan is to assess the project's temporary occupation impacts for the sporting clubs based at the identified recreation reserves within the North East Link reference design. The Plan identifies option/s to achieve suitable replacement of sporting and recreation infrastructure. This report is an initial assessment to determine what options may be available to relocate sporting clubs, and further work will be undertaken to refine these options and undertake consultation with clubs and other key stakeholders.

There are two sites identified by NELP for occupation during a 5 to 6 years works timeframe. These are:

- Elgar Park North West Oval (up to 18 months inclusive of the reinstatement period)
- Elgar Park North East Oval (5-6 years inclusive of the reinstatement period)

1.1 Methodology

The methodology used to undertake the assessment is detailed in the following diagram.





2. Current Situation

The State Government are currently planning for the construction of the North East Link, which includes

- A new road from the M80 Ring Road to the Eastern Freeway at Bulleen Road
- The widening of the Eastern Freeway from Bulleen Road to Springvale Road
- Dedicated bus lanes from Doncaster to Hoddle Street
- Walking, cycling and urban design infrastructure

The proposed development is likely to impact the following two sporting fields located at Elgar Park situated on Elgar Road, Mont Albert North. Elgar Park is located within the City of Whitehorse.

- North West Oval
- North East Oval

There is currently one sporting club that is allocated the use of the above two ovals that may need to be temporarily relocated during the course of the North East Link construction works. Use of sports fields are allocated biannually by Whitehorse Council. The information in this document represents the current allocations (Summer 2018/19), however it is noted that requests for use of fields can vary from year to year.



Figure 1 Elgar Park Site Map



2.1 Elgar Park- North West Oval

Elgar Park North West Oval is located on the corner of the Eastern Freeway and Elgar Road, Mont Albert North. Whitehorse City Council Open Space Strategy categorises this reserve as a district level playing reserve with a turf wicket and is primarily used for cricket. It is a heavily used site located adjacent to the synthetic hockey pitch.



Figure 2 North West Oval Site Map

The reserve is owned and managed by Whitehorse Council with user groups allocated grounds through a seasonal tenancy agreement.

The facility is currently (summer 2018/19 season) used by the Mont Albert Cricket Club over the summer season (October to March). The sports field receives 14.5 hours of use each week on a Saturday and Sunday for competition. The ground is a satellite venue for the Club, with their home base being located at Mont Albert Reserve, Mont Albert.

The following table provides details of the Mont Albert Cricket Club

Table 1 North West Oval Current Usage (Turf Wicket)

Club Name	Sport Played	League	Members	Summer 2018/19 Usage
Mont Albert Cricket Club	Cricket	Eastern Cricket Association	Junior Male- 120 Junior Female-20 Senior Male- 80 Total- 200	Competition <ul style="list-style-type: none"> Saturday 2 teams alternating each week (7.5hrs) Sunday 1 team competing each fortnight - home and away (7hrs)

This oval is also designated as the 'dog off lead' area and is heavily used by dog walkers. Further consideration will need to be given to opportunities for an alternate 'dog off lead' area during the impact period.



2.2 North East Oval

Elgar Park North East Oval is located on the corner of the Eastern Freeway and Elgar Road, Mont Albert North. The reserve is a small junior playing reserve which is primarily used for cricket in the summer and AFL training in the winter. The oval is located adjacent to the synthetic hockey pitch.



Figure 3 North East Oval Site Map

The reserve is owned and managed by Whitehorse Council with user groups allocated grounds through a seasonal tenancy agreement.

The facility is used during the summer season by the Mont Albert Cricket Club on Saturday mornings (4hrs) for junior competition. It is also used for pre-season winter training/skills/drills by various winter clubs, predominantly AFL.

The following table provides details of the Cricket Clubs and their use of the oval.

Table 2 North East Oval Current Usage

Club Name	Sport Played	League	Members	Seasons usage
Mont Albert Cricket Club	Cricket	Eastern Cricket Association	Junior Male- 120 Junior Female-20 Senior Male- 80 Total- 200	Summer 2018/19 Competition- Saturday morning (4hrs)
Various clubs	AFL training	Miscellaneous		Winter pre season training as required



2.3 Sporting Club Relocation Options

This report identifies a number of possible options for the relocation of the sporting clubs during the required construction period of the North East Link project. Further detailed discussions with Whitehorse Council and the impacted clubs will be required to determine the most suitable option for the relocation of the cricket teams during the construction period of the North East Link. Based on discussions with Whitehorse Council officers, the following relocation options have been identified for initial investigations.

Options for relocating clubs using the North West Oval

- Springfield Park West Oval, Box Hill North
 - o The Box Hill Cricket Club supplies a curator to maintain the turf wicket at this ground.
 - o This ground is available for a Sunday half share only (turf club).
 - o Additional usage will result in two consecutive days of match play which will require further maintenance. Additional hours will be required for the curator to maintain and prepare the wicket and playing surface which will need to be negotiated between NELP and the club.
 - o
- Wilsons Reserve, Doncaster (City of Manningham)
 - o Bulleen Cricket Club supplies a curator to maintain the turf wicket at this ground.
 - o Additional usage will result in two consecutive days of match play which will require further maintenance. Additional hours will be required for the curator to maintain and prepare the wicket and playing surface which will need to be negotiated between NELP and the club.

Options for relocation clubs using North East Oval

- Elgar Park South West Oval - This ground is currently available for a half share on Sunday for one team only
- Bennettswood Reserve North Oval, Burwood
- 182-190 Boronia Road, Vermont (part of former Healesville Freeway Reservation)
- Davy Lane Reserve, Forest Hill

2.4 Elgar Park North West Oval Relocation and Reinstatement Options

Turf cricket could be located to the following reserves;

- Springfield Reserve West Oval, North Box North
- Wilsons Reserve, Doncaster

Cricket Victoria (CV) have advised that relocation of games could be accommodated via fixture changes and increased maintenance to retain the integrity of the field. Cricket Victoria have requested that they continue to be engaged along with the relevant Associations to ensure the required fixturing adjustments can be managed.

Springfield Park West Oval

Springfield Park West Oval is located on the corner of Springfield Road and Dorking Road, Box Hill North and is currently used for AFL and Cricket. It hosts a turf wicket and has full drainage and irrigation system in good condition, below is the current site plan for the reserve.



Figure 4 Springfield Park Site Map

The table below outlines key details for Springfield Park.

Table 3 Springfield Park West Oval Key Details

Category	Detail
Land owner	Whitehorse Council
Length of playing area (approx.)	142m
Width of playing area (approx.)	97m
Sporting clubs that currently use ground	Summer 2018/19: Kerrimuir Cricket Club Box Hill Cricket Club Winter 2017/18: Whitehorse Pioneers Football Club Whitehorse Colts Junior Football Club
Days and times of the week currently used	Summer 2018/19: West Oval: Fri 4.30-8pm, Sat & Sun 10am - 7pm East Oval: Mon-Thurs 4.30-6pm, Fri 4.30-8pm, Sat & Sun 11.30-7pm Winter 2017/18: West Oval: Tues & Thurs 6-8pm, Sat 9-5pm East Oval: Tues & Thurs 6-8pm, Sat & Sun 9am-5pm
Surface/soil profile	Sandy loam, turf wicket
Irrigation/drainage profile	Full drainage and irrigation system in good condition
Current condition	Good
Works required for ground to be a suitable relocation site	Assistance with the preparation of the turf wicket.
Travel time from Elgar Park	2.8km 6 minute drive
Other comments	The clubs supply a curator to maintain the wicket. Consultation will be undertaken with all clubs that currently use the field. Increased maintenance will need to be negotiated in consultation with the tenant clubs, City of Whitehorse and NELP.



Wilson's Reserve

Wilson's Reserve is located on the corner of Massey Street and Wilson Road, Doncaster and is currently used for Turf Grade Cricket in the summer season and soccer in the winter season. Wilson Reserve playing field is of irregular shape with distances to boundary lines from the centre wicket varying. It hosts a turf wicket and has full drainage and irrigation system in good condition, below is the current site plan for the reserve.



Figure 5 Wilson Reserve Site Map

The table below outlines key details for Wilson Reserve.

Table 4 Wilsons Reserve Key Details

Category	Detail
Land owner	Manningham City Council
Length of playing area (approx.)	132m (North to South)
Width of playing area (approx.)	108m (East to West)
Minimum Boundary Distance	48m (Southern Boundary)
Sporting clubs that currently use ground	Summer 2018/19: Bulleen Cricket Club 3 rd Grade Open Age (home ground Koonung Park) Winter 2017/18: Manningham United Blues FC
Days and times of the week currently used	Summer 2018/19: Sat 10am - 7pm
Surface/soil profile	Natural Warm Season Turf



Category	Detail
Irrigation/drainage profile	Agricultural drains and spray irrigation
Current condition	94% (December 2018 Ground Condition and Surface Hardness Audit indicates acceptable condition for matches and training)
Works required for ground to be a suitable relocation site	The club manage the curating for this oval. The additional usage proposed will result in two consecutive days of match plan which will require further maintenance to manage the turf wicket. NELP will undertake discussions between Manningham Council and the club to consider this opportunity.
Travel time from Elgar Park	1.7 km 3 minute drive
Other comments	<p>This oval is currently available on Sundays every week and Manningham could allocate this to Mont Albert Cricket club during NELP construction period given it is a short period of time. This reserve is a grade 2 ground and has a level 2 (basic) pavilion with a canteen, changerooms and a multi purpose room.</p> <p>A 3-bay cricket net training facility exists at the site with synthetic pitches however requires maintenance if it is considered as a training facility.</p> <p>Initial consultation undertaken with Manningham Council officers and further discussions with Council and the clubs would be required in the refinement of this option.</p>

2.4.1 Reinstatement Plan

The following provides a summary of the proposed Reinstatement Plan for North West Oval including the proposed scope of works that will be required at the conclusion of the use of the ovals by NELP.

Table 5 North West Oval Reinstatement Plan

SITE	SCOPE OF WORKS
North West Oval	<ul style="list-style-type: none"> • Install drainage network • Install irrigation system • Install perimeter concrete infrastructure • Construction of natural turf playing surface • Construction of natural turf cricket wicket <p>Install sports equipment, including:</p> <ul style="list-style-type: none"> • Players/ officials shelters • Install sports lighting <p>Future opportunity</p> <ul style="list-style-type: none"> • Cricket storage shelter • Low level fencing (subject to further discussion and approval with Melbourne Water)



2.5 Elgar Park North East Relocation and Reinstatement Options

The following provides a summary of the options for relocation of the cricket club currently (summer 2018/19) allocated the use of Elgar Park North East Oval:

- Elgar Park South West Oval - This ground is currently available for a half share on Sunday for one team only
- Bennettswood Reserve North Oval, Burwood
- 182-190 Boronia Road, Vermont (part of former Healesville Freeway Reservation)
- Davy Lane Reserve, Forest Hill

Elgar Park South West Oval

Elgar Park South West Oval is located on the same site as both grounds that are being displaced, on the corner of Elgar Road and the Eastern Freeway. It currently hosts cricket during the summer and both AFL and Ultimate Frisbee in winter, below is the current site plan for the reserve.



Figure 6 Elgar Park South West Oval

The table below outlines key details for Springfield Reserve.

Table 6 Elgar Park South West Oval Key Details

Category	Detail
Land owner	Whitehorse Council
Length of playing area (approx.)	134m
Width of playing area (approx.)	91m
Sporting clubs that currently use ground	Summer 2018/19: Box Hill North Super Kings Cricket Club Mont Albert Cricket Club Eastern Ultimate Frisbee Club Winter 2017/18: Box Hill North Football Club



Category	Detail
	Eastern Ultimate Frisbee Club
Days and times of the week currently used	Summer 2018/19: Tues & Thurs 4pm - 8pm, Fri 5pm-8.30pm, Sat 11.30 -7pm, Sun 12pm - 7pm Winter 2017/18: Tues & Thurs 6pm-9.15pm, Sat 8am-5pm, Sun 10am - 5pm
Surface/ soil profile	Sand
Irrigation/ drainage profile	Poor irrigation and drainage system
Current condition	Poor
Works required for ground to be a suitable relocation site	Council has plans to reconstruct this oval commencing September 2019
Infrastructure works required (e.g. pavilion, lights, car park etc)	Capital works planned for south west oval commencing April 2019 - resurface ground, construction of new pavilion (to replace existing Elgar Park southern pavilion), irrigation and drainage works, and relocation of cricket nets.
Other comments	This oval can provide only partial relocation, which is also pending club numbers. Consideration given to other sites to construct a new oval which could accommodate the full displacement

Bennettswood Reserve North Oval

Bennettswood Reserve North Oval is located at the corner of Holland Ave and Burwood Highway, Burwood. Ownership spans across Crown Land, Deakin University and Whitehorse Council. The North Oval is not formally allocated to any clubs through Council, however is informally used by community members and Deakin University. Below is the current site plan for the reserve.



Figure 7 Bennettswood Reserve North Oval Site Plan

The table below outlines key details for Bennettswood Reserve.

Table 7 Bennettswood Reserve North Oval Key Details

Category	Detail
Land owner	Whitehorse Council - lower third of oval Deakin University - middle third of oval Crown land - top third of oval
Length of playing area (approx.)	127m
Width of playing area (approx.)	115m
Sporting clubs that currently use ground	Nil
Days and times of the week currently used	Nil
Surface/soil profile	Sandy loam
Irrigation/drainage profile	No drainage or irrigation
Current condition	Average
Works required for ground to be a suitable relocation site	Reconstruction of oval to high quality surface to accommodate multi use sports including cricket and rectangular sports (i.e. soccer). Irrigation and subsurface drainage. Whitehorse Council is currently in negotiations with Deakin University to construct this field. At this



Category	Detail
	stage, there is no club allocated to the proposed ground. Further consideration is required regarding timing.
Infrastructure works required (e.g. pavilion, lights, car park etc)	Extension to existing pavilion to accommodate an additional two change rooms and associated storage and amenities. Sports field lighting and car park works have been identified as future works by Council.
Travel time from Elgar Park	6.2km 11 minute drive
Other comments	<p>Former landfill site. Landfill Aftercare Management Plan in place for the site.</p> <p>Two planning zones cover this land:</p> <ul style="list-style-type: none"> • North section of oval is PUZ2 • South section of oval is PPRZ <p>Multiple titles including Council, Deakin University and Crown. Requires tenure of Deakin land which in principle is supported by the University subject to Ministerial approval.</p> <p>Council and Deakin University are currently in discussions regarding a shared use agreement and upgrade works for this sports field.</p>

Davy Lane Reserve, Forest Hill

Davy Lane Reserve is located to the east of Springvale Road, Forest Hill and is part of the former Healesville Freeway Reservation. It is used as an overflow ground for preseason AFL training during summer and cricket during winter. The Reserve is Crown Land and Whitehorse Council are responsible for allocations for community use. The ground is in average condition and the synthetic pitch is in poor condition, below is the current site plan for the reserve.



Figure 8 Davy Lane Reserve Site Plan



The table below outlines key details for Davy Lane Reserve.

Table 8 Davy Lane Key Details

Category	Detail
Land owner	Crown Land
Length of playing area (approx.)	130m
Width of playing area (approx.)	213m
Sporting clubs that currently use ground	Summer 2018/19: Eley Park Football Club (for football pre-season training) Winter 2017/18: St Andrews Cricket Club (for winter competition)
Days and times of the week currently used	Weds 7pm - 8.30pm, Sat 11.30am - 6pm
Surface/soil profile	Soil - hard rock and clay. Not very good condition
Irrigation/drainage profile	No drainage or irrigation
Current condition	Ground - average condition Synthetic pitch - poor condition
Works required for ground to be a suitable relocation site	Upgrade to high quality sports surface including drainage and irrigation and a new synthetic pitch
Infrastructure works required (e.g. pavilion, lights, car park etc)	Pavilion including two change rooms and amenities, unisex umpires room, timekeepers room, multi-purpose room, first aid room, kitchen/canteen, storage, public amenities etc. Sports field lighting, car parking, and access road to site.
Travel time from Elgar Park	10.8km 14 minute drive
Other comments	NIL

182-190 Boronia Road Vermont (part of former Healesville Freeway Reservation)

This parcel of land that sits on Boronia Road, Vermont forms part of the former Healesville Freeway Reservation. The land is crown land and currently has no sporting facilities associated with the site. Major works would need to be undertaken to enable the site to be used for competition cricket.

Below is the current site plan for the reserve.



Figure 9 182-190 Boronia Road Vermont Site Plan

The table below outlines key details for 182-190 Boronia Road Vermont.

Table 9 182-190 Boronia Road Vermont (former Healesville Freeway Reservation) Key Details.

Category	Detail
Land owner	Crown land
Length of playing area (approx.)	157m
Width of playing area (approx.)	176m
Sporting clubs that currently use ground	Nil
Days and times of the week currently used	Nil
Surface/soil profile	Unknown
Irrigation/drainage profile	Unknown
Current condition	Unknown
Works required for ground to be a suitable relocation site	Construction of high quality surface including drainage and irrigation, synthetic cricket centre wicket and practice nets.
Infrastructure works required (e.g. pavilion, lights, car park etc)	Pavilion including two change rooms and amenities, unisex umpires' room, timekeepers room, multi-purpose room, first aid room, kitchen/canteen, storage, public amenities etc. Sports field lighting Car parking.
Travel time from Elgar Park	14.3km 12 minute drive
Other comments	Land is currently undeveloped



2.5.1 Reinstatement Plan

The following provides a summary of the proposed Reinstatement Plan for Elgar Park North East Oval including the proposed scope.

Table 10 Elgar Park North East Oval Reinstatement Plan

SITE	SCOPE OF WORKS
Elgar Park North East Oval	<p>In line with a current action in the Elgar Park Masterplan - Further strategic planning is needed to determine the future use and required infrastructure for this oval. The reinstate works will include:</p> <ul style="list-style-type: none">• Install drainage network• Install irrigation system• Install perimeter concrete infrastructure• Construction of natural/multiuse synthetic turf playing surface and associated amenities subject to feasibility study.• Construction of synthetic grass cricket wicket <p>Install supplementary sports infrastructure subject to feasibility study eg:</p> <ul style="list-style-type: none">• Install sports lighting• Install boundary fencing• Establish bushland plantings alongside the northern and north eastern interfaces



3. Warranties and Disclaimers

The information contained in this report is provided in good faith. While Otium Planning Group has applied their own experience to the task, they have relied upon information supplied to them by other persons and organisations.

We have not conducted an audit of the information provided by others but have accepted it in good faith. Some of the information may have been provided 'commercial in confidence' and as such these venues or sources of information are not specifically identified. Readers should be aware that the preparation of this report may have necessitated projections of the future that are inherently uncertain and that our opinion is based on the underlying representations, assumptions and projections detailed in this report.

There will be differences between projected and actual results, because events and circumstances frequently do not occur as expected and those differences may be material. We do not express an opinion as to whether actual results will approximate projected results, nor can we confirm, underwrite or guarantee the achievability of the projections as it is not possible to substantiate assumptions which are based on future events.

Accordingly, neither Otium Planning Group, nor any member or employee of Otium Planning Group, undertakes responsibility arising in any way whatsoever to any persons other than client in respect of this report, for any errors or omissions herein, arising through negligence or otherwise however caused.



Appendix 1 - Demographic Profile and Population Trends - City of Whitehorse

The City of Whitehorse is located in Melbourne's middle-eastern suburbs, between 12 and 22 kilometres from the CBD and covers an area of 64 square kilometres. The City of Whitehorse includes the suburbs of Blackburn, Blackburn North, Blackburn South, Box Hill, Box Hill North, Box Hill South, Burwood, Burwood East, Forest Hill, Mitcham, Mont Albert, Mont Albert North, Nunawading, Surrey Hills, Vermont and Vermont South.

The area is predominately residential but also includes major retail and commercial centres. The City is also home to major educational institutions such as the Melbourne Campus of Deakin University and Box Hill Institute.

The figure below highlights the location of the City of Whitehorse in relation to the Greater Melbourne Area.

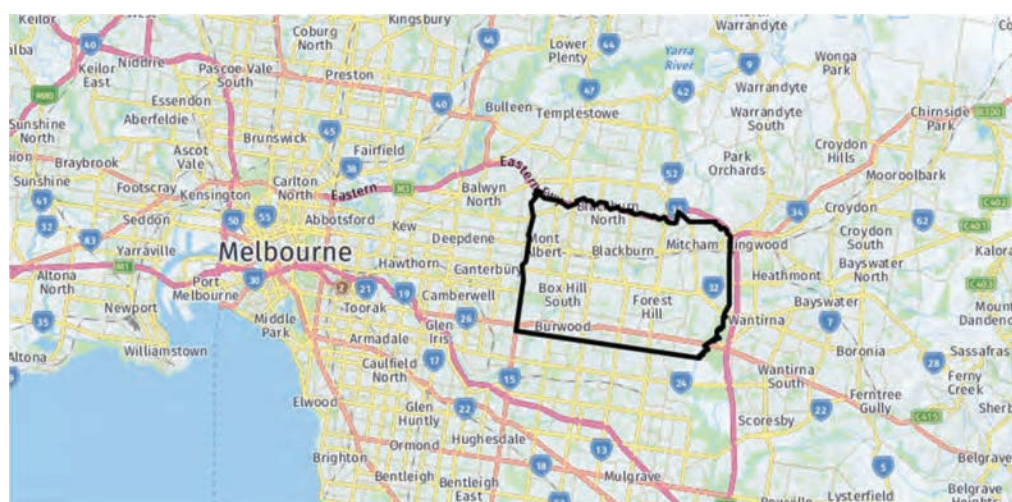


Figure 10 City of Whitehorse Map

Resident Profile

The following provides a snapshot of the current demographic and population characteristics, based upon 2016 ABS Census data sourced from .id, an online company that analyses ABS Census data. Detailed demographic review is also provided in this appendix.

Population

- The estimated resident population of Whitehorse for 2017 was 173,233.
- An analysis of the five-year age groups in 2016 shows that when compared to Greater Melbourne, there was a lower proportion of persons under the age of 20 and between the ages of 20 and 39. There are very similar proportions of persons aged between 40 and 69 within the City of Whitehorse and the Greater Melbourne Area. However, the City of Whitehorse has a significantly larger proportion of residents over the age of 69 when compared to the proportion in Greater Melbourne.
 - Under 20 - City of Whitehorse: 23.2%; Greater Melbourne: 24.3%
 - 20-39 years of age - City of Whitehorse: 28.6%; Greater Melbourne: 31.0%
 - 40-69 years of age - City of Whitehorse: 35.5%; Greater Melbourne: 35.1%
 - 69+ - City of Whitehorse: 12.9%; Greater Melbourne: 9.7%



Diversity

- Cultural diversity is slightly higher in the City of Whitehorse with 38.4% of the population being born overseas. Whereas in Greater Melbourne 33.8% of the population were born overseas.
- The largest Non-English-speaking country of origin was China where 11.5% of the population of Whitehorse were born.
- In the City of Whitehorse 36.7% of the population spoke a language other than English at home. The most common language other than English that was spoken at home is Mandarin with 12.9% of the population speaking this at home.

Disadvantage and Social Capital

- Individual income levels in the City of Whitehorse when compared to Greater Melbourne show that there were a higher proportion of people earning a high income (\$1,750 per week or more) and a greater number of people earning a low income (\$500 per week or less).
- Overall, 13.3% of people earn a high income and 41.2% of people earn a low income, compared to 11.9% and 37.8% respectively for Greater Melbourne.
- There is a low level of disadvantage in Whitehorse with the council ranking 12th on the SEIFA Index of Relative Social Economic Disadvantage with a score of 1,049 in 2016.

Future Population

- The population of Whitehorse is expected to grow 15.77% to reach 207,424 residents by the year 2036.
- The highest rate of change is expected to occur between 2016 and 2021, with the rate of increase slowing after that.
- Inside the City of Whitehorse, the suburbs of Box Hill and Burwood East will experience the greatest average annual change, with 3.37% and 1.82% respectively.

Demographic Profile and Population Trends

The following section of the report reviews the more detailed demographic profile of the City of Whitehorse area based on ABS Census Data information analysed by the company 'id'

Between 2011 and 2016 the population of the City of Whitehorse increased from 157,538 to 169,64. This equates to an approximate growth of 7.6% (12,103 residents).

Age Group Population Profile

The age profile of residents in 2016 compared to the Greater Melbourne and the 2011 Census data was estimated as follows.

Table 11 Population age Profile of City of Whitehorse

	2016			2011			Change 2011 to 2016
	Number	%	Greater Melbourne %	Number	%	Greater Melbourne %	
0 to 4	8,822	5.4	6.4	8,829	5.8	6.5	-7
5 to 9	9,323	5.8	6.2	8,781	5.8	6.0	+542
10 to 14	9,096	5.6	5.7	8,529	5.6	5.9	+567
15 to 19	10,350	6.4	6.0	9,180	6.1	6.3	+1,170
20 to 24	13,115	8.1	7.4	11,970	7.9	7.5	+1,145
25 to 29	11,711	7.2	8.1	10,318	6.8	7.9	+1,393
30 to 34	11,137	6.9	8.2	9,389	6.2	7.5	+1,748
35 to 39	10,415	6.4	7.3	10,570	7.0	7.5	-155
40 to 44	11,218	6.9	7.0	11,274	7.4	7.5	-56
45 to 49	11,343	7.0	6.9	10,288	6.8	6.9	+1,055
50 to 54	9,917	6.1	6.2	9,697	6.4	6.4	+220
55 to 59	9,295	5.7	5.7	8,429	5.6	5.6	+866



	2016			2011			Change 2011 to 2016
	Number	%	Greater Melbourne %	Number	%	Greater Melbourne %	
60 to 64	8,036	5.0	4.9	7,873	5.2	5.1	+163
65 to 69	7,391	4.6	4.4	6,577	4.3	3.9	+814
70 to 74	6,219	3.8	3.3	5,809	3.8	3.0	+410
75 to 79	5,417	3.3	2.5	5,091	3.4	2.4	+326
80 to 84	4,307	2.7	1.9	4,457	2.9	2.0	-150
85 and over	4,959	3.1	2.0	4,277	2.8	1.8	+682
Total population	162,071	100.0	100.0	151,338	100.0	100.0	+10,733

Source: Australian Bureau of Statistics, Census of Population and Housing 2011 and 2016 (Usual Residence). Compiled and presented in profile by id the population experts.

Analysis of the populations five year age groups of the City of Whitehorse compared to Greater Melbourne shows that there is a lower proportion of persons under the age of 20, and a lower proportion of persons between the ages of 20 and 39. There is a very similar proportion of persons aged between 40 and 69, however there are considerably more persons over the age of 70 living in the City of Whitehorse.

The major differences between the person's age structure in the City of Whitehorse and Greater Melbourne were:

- A *greater* percentage of persons aged 85 and above (3.1% compared to 2.0%)
- A *greater* percentage of persons aged between 75 and 79 (3.3% compared to 2.5%)
- A *smaller* percentage of persons aged between 30 and 34 (6.9% compared to 8.2%)
- A *smaller* percentage of persons aged between 0 and 4 (5.4% compared to 6.4%)

The largest changes in persons age structure in the area between 2011 and 2016 were in the age groups:

- 30 to 34 (+1,748)
- 25 to 29 (+1,393)
- 15 to 19 (+1,170)
- 20 to 24 (+1,145)

Gender Population Profile

The following table details the gender comparison of the City of Whitehorse residents in 2016 and 2011 as well as Greater Melbourne.

Table 12 City of Whitehorse Resident Population Gender Comparisons

	2016			2011			Change 2011 to 2016
	Number	%	Greater Melbourne %	Number	%	Greater Melbourne %	
Males	78,051	48.2	49.0	72,827	48.1	49.2	+5,224
Females	84,032	51.8	51.0	78,511	51.9	50.8	+5,521

Source: Australian Bureau of Statistics Census of Population and Housing 2011 and 2016 (Usual Residence). Compiled and presented in profile by id the population experts.

There are more females than male living in the City of Whitehorse (51.8% compared to 48.2%), although marginal it follows the same trend as Greater Melbourne (51.0% compared to 49.0%). The percentages of males and females within the City of Whitehorse have remained almost the same since 2011.

Country of Birth

Analysis of the cultural diversity data for the City of Whitehorse shows that there is a slightly higher level of diversity compared to Greater Melbourne with 38.4% of the population having been born overseas compared to 33.8% from Greater Melbourne.

The table below details the country of birth residents in 2016 and 2011 as well as being compared against the population of Greater Melbourne.



Table 13 Most Common Countries of Birth

	2016			2011			Change 2011 to 2016
	Number	%	Greater Melbourne %	Number	%	Greater Melbourne %	
China	18,624	11.5	3.5	11,048	7.3	2.3	+7,576
India	4,935	3.0	3.6	3,514	2.3	2.7	+1,421
United Kingdom	4,811	3.0	3.6	5,372	3.5	4.1	-561
Malaysia	4,427	2.7	1.1	3,348	2.2	1.0	+1,079
Hong Kong	2,409	1.5	0.5	2,040	1.3	0.4	+369
Vietnam	2,356	1.5	1.8	2,167	1.4	1.7	+189
Sri Lanka	2,150	1.3	1.2	1,790	1.2	1.1	+360
New Zealand	1,866	1.2	1.8	1,909	1.3	1.7	-43
Greece	1,635	1.0	1.0	1,916	1.3	1.2	-281
Italy	1,437	0.9	1.4	1,691	1.1	1.7	-254

Source: Australia Bureau of Statistics, Census of Population and Housing 2011 and 2016 (Usual Residence). Compiled and presented in profile by id, the population experts.

Resident Income Levels

The table below presents the personal weekly income levels of Whitehorse residents.

Table 14 Weekly Gross Income Levels for the City of Whitehorse

	2016		
	Number	%	Greater Melbourne %
Negative Income/ Nil income	18,340	13.6	11.2
\$1 - \$149	7,217	5.4	4.5
\$150 - \$299	9,464	7.0	7.0
\$300 - \$399	10,368	7.7	7.7
\$400 - \$499	10,119	7.5	7.4
\$500 - \$649	9,670	7.2	7.0
\$650 - \$799	9,034	6.7	7.3
\$800 - \$999	9,841	7.3	8.3
\$1,000 - \$1,249	10,502	7.8	8.6
\$1,250 - \$1,499	7,440	5.5	6.0
\$1,500 - \$1,749	6,604	4.9	5.0
\$1,750 - \$1,999	4,932	3.7	3.4
\$2,000 - \$2,999	7,974	5.9	5.1
\$3,000 or more	4,936	3.7	3.4
Not stated	8,390	6.2	8.2
Total persons aged 15+	134,831	100.0	100.0

Source: Australian Bureau of Statistics, Census of Population and Housing 2011 and 2016 (Usual Residence). Compiled and presented in profile by id the population experts.

Analysis of the individual income levels in the City of Whitehorse compared to Greater Melbourne shows that there were a higher proportion of people earning above \$1,750 per week and a higher proportion of people earning under \$500 per week. Overall, 13.3% earned a high income and 41.2% earned a low income compared to 11.9% and 37.8% in Greater Melbourne for high income and low income respectively.

The main areas of difference between the City of Whitehorse and Greater Melbourne were:

- A *larger* percentage of persons who earned \$1-\$149 (5.4% compared to 4.5%)
- A *larger* percentage of persons who earned \$2,000-\$2,999 (5.9% compared to 5.1%)
- A *smaller* percentage of persons who earned \$800-\$999 (7.3% compared to 8.3%)
- A *smaller* percentage of persons who earned \$1,000-\$1,249 (7.8% compared to 8.6%)

Housing Tenure



The proportion of homes owned outright, homes under mortgage and rental properties are outlined in the table below.

Table 15 Housing Tenure

	2016		
	Number	%	Greater Melbourne %
Fully owned	21,562	35.7	29.0
Mortgage	18,750	31.0	34.3
Renting - Total	16,358	27.1	28.8
Renting - Social housing	1,463	2.4	2.6
Renting - Private	14,627	24.2	25.8
Renting - Not stated	268	0.4	0.4
Other tenure type	803	1.3	0.8
Not stated	2,965	4.9	7.1
Total households	60,438	100.0	100.0

Source: Australian Bureau of Statistics, Census of Population and Housing 2011 and 2016, Compiled and presented by id the population experts.

From the figures, in the City of Whitehorse more people own their homes outright when compared to Greater Melbourne at 35.7% and 29.0% respectively. Similarly, there are slightly fewer homes under mortgage in the City of Whitehorse, 31.0%, compared to Greater Melbourne, 34.3%.

In addition, the City of Whitehorse has a lower proportion of rented properties at 27.1% compared to 28.8% across Greater Melbourne.

Vehicle Ownership

The number of vehicles per household is detailed in the table below.

Table 16 Vehicle Ownership

	2016		
	Number	%	Greater Melbourne %
No motor vehicles	4,837	8.0	8.5
1 motor vehicle	21,764	36.0	33.2
2 motor vehicles	22,492	37.2	34.8
3 or more motor vehicles	8,196	13.6	15.9
Not stated	3,151	5.2	7.6
Total households	60,440	100.0	100.0

Source: Australian Bureau of Statistics, Census of Population and Housing 2011 and 2016 (Usual Residence). Compiled and presented in profile by id the population experts.

A household's ownership of vehicles can be used as an indicator of an individual's ability to independently access leisure facilities without the reliance on public transport or utilizing other modes of transport.

An analysis of the vehicle ownership in the City of Whitehorse indicated that nearly 9 out of 10 households (86.8%) own one or more vehicles indicating a high ability to independently access leisure activities. This is greater than the level of vehicle ownership in Greater Melbourne which is currently at 83.9%.

Future Population Predictions

Table 17 Projected Population Growth 2016-2036

	Forecast year				
	2016	2021	2026	2031	2036
Population	170,093	184,260	193,816	200,726	207,424
Change in population (5yrs)		14,167	9,555	6,910	6,699

Source Population and household forecast, 2016 to 2036, prepared by id the population experts, November 2016



The figures for the projected populations are slightly higher than the data collected during the census as it considers the population that may have been missed by the census and the population that were overseas at the time of the census.

The following table highlights the likely change in the age profile between 2016 and 2036.

Table 18 City of Whitehorse Future Population Age Profile

	2016		2021		2026		2031		2036		Change between 2026 and 2036
	Number	%	Number	%	Number	%	Number	%	Number	%	Number
0 to 4	9,615	5.7	10,138	5.5	10,663	5.5	10,990	5.5	11,328	5.5	+665
5 to 9	9,869	5.8	9,062	4.9	9,506	4.9	9,845	4.9	10,155	4.9	+649
10 to 14	9,453	5.6	10,059	5.5	9,627	5.0	9,906	4.9	10,226	4.9	+600
15 to 19	10,859	6.4	13,062	7.1	13,342	6.9	13,051	6.5	13,352	6.4	+9
20 to 24	14,280	8.4	15,970	8.7	17,174	8.9	17,330	8.6	17,288	8.3	+114
25 to 29	12,950	7.6	14,890	8.1	15,733	8.1	16,339	8.1	16,586	8.0	+853
30 to 34	11,990	7.0	12,876	7.0	13,858	7.2	14,349	7.1	14,825	7.1	+967
35 to 39	10,923	6.4	12,363	6.7	12,900	6.7	13,484	6.7	13,927	6.7	+1,027
40 to 44	11,700	6.9	11,928	6.5	12,826	6.6	13,165	6.6	13,657	6.6	+832
45 to 49	11,654	6.9	11,790	6.4	12,001	6.2	12,664	6.3	13,002	6.3	+1,001
50 to 54	10,252	6.0	11,452	6.2	11,620	6.0	11,790	5.9	12,363	6.0	+743
55 to 59	9,612	5.7	9,895	5.4	10,874	5.6	11,026	5.5	11,218	5.4	+343
60 to 64	8,222	4.8	9,082	4.9	9,343	4.8	10,125	5.0	10,297	5.0	+955
65 to 69	7,609	4.5	7,861	4.3	8,609	4.4	8,859	4.4	9,547	4.6	+937
70 to 74	6,344	3.7	7,188	3.9	7,475	3.9	8,154	4.1	8,441	4.1	+965
75 to 79	5,486	3.2	5,962	3.2	6,739	3.5	7,067	3.5	7,722	3.7	+983
80 to 84	4,322	2.5	5,041	2.7	5,478	2.8	6,124	3.1	6,502	3.1	+1,025
85 and over	4,953	2.9	5,641	3.1	6,046	3.1	6,458	3.2	6,990	3.4	+944
Total persons	170,093	100.0	184,260	100.0	193,816	100.0	200,726	100.0	207,424	100.0	+13,609

Source: Population and Household forecasts, 2016 to 2036, prepared by id the population experts.

In 2016 the most dominant age group for the City of Whitehorse was between the ages of 20 to 24, which accounted for 8.4% of the population. By 2036 the largest age bracket will still be the 20 to 24 age group, which is predicted to make up 8.3% of the population. The age bracket that is predicted to grow the most by 2036 is the 35 to 39 age brackets, with an additional 1,027 residents living in the City of Whitehorse. This represents an increase in the proportion of the population from 6.4% in 2016 to 6.7% in 2036.



The percentage of the population that is in their most active years (5-49 years of age) is predicted to fall slightly from 61.0% in 2016 to 59.2% in 2036.

Within the City of Whitehorse, the areas that are expected to increase in population by the greatest amount are Box Hill and Burwood East which are both expected to grow by 91.12% and 43.56% respectively. This equates to an additional 11,314 residents living in Box Hill and an additional 4,707 residents living in Burwood East.

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