ENVIRONMENT EFFECTS STATEMENT

Map book
The North East Link alignment and its key elements assessed in the Environment Effects Statement (EES) include:

- **M80 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 utilising a mixture of above, below and at surface road sections. This would include new road interchanges at 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 around 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. The project would also include improvements to pedestrian connections and the bicycle network through connected cycling and walking paths.

The project would also improve existing bus services from Doncaster Road to Hoddle Street through the Doncaster Busway as well as pedestrian connections and the bicycle network with connected walking and cycling paths from the M80 Ring Road to the Eastern Freeway.

The EES map book shows the North East Link Project design and its key elements across three types of plans:

- **Horizontal alignment plans** showing at each page opening the construction phase of the project (left side) and the operation phase of the project (right side)

- **Vertical alignment plans** showing the relative level of the project infrastructure above and below surface level

- **Indicative cross sections** showing graphical illustration of indicative cross sections along the project corridor

The proposed project boundary encompasses the key locations that would be used for permanent structures and temporary construction work sites (above and below ground). Further details of construction and operation are described in Chapter 8 Project description.

The project boundary often aligns to registered property boundaries, and in some locations, this appears to impact private property. However, this is often a result of the aerial background and cadastral boundary being misaligned.

The North East Link alignment shown in this map book outlines one feasible means by which the project could be designed, constructed and operated.

The EES is based on the reference project illustrated in this map book. As the design and consultation with stakeholders for the project is ongoing, components of the project design as shown in this map book may change.
Legend
- Project boundary – surface works
- Project boundary – minor works
- Proposed road alignment
- Existing shared use path

North East Link Project
Horizontal plan: construction
Reference Design

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Legend:
- Proposed road alignment
- Proposed shared use path
- Existing shared use path
- Proposed elevated ramp or structure
- Proposed surface road
- Proposed road tunnel
- Proposed sewer
- Proposed communications tower
- Proposed water treatment facility
- Emergency Smoke Exhaust
- Ventilation system

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 55

North East Link Project
Horizontal plan: operation
Alternative Design

Data source: CIP Imagery - DELWP - 2018 | Rail, Rail Station, watercourse, POI, Roads - Vicmap - 2018 | Project Boundary, NEL Design, Compounds - GHD/AECOM - 2018

Date: 05 Mar 2019