

MEETING MINUTES

Subject	<u>Community Liaison Group (south/Eastern Freeway) meeting</u>		
Venue	Veneto Club (Gondola Room) 191 Bulleen Road, Bulleen	Date	<u>3 August 2018</u>
		Time	<u>10am – 12noon</u>
Chair	<u>Mike Marasco</u>		
Minute Taker	<u>Chris Soderstrom</u>	Tel	<u>1800 105 105</u>
		Email	<u>Comms.adviserthree@northeastlink.vic.gov.au</u>

Attendees

Mike Marasco (CLG Chair)
 Gemma Boucher (North East Link)
 Kevin Begg (North East Link)
 Noel Treacy (North East Link)
 Chris Soderstrom (North East Link)
 Victoria Young (North East Link)
 Melissa Anderson (North East Link)
 Anitha Viswanathan (VicRoads)
 Bruce Plain (Community rep)
 Cam Giardina (Business rep)
 Tina Garg (Community rep)
 Matt Maguire (Community rep)
 Sandra Massimini (Community rep)
 Lynne Baker (Community rep)
 Jeff Green (Whitehorse Council)
 Frank Vasilacos (Manningham Council)
 Simon Exon (Yarra Council)

Apologies

Andrew Kelly (Yarra River Keeper)
 Charley Woolmore (Wurundjeri)
 Aunty Gail Smith (Wurundjeri)
 Clare Davey (Boroondara Council)

ACTIONS as at 10 August 2018

#	Action	Owner	Due	Status
1	Provide Kevin presentations to CLG with minutes	GB/CS	With minutes	Complete
2	Regular involvement of planning team in future CLGs to give updates on approvals, planning and environmental aspects	NT/GB	Ongoing	Ongoing
3	Re-send link to EES scoping requirements issued on 24 June	GB/CS	With minutes	Complete
4	Provide written responses to Sandra and Lynne's questions (GB)	GB	14 September (community and business rep meeting)	Underway

MINUTES

Item	Agenda
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1	Introduction, Mike Marasco
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- NT opened the meeting with an Acknowledgement of Traditional Owners.
 - Previous minutes adopted by the group.
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2	Urban design strategy, Kevin Begg
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- KB outlined session objectives to explain the role of urban design, the use of the urban design strategy to provide high quality context sensitive outcomes and how the CLG can contribute.
 - Explained that urban design has come to be a focus for big infrastructure projects with a preparedness to interact more with communities and find out what they want and need, with landscape and architecture as the two main disciplines in this space.
 - We are aspirational as well as technical and are interested in the way features interact with and gives back to the community, and we bring these considerations to the project team.
 - We develop the urban design strategy document over many months with three main inputs:
 - We learn from previous documents and implement things that worked.
 - We engage with local councils, typically via workshops, to find out all kinds of local knowledge.
 - We speak with community via engagement sessions to learn what is important to individual people in their area.
 - The urban design strategy is a briefing document with a range of performance-based requirements. It is about maximising opportunities for the community and the tendering process is a means of maximising benefits.
 - We have eight guiding principles and a framework for categorising objectives that we give to design teams to guide their work and measure against (identity, connectivity and wayfinding, urban integration, resilience and sustainability, amenity, vibrancy, safety and accessibility).
 - 'Natural' and 'connected' are recurring themes arising from community feedback for the area, and KB outlined the different design character areas and their significance towards the urban design strategy and the project as a whole, those being the ridgeline, Yarra River Valley and Koonung Creek Valley.
 - The urban design strategy will outline objectives and principles to be addressed in the final design. It will consider the principles to be applied to different design elements that reflect the local area. We will come back to this group for updates on this process.
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In response to a number of questions:

- We need to ensure what we build is future-proof. We need to ensure what we do now does not preclude things such as a railway line to Doncaster happening later. For public transport in new areas, there are historically certain steps to develop – from using buses, to a dedicated busway to light or heavy rail depending on demand and cost (SM).
- Our role is to gather feedback for the Government, who will then make decisions on the back of this feedback – NELA is not responsible for making this call (SM).
- In the urban design strategy, we acknowledge and consider disruptions to local traders and community during construction and look to minimise it where possible. We are looking to deliver infrastructure that will be around for more than 100 years, so we're cognisant of the long-term gain (MM).
- The same rules signed in the contract will apply through the life of the project. The urban design strategy sets the rules for the entire project with many consistencies and non-negotiables (LB). Experienced professionals from a range of disciplines will determine whether work is compliant with qualitative and subjective requirements (AW).
- Community and business members have a role to play in maximising benefit of the project for the community. If problems with the proposed design are voiced to the Government, it will then determine the next steps. They are balancing current needs with those of the future (SM).
- We may need to take some parkland as part of the freeway extension, but we aim to have a minimal footprint. We plan to provide a space protecting residents and addressing the needs and requirements of various stakeholders - we are collaborating with councils and the Wurundjeri (LB).
- We aim to get the amount of information we disseminate correct - we went out early to notify people what was happening and tried to manage unrealistic expectations (LB).
- The reference design becomes a lower limit for the project, and is an illustration of the urban design strategy and other performance-based documents. It is hoped to assist in helping drive better outcomes (TG).
- There are rules and benchmarks on things such as over-shadowing, noise, preserving of daylight and views. Different materials in noise walls optimise these aspects. There are ways to going to higher density with more of a green outlook – we are after the best possible outcome in a balanced way (LB).

3 TRG overview, Noel Treacy

- NT gave context to the project's EES process and TRG, whose primary role is to advise what should be included in the scoping requirements and the technical adequacy of the EES (and technical studies).
 - NELA is tasked with delivering the road, Doncaster Busway, cycling and walking paths, but is not looking into the railway to Doncaster as it's not part of the scope of the project or in the EES scoping requirements (it is expected to feature in discussions with the panel, as councils and the community will raise it).
 - Gave an explanation on the scoping requirements and timeline, including different versions already released and those still to come - the last version was released in June, and future updated versions will reflect current work.
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- Outlined how DELWP informs of policies for consideration and conformance, and the link between the EES, CLG and TRG groups being that all feature in the process set out in the Engagement Plan.
 - NT provided information on the TRG, that initial impact assessment reports are presented to TRG (government approval authorities and the Traditional Owners who check information before it goes to the Minister and later goes on exhibition to make sure it is technically accurate and meets the Scoping Requirements.
 - Encouraged all to make a submission once the EES goes on exhibition, if they feel that anything in the report is incorrect (likening it to a VCAT planning process with an expert panel), as feedback will help form conditions for the eventual contractor.
 - Specified that a long approval process will occur between the first quarter of 2019 to 2020 featuring a range of stakeholders, including councils and relevant transport authorities. NELA is responsible for the evaluation of bids and recommendation of a preferred bidder to government. The EES process will result in a set of criteria (Environmental Performance Requirements) to be met by the contractors once approved by the Minister for Planning.
 - NT outlined the next steps of the project being the issuing of initial reports to the TRG, the full program of reviews to take place and the EES to be finalised by the end of 2018, and the EES being submitted to the Minister for Planning before going on public exhibition early 2019.

In response to a number of questions:

- There is no panel hearing for the Federal EPBC Referral in the way that the EES does. These are separate approval processes (the bilateral agreement does not apply due to the project being partly on Commonwealth land). If the decision on the Federal EPBC Referral comes after the EES, it can consider the EES decision and recommendations (LB). NELA does not have control over these processes.
 - Expressions of interest from the market for the project are expected to open early next year and the more formal procurement process will follow (MM).
 - There will be scenarios of the Manningham interchange and its footprint in the reference design with a focus on minimising the footprint of the project – NEL is not seeking approval for a future land use at the interchange, this will be a subsequent planning approval. Bodies such as DELWP will look at land uses and overlays in the area and provide recommendations to the Minister on the Cultural River Precinct Structure Plan. Focus on the area will likely feature the 20-minute neighbourhood vision (Plan Melbourne) within the Cultural River Structure Plan (BP).
 - NELA will only know the extent of property acquisition required at the end of next year, after procurement has produced a successful bidder. From then, the process will follow the Land Acquisition and Compensation Act and those properties being acquired will be served notices. From notice, there will be about two years (24 months) allowed for relocations to occur and work to begin. A strategy to support the businesses and community affected is planned to be prepared (MM).
 - Surveys and work we've done re-emphasise the inter-connectedness of this 'ecosystem of businesses' in the Bulleen area. There will be an impact on the fabric of the loss of business precinct to the community, but there are no easy answers. We want to
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support businesses, if there are ways we can help in the meantime, it is about planning what can be done and what options are available (BP).

- There may be people not directly acquired or impacted, but experience indirect impacts want their property to be acquired. There will be guidelines in place to consider whether these cases are legitimate and whether the State can purchase on this basis (SM).
- While we are unable to bring the reports of the TRG to CLGs, we are eager to bring key findings from those meetings to our CLGs as they have lots of local information and we value keeping you in the loop with emerging issues (TG).
- The TRG is coordinated by DELWP to review EES documentation and ensure it meets scoping requirements and is technically adequate in relation to various issues, acts and changes. We are responsible for responding to them and respond to the vetting and checking process by updating and refining documents (LB).
- The Manningham Interchange is a difficult scenario – the big impact on land and businesses in the Bulleen precinct conflicts with council policy to maintain employment. The EES will explore such policies and consider this impact. There will not be easy solutions, but impact assessment will document what the businesses do, how they contribute to local economy and to what extent impacts can be mitigated.
- Until procurement of final design finalised, it is difficult to know the extent of impact on the area. There could be a design that avoids some businesses in the area. We expect efforts will be made to reduce the footprint in the area. Aside from assessing impacts in the EES, we need to understand commercial aspects and whether businesses can be relocated elsewhere.

4 Closing, Mike Marasco

- MM thanked the speakers and attendees for their time and discussion at the session.
- GB notified attendees of no confirmed date for the upcoming engagement sessions, but said she will keep them informed (if it happens before next meeting, NELA will be in contact to explain what's involved).

Next Meeting:

Group - CLG South / Eastern Freeway

Date & time - Friday, 21 September 2018 from 10am to 12noon

Venue - Veneto Club, 191 Bulleen Rd, Bullen