

MEETING MINUTES

Subject	<u>Community Liaison Group (south/Eastern Fwy) meeting</u>		
Venue	<u>Veneto Club (Gondola Room) 191 Bulleen Rd, Bulleen</u>	Date	<u>21 September 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@norttheastlink.vic.gov.au</u>

Attendees

Mike Marasco (CLG Chair)
Gemma Boucher (North East Link)
Nick Burchell (North East Link)
Howard Newman (North East Link)
Bill Sibahi (North East Link)
Kim Jordan (North East Link)
Chris Soderstrom (North East Link)
David Hyett (North East Link)
Melissa Anderson (North East Link)
Louisa Jenkinson (North East Link)
Anitha Viswanathan (VicRoads)
Bruce Plain (Community rep)
Cam Giardina (Business rep)
Matt Maguire (Community rep)
Lynne Baker (Community rep)
Leah McGuinness (Whitehorse Council)
Jane Waldock (Yarra Council)
Andrew Kelly (Yarra River Keeper)

Apologies

Charley Woolmore (Wurundjeri)
Aunty Gail Smith (Wurundjeri)
Clare Davey (Boroondara Council)
Tina Garg (Community rep)
Sandra Massimini (Community rep)
Frank Vassilacos (Manningham Council)

ACTIONS as at 26/09/2018

#	Action	Owner	Due
1	Provide David and Louisa's presentations to CLG with minutes.	CS	With minutes
2	Provide West Gate Tunnel project EES to CLG to show an example of structure and content.	CS	With minutes
3	Provide information on sites for which water quality monitoring data was obtained for waterways in the vicinity of the project e.g. Koonung Creek and Yarra River.	GB/DH	October 2018
4	Provide information on whether an air quality station would be located near Belle Vue PS or in the vicinity.	GB/DH	October 2018
5	Provide information on the extent to which stormwater quality is being considered for non-project roads.	GB/DH	October 2018
6	Matt Maguire to provide some questions for the NEL team to follow up.	MM	October 2018

MINUTES

Item	Agenda
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1	Introduction, Mike Marasco
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- MM opened the meeting and introduced Bill Sibahi, Howard Newman and Nick Burchell from North East Link to the CLG.
- Stated misconduct of CLG member in sharing material and spreading to public members. He re-affirmed code of conduct for group.

2	Environment Effects Statement update, David Hyett
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- DH provided an update on where the project is currently at in relation to the overall timeline.
- Outlined where assessment of Environment Effects Statement documentation is at and which technical reports have been presented to the Technical Reference Group.
- Contextualised the structure and content of the Environment Effects Statement and sections that are covered.
- Updated the CLG on which Environment Effects Statement investigations have been completed and those still in progress.

In response to a number of questions:

- We will be more specific about EES hearing dates as we draw closer to it and get through the work. Previous experience has shown we need to engage people early as it's important to optimise feedback and questioning. If earlier conversations need to be done, please let us know (Question from JW).
- The EES is based on a reference design, which defines the project area and includes a range of environmental performance requirements. The environmental performance requirements are derived from studies and the eventual design must comply with these. The EES sets out performance requirements are hoped to instil confidence from the community that the final design will do what it sets out to achieve (LB).
- The feedback we receive now is to help to refine assessments and feed them back into environmental performance requirements. There will be elements that can still be modified, e.g. shared use paths and noise walls (MM).
- Minister for Planning has the final and binding say on environmental performance requirements and this would happen after the findings and work has been done after the EES panel stage (AK).
- We have editors that sweep Environment Effects Statement assessment documentation to make it more accessible for and written in plain English so it's not too technical and assuming of technical knowledge – we are careful not to dilute and change meanings (LB).
- There has been work done in waterways. We did macro invertebrate surveys at a number of waterways, including Koonung Creek and Banyule Creek, to determine the health of waterways. We rely on information provided by EPA and Melbourne Water to

determine water quality at waterways close to the project. We will check the locations of water monitoring for Koonung Creek and the Yarra River itself (AK).

- Air quality monitoring stations would be established along Bulleen Road near Trinity Sports Grounds and Marcellin College, the Eastern Fwy near Blackburn Road, and at Grimshaw St. Belle Vue Primary school was an option, but there were several issues that led to it being discounted as an option (LB).
- Environmental performance requirements are valid pre, during and post-construction (AK).

3 **Traffic and transport, Louisa Jenkinson**

- LJ provided an overview of the traffic volumes that featured in North East Link's Business Case – that traffic surveys formed volume assessment for 2017, and helped provide projections of traffic volumes in 2036 with and without North East Link.
- Explained that forecasts are based on State Government assumptions – based on population and employment forecasts, future road and public transport networks and future transport costs.
- Outlined key future road and public transport network projects, and provided a snapshot of population growth and employment growth via maps.
- Gave a snapshot of traffic conditions and usage of major roads in Melbourne's north-east in 2017, and where growth is expected with and without the project in 2036.
- Provided a snapshot of the Eastern Freeway layout comparing its existing configuration and comparing it with what it would like with proposed upgrades.
- Explained how the busway, express carriageway, Eastern Freeway and other roads would appear between Doncaster Road and Hoddle Street.
- Explained how DART route service frequencies would differ during peak and off-peak times with and without the project, as well as changes in travel times and patronage.
- Explained the next steps for traffic and transport, including ongoing consultation with the community and stakeholders, completion of the traffic and transport impact assessment and public release of the EES (mid-2019).

In response to a number of questions:

- There is a consistent baseline of assumptions made for different sectors across a range of various projects and these come from studies performed by relevant State authorities (AK).
 - Traffic volumes forming part of the Business Case were based on 24-hour studies and it showed that the busiest section of the Eastern Freeway is between Tram Rd and Middleborough Road (LB).
 - Traffic modelling showed Chandler Highway would experience the highest growth in traffic from 2017 to 2036 (without North East Link) – this takes into account the Chandler Highway widening (LB).
 - The EES will feature a traffic and transport chapter showing what would happen with traffic volumes and functionality of roads in a 'no project' scenario (i.e. without North East Link) (LB).
 - Widening of the Eastern Freeway fixes current and future problems and would facilitate the connectivity required for North East Link corridor (AK).
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- We will be expanding traffic volume modelling in the EES to be more developed and include roads such as Whitehorse Road and Belmore Road. There is anticipated to be a net decrease in traffic volumes on the west-east roads resulting from North East Link (MM).
 - We look at absolute numbers rather than percentages in the EES when it comes to traffic volume assessments (LB).
 - Part of surface water assessment will look at how water movement change will occur with flooding (manage risks) and to look at water quality, taking into account extra run-off from roads (from tyres etc.). Melbourne Water has a number of requirements to retain water and attenuate pollution. There is a method for assessing pollutants and providing water sensitive design treatments to assist where possible (AK).
 - Assessments will focus on run offs from roads being built or upgraded and not on those roads outside of the project area. Traffic is going to be redistributed. We are working with Melbourne Water to mitigate issues that affect storm water, and the scope for developments in the area will help improve storm water mitigating techniques (AK).

(AK questioned that traffic is being redistributed and rather encouraged with North East Link. Worried by the effect on storm water as a result of the project)

- The emergency lanes sit outside Eastern Freeway layout depicted in the presentation – this is the same for the current schematic as well as proposed (LB).
- Performance assessments have shown work with the alignment proposed at Springvale Road would improve traffic flows at the Mullum Mullum tunnels in both directions (LB).
- The timeframe on bus modelling relates to 2036. Impacts are not finalised. Non-Eastern Freeway buses would likely have time savings with NEL due to more traffic being using the North East Link corridor and Eastern Freeway (MM).
- We are working with Transport for Victoria on the Park and Ride and will continue to do so as the project progresses. Our understanding of the current network and future planning will help optimise it and understand the origin of patronage (LB).
- We are working with Marcellin College and Trinity College to understand requirements for project staging. A constructability component of the project will feature in the EES for the social impact assessment. This will include how we facilitate access and usability during construction phase. Lots of the work is going into the EES and will be provided when it goes on public display (MM).
- We want to minimise the impact on the Manningham interchange and have had a series of challenges that we are working through. We have a series of performance requirements to satisfy, no-go zones to avoid, and also need to apply to Australian Standards amongst others (MM).

4 **Closing, Mike Marasco**

- MM thanked the speakers and attendees for their time and discussion at the session.
 - GB spoke about topics for the next meeting (business impact and social impact assessments) and welcomed suggestions for the next session.
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