

MEETING MINUTES

Subject	Community Liaison Group (north) meeting		
Venue	Watsonia Neighbourhood House, 35/47 Lambourn Rd, Watsonia	Date	5 October 2018
		Time	10am – 12noon
Chair	Mike Marasco		
Minute Taker	Chris Soderstrom	Tel	1800 105 105
		Email	Comms.adviserthree@northeastlink.vic.gov.au

Attendees

Mike Marasco (Chair)
 David Hyett (North East Link)
 Louisa Jenkinson (North East Link)
 Gemma Boucher (North East Link)
 Kim Jordan (North East Link)
 Chris Soderstrom (North East Link)
 Michael Wickerson (North East Link)
 Rob Kania (North East Link)
 Charlie Sivaratnam (North East Link)
 Fred Buono (Yallambie)
 Michael Girdler (Watsonia)
 Gabrielle Callahan (Macleod)
 Dennis O'Connell (Friends of Banyule)
 Natasha Reifschneider (Resolve Rosanna Road)
 Michelle Giovas (Warringal Conversation)
 David Bailey (Banyule)
 Mahesh Kaudal (VicRoads)

Apologies

Allan Hunter (Watsonia)
 David Hall (Greensborough)
 Johanna Tabares (Watsonia)

ACTIONS

#	Action	Owner	Due
1	Provide David and Louisa's presentations to CLG with minutes	CS	With minutes
2	Provide information on the population and employment growth boundaries	LJ/GB	October 2018
3	Provide an example of previous submissions to the EES panel	GB/DH	October 2018
4	Provide information about where the air quality monitoring stations will be located	GB/DH	October 2018
5	Provide a link to those road projects that are factored into the traffic and transport assessments	GB/LJ	October 2018
6	Where equivalent truck maps are on the impact of the NEL project	LJ	October 2018

MINUTES

Item	Agenda
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1 Introduction, Mike Marasco

- MM opened the meeting and introduced Natasha Reifscheider (Resolve Rosanna Road), Charlie Sivaratnam and Rob Kania (both North East Link) to the CLG.
 - Confirmed previous CLG (north) meeting minutes adopted by group with no amendments and introduced the day's speakers from North East Link David Hyett and Louisa Jenkinson.
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2 Environment Effects Statement update, David Hyett

- DH provided an update on where the project is currently at in relation to the overall timeline.
- Outlined where assessment of Environment Effects Statement (EES) documentation is at and which technical reports have been presented to the Technical Reference Group.
- Contextualised the structure and content of the EES and sections that are covered.
- Updated the CLG on EES investigations that have been completed and those still in progress.
- Explained that the scope of the business impact assessment has been expanded and is currently being worked on.

In response to a number of questions:

- The EES will likely be available for public comment in the second quarter of 2019. A number of processes are progressing from Commonwealth and State levels. These are separate as the no bi-lateral agreement between the Commonwealth and Victoria does not accommodate projects on Commonwealth land (Question from MG).
 - People will also have an opportunity to provide comment on the Public Environment Report being prepared in relation to the Commonwealth EPBC Act approval. Comments received are provided to North East Link Authority for their response. Ideally Commonwealth and State approvals documents would be exhibited together so that submissions can be made for both at the same time, but this is something NELA can't control ultimately (FB).
 - Fact sheets and drop-in sessions have provided information about the progress of EES impact studies, including things such as air quality. We would not want to release any draft documentation to a wider public audience that hasn't gone through all necessary reviews. It's a DELWP process and any decision to release documentation would need DELWP support (NR).
 - Wherever relevant Acts are changing, we are in contact with agencies to assist with processes and ensure the project's conformity. An example would be the changes to State Environment Protection Policies, currently being pursued by EPA. Primarily assessments are done against laws as they stand today (MG).
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- We are doing our best to ensure we understand where changes in legislation are occurring to ensure compliance. The State is the proponent, not the developer (FB).
 - We are taking a risk-based approach as is the foundation of the EES (MG).
 - The EES summary brochure will have some references to content in the body of the EES. A map will be included in the summary but this document will be quite short and therefore it won't be detailed. The whole suite of documentation will be available for the public to delve more deeply into their areas of interest (FB).
 - There has been guidance about how to help prepare public submissions for the EES previously. There are past instances where DELWP previously give advice and guidance for people wishing to submit feedback. There's no right and wrong way to go about it, however, we can circulate examples of previous EES public submissions (NR).
 - EES is an assessment of a reference project. NELA will end up with a project area - any design outside of that area will require supplementary approval. What gets enshrined in the approvals is the EPRs and are being worked up in consultation with the TRG, and are likely to be refined through the panel process. The performance requirements must be to the panel's satisfaction before sending to the Minister for Planning for further refinement. This process helps prevent later design alterations leading to unacceptable impacts (DO).
 - We are working with the Wurundjeri in relation to preparation of a Cultural Heritage Management Plan and including identifying areas where more detailed research is needed such as Bolin Bolin Billabong (FB).

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 North East Link layout comparing its existing configuration and comparing it with what it would like with proposed upgrades.
 - Explained the mode share impacts for Metro Melbourne and north-east and impacts on Yarra River crossings and Rosanna Road.
 - Explained the impact of the construction phase of North East Link on the community and provided example of construction EPRs from previous projects including traffic management plan and traffic management liaison group.
 - Explained the connectivity of North East Link with Grimshaw Street and Watsonia Road that have been presented in our latest design update.
 - 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).
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In response to a number of questions:

- A significant proportion of traffic on Bulleen Road is travelling to/from east of the Eastern Freeway according to the existing traffic conditions assessment (FB).
 - The current widening of the Chandler Highway is factored into our forecasts (GC).
 - The four-hour assessment period showed that 10am to 2pm was the peak activity period for trucks according to 2017 traffic condition assessment (GC).
 - Placarded vehicles are accounted for in the assessments, but over-dimensional data was collected earlier. (NR).
 - A full list of the future transport projects that are factored into the assessments can be viewed in the Business Case appendices (MG).
 - The Outer Metropolitan Ring Road is factored into the assessment (FB).
 - Rosanna Road is at capacity in peak periods, but has some spare capacity outside peak periods which is where the future growth in traffic along this corridor is anticipated to occur. This is predicted to be relieved with North East Link (NR).
 - Traffic along North East Link predominantly travels east at the interchange with the Eastern Freeway (FB).
 - We assume that North East Link is a toll road for forecasting. We use a tolling algorithm that has been used successfully for other projects and validate it for local conditions for this project (NR).
 - Updates to the Eastern Freeway will help traffic flows at the Mullum Mullum tunnel. Upgrades to ramps and ramp metering at Springvale Road will help alleviate the flow breakdown in this area (DO).
 - At present traffic along east-west arterials in the North East Link corridor (such as Grimshaw Street and Lower Plenty Road) experiences delays due to the need to balance the traffic signals with large north-south flows along Greensborough Road. Once the project is built, and a significant proportion of the north-south traffic diverts away from Greensborough Road, the traffic signals can be rephased to balance the east-west movements and improve flow. Therefore there is no proposed widening on Grimshaw Street, Lower Plenty Road or Manningham Road adjacent to the North East Link interchanges (FB).
 - Over-dimensional vehicles are counted in the truck volume figures on Rosanna Road, but cannot be separately forecast by the traffic models (NR).
 - Traffic impact assessment report is provided to other specialists that have overlapping interests such as business and social aspects. These will be important to go through impacts during construction. Business and social impacts will be looked at in the next session (FB).
 - An altered version of the traffic management plan may be distributed publicly as part of a communication package, but a traffic management plan would be kept with impacted parties as the material would be information relevant to them. Construction and operation of the project are looked at separately in the EES (MG).
 - EPRs from the West Gate Tunnel project were discussed: the contractor must develop traffic management plans which would require authorisation from relevant authorities, such as VicRoads and local councils. A traffic management liaison group was specified to meet regularly throughout construction to discuss coordination of the traffic management plans (MG).
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- Constructability advisers on the North East Link team have provided data to help inform the construction impact assessment and the EPRs (NR).
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4 Closing, Mike Marasco

- MM thanked the speakers and attendees for their time and discussion at the session.
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