

Meeting Minutes

South CLG

Date	20/11/2020	Time	10:00am -11:30am
Chair	Mike Marasco	Meeting no.	5
Location	Online (Zoom)	Minute taker	Jacinta Booth

Attendees

Attendees		Apologies	
Name	Organisation	Name	Organisation
Mike Marasco (MM)	Independent Chair	Charley Woolmore (CW)	Wurundjeri
Frank Freschi (FF)	Community Representative	Liz Lambropolous (LL)	Manningham Council
Judith Voce (JV)	Community Representative	Raymond Myrteza (RM)	Marcellin College
Tina Garg (TG)	Community Representative		
Alexander Law (AL)	Community Representative		
Ben Dawson (BD)	Community Representative		
Glennys Jones (GJ)	Community Representative		
John Van Delft (JVD)	Community Representative		
Paul McMorran (PM)	Community Representative		
Simon Exon (SE)	Yarra City		
Clare Davey (CD)	Boroondara Council		
Leah McGuinness (LM)	Whitehorse Council		
Anita Viswanathan (AV)	VICROADS		
Sabina Ratnayake	VICROADS		
Mark Judge (MJ)	DoT		
Isolde Piet (IP)	CPB		
Glen Preema (GP)	CPB		
Matt Abdullah (MA)	CPB		

Attendees		Apologies	
Name	Organisation	Name	Organisation
Carle Rutledge (CR)	CPB		
Chris Logan (CL)	CPB		
Louisa Rendina (LR)	NELP		
Vanessa Williams (VW)	NELP		
Elliott Searle (ES)	NELP		
Nat Pearson (NP)	NELP		
Jacinta Booth (JB)	NELP		
Bill Himonas (BH)	NELP		

Key discussion points/decisions

Owner	Action
Mike Marasco (MM)	<p>Welcome</p> <ul style="list-style-type: none"> MM welcomes everyone to the final meeting for 2020 and notes the next meeting will be in the new year. MM outlines the agenda for the meeting. MM introduces DE to give the project update
Duncan Elliott (DE)	<p>General Project Update</p> <ul style="list-style-type: none"> DE welcomes the group and thanks them for their ongoing contribution this year. DE explains he will talk about what has been achieved in 2020 and what 2021 will look like. DE explains that it has been a challenging year in terms of NELP receiving bids for the primary package and working through an evaluation process remotely. DE adds NELP hoped to appoint the preferred builder for the primary package before the end of the year however, we are not in a position to do that and will push that award into early next year. This is due to the challenges around evaluation and introducing a risk allocation model inside primary package to ensure that the parties involved in the contract at all levels are equally motivated to work through technical problems throughout project delivery. Will brief the group further on this when it gets closer. DE outlines what NELP has achieved in 2020 considering Coronavirus restrictions. DE explains the establishment of a new toll structure, the investment into Sport and Recreation, the restructure and recruitment of the CLG, commencement of Templestowe Road soccer facility planning, negotiations with councils through the legal challenge, moving the gas main on Greensborough Road, relocating the lone pines in Simpson Barracks, fast tracking the Bulleen Park and Ride (BP&R), Sport and Recreation works that are underway and feedback on the water reducing station in Borlase Reserve. DE explains that in 2021 we will look to complete the early works program, award the contract to the appointed builder and build BP&R which is currently open for public comment. DE adds the appointed builder will also be the operator of the tunnel which will run over a 25-year period. The updated concept the appointed builder has developed for the whole corridor will be released when the contract is awarded.

Owner	Action
	<ul style="list-style-type: none"> DE outlines the major early works in more detail including the Yarra East Main Sewer, utility relocation works which includes HV tower relocations, finishing of gas works on Greensborough Highway and building pressure reducing station. DE explains the release of the winning bidders design concept combined with the development of the Urban Design Landscape Plan (UDLP) is the key opportunity for CLG members to have input in that process next year. Outlines the process involved and the importance of community feedback when seeking approval for these projects. DE outline social procurement and the job creation that NELP will deliver, helping business and economic growth in the area, including social enterprises. MM thanks DE for coming along to the meeting.
	<p>Outstanding Business</p> <ul style="list-style-type: none"> MM advises the previous meeting minutes have been adopted. MM outlines the outstanding matters, most of which have been addressed. Notes the outstanding matters still pending that will be actioned early next year. MM introduces Noel and Adam from NELP to present on Bulleen Park & Ride.
Noel Treacy (NT) & Adam Hull (AH), NELP	<p>Bulleen Park & Ride</p> <ul style="list-style-type: none"> NT introduces himself and AH and acknowledges the traditional owners of the land. NT outlines what will be covered in the presentation, AH will talk about the details of the design and he will talk about why BP&R is being built, the approval process and exhibition period. NT explains the difference between the interim and ultimate design of BP&R. NT outlines the state first dedicated busway proposal which includes three components, express bus lanes on the Eastern Freeway, upgrades to Doncaster Park & Ride (DP&R) and construction of BP&R. NT outlines the key benefits of busway to the community including a 30% increase in travel times and an increase in car spaces with around 800 across the two park and rides. NT talks about the original location for BP&R proposed in the Environment Effects Statement (EES) reference design, where the Boroondara Tennis Centre (BTC) is currently. Explains concerns were raised during the EES process regarding access which would have been challenging at this site. The proximity and impacts to Koonung Creek and vegetation was also a concern and explains why an alternative site was selected. NT explains where the new location of BP&R is being proposed, on the opposite side of Thompsons Road. Highlights the main advantages of this are removal of access constraints and interface with Koonung Creek, the park & ride will be built 4 years earlier (end of 2022) as construction can happen independently and opportunities for revegetation and open space to be created at the existing BTC site. NT points out the boundary of the new BP&R location and explains that through the public process we are seeking comment and approval on what is proposed within that boundary. Adds that questions and concerns about what is happening in the broader NLEP project is subject to the Public Private Partnership (PPP) process that DE mentioned earlier where the final designs will be released next year and integrate with the park & ride. Notes there will be further UDLP process for considerations to the broader project design. NT explains a relocated temporary DP&R facility was proposed in the EES but won't be needed now BP&R is being built as this will serve the purpose of a park & ride while DP&R is being upgraded. This will save vegetation and open space. NT states that an agreement has been reached with Boroondara Council to move BTC elsewhere with sites still being investigated.

Owner	Action
	<ul style="list-style-type: none"> • NT shows an artist impression of the interim BP&R design and explains this is the proposed design up until 2027. Adds this is the design that we are currently seeking comment on through the UDLP process. Explains how buses will enter and exit the park & ride via Thompsons Road, operation will continue this way until the final busway is constructed. • NT shows an artist impression of the ultimate (final) design which has no loop and lanes going in both directions, one going towards the future DP&R and another going through Thompsons Road as dedicated lanes in each direction. This change will happen from 2027 onwards and link into the busway, straight into the Eastern Freeway. • AH introduces himself and his role as design manager at NELP. Has been involved in the development of BP&R. • AH explains the key features of BP&R including a green roof, large lawn area and landscaping, open space, location of carpark and additional parking spaces. Explains how the site is sloped and this will allow the bus link road to be level with Kampman street. • AH explains various other features of the site including the access points and a new signalised intersection at Thompsons Road. Adds there will be some works happening at Thompsons Road as this area is on a steep grade and needs to be flattened. This will also address some safety concerns for residents moving through this area. • AH outlines the walking and cycling connections to BP&R, points out the Koonung Creek trail continuing as an underpass to the busway and shared user path (SUP) from the busway to the green roof. Explains one of the design goals has been to minimise interactions between pedestrians and buses. Adds future proofing also in place to accommodate the extra demand expected through more people utilising the path in the future. A render is then shown of the green roof and the SUP. • A render of Kampman Street is shown, and AH outlines pedestrian access, underpass and new noise wall which will replace the existing one adjacent to the Eastern Freeway ramp. Notes there will be new connections in the area along with lighting and CCTV for the SUP. • AH talks about bike storage cages and bike hoops, adds additional cages and hoops can be accommodated in the future. Explains the kiss'n'ride feature and that the design encourages people to get to BP&R by means other than driving and parking at the site. • AH describes the north and south platforms which have been design in line with premium railway station and have glass canopies. Outlines the premium features offered including, glass canopy coverage, Myki ticketing, full staffing, toilets, CCTV, ample lighting, passenger information displays and air-conditioned waiting room. • AH adds that the site will be fully accessible including the carpark and staff facilities. • AH points out webforge cladding which will be planted at the back and around the carpark to emphasise that the park & ride is a green structure and part of the landscape. • AH shows the Northern platform and explains that the openness of the carpark has been a key point as part of the design to create passive surveillance for better safety. • A render of the southern platform is show and features explained. • AH then shows the accessibility to the platforms from different access points. • AH explains sustainability measures including solar panels, allowance for electric vehicle charging and water reuse • NT explains NELP will deliver the park & ride and DOT are the network operator and make decisions about how what routes will come through and setting specific requirements for BP&R.

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	<ul style="list-style-type: none"> • NT outlines the construction timeline and the start date in mid-2021. Construction can only begin after UDLP approval process is complete with the exception of minor works such as geo technical works. Construction will take around 18 months. Once appointed, the builder will need to comply with Environmental Performance Requirements (EPRs). • NT explains construction will be managed through a series of management plans developed by the contractor that will be prepared to satisfy the projects EPRs. Explains that all EPRs will be addressed in the plans including non-relevant EPRs for full transparency. • NT then explains the approvals process starting with the EES process which informed overarching planning approvals for NELP. The planning decision made after the EES process was the Planning Scheme Amendment (PSA) which was approved by the minister for Planning and includes an Incorporated Document (Inc Doc). The PSA allows us to use land to build North East Link and requires us to prepare and exhibit UDLPs before we start building. The Inc Doc also sets out requirements for us to prepare and exhibit a UDLP to the satisfaction of the Minister for Planning before we can start building. Secondary approvals required by the Inc Doc include EPRs and the Urban Design strategy (UDS), which contribute to the Urban Design Landscape Plan (UDLP) that is open to community comment before being approved by the Minister of Planning. • NT explains the aspects of a UDLP including Site Layout Plans, Architectural Plans, Landscape Plans and the UDLP report which explains the background and compliance with the UDS and EPRs. The report addresses the 8 UDS principles and how they relate to the UDLP, similarly the report addresses 18 EPR disciplines and their corresponding requirements and how they are managed. Peter Elliot is the architect that has developed these plans, there are 70 in total. • NT adds the purpose of the UDLP process is to engage and give the community an opportunity to review the documents. The process also includes communicating the proposed design through the CLG members and into the community and is an opportunity to comment on the design. • NT outlines how the community can have their say on the UDLP during the public exhibition process which began on 2 November and will continue until 5pm on 7 December. Explains this is a 36-day exhibition period which 15 days is longer than usual, it was extended due to CONVID-19 to ensure the community had sufficient time to view the material and make a submission. • NT outlines how people can make a submission, including online via the Engage Victoria website and written submissions. A summary of written submissions forms part of the final report which is given to the Minister for Planning. In early 2021 we will advise of the status of the Ministers assessment. • NT outlines the UDLP process timeline. Approval from the Minister for Planning is expected in early-mid 2021 with construction expected to begin in mid-2021. • NT encourages the group to have their say on the UDLP. • AL asks whether we have engaged with Metro Trains Melbourne (MTM) and Metro Tunnel Project (MTP) Alliance to discuss design and fit and finish.

Owner	Action
	<ul style="list-style-type: none"> • AH explains MTP and NELP have a separate UDS and operators. BP&R will be operated by Department of Transport (DoT). The intent with this busway is to form a length of busway from Hoddle Street through to Doncaster with a particular type of UDS. BP&R and DP&R will eventually talk to each other in terms of fit and finish. Adds the relation to train stations was around, BP&R being the first bus park and ride in Melbourne, so we have leaned a lot on the MTM standards and guidelines as there are quite a number of train stations being developed. There are also a number of differences between the sites so the MTM requirements were a starting point then we had to make it fit for the purposes of buses and the busway. • AH provides an example by outlining the orange and yellow colours throughout BP&R and explains it is a DoT preference for bus colour as opposed to a train station as they don't use these colours. • NT adds he worked for Metro Tunnel (MT) on the UDS when it was approved. NELP has used MT's UDS and the Level Crossing Removal Project (LXRP) Urban Design Framework and Urban Design Plans as the basis for NELP's UDS, it's a combined version of those two approaches. Consistency in design across the busway is a key requirement, key directions are similar to what is in the MT UDS are part of our UDS including context, sense of design and urban integration. Notes there are urban design forums held on a quarterly basis within Major Transport Structure Authority (MTIA) and are across what is considered in other project proposals. • Q: GJ asks about the solar panels across the roofs and if the parkiteer cages will incorporate charging points for electric bikes and have the ability to cater for non-standard vehicles (i.e. mobility scooters) • AH respond to the question regarding mobility scooters and explains they haven't allowed for this on the site however, we have ensured the entire site and movements through it are fully accessible. There has been no incorporation around parking for non-standard vehicles. Adds the site is constrained and we had to fit a number of elements without comprising the requirements and standards around getting people to the site. The parkiteer itself is undercover and has CCTV, electric bikes charging has not been precluded and is being explored with DoT to include. • GJ adds that people will want electric bikes secured in the parkiteer as they are of high value. • NT says these are helpful comments to provide as part of a submission. Adds in terms of parking there is commuter parking that's proposed, theres the kiss'n'ride pick up and drop off, we're thinking about size and location of disability parking and motorcycle scooter parking has been accommodated. Trying to make the right decisions about appropriate allocation for the right types of uses. • GJ refers back to the non-standard vehicles/bikes that don't fall within a standard design. • NT adds parkiteer's have standardised designs, unsure if Bicycle Victoria have looked into this. • AH confirms this is something we can take on notice and discuss with them. Notes there is provision to out another parkiteer on site in future. • Q: JV ask whether there will there be staffing at these stations at any time. • AH explains the operator will staff the facilities full time as per a premium railway station. • Q: FF asks how many spaces there will be for bicycle riders. • AH advises there are 27 bike hoops and the parkiteer has the 26 spaces. Site has been futureproofed to allow for a second parkiteer in the future. • Q: AL asks if there was any consideration given to a convenience or an amenities facility i.e. coffee shop.

Owner	Action
	<ul style="list-style-type: none"> AH explains there is space proofing for this as part of the interim design. Outlines where on the site a kiosk could be added in later. Q: FF asks what lessons have been learnt from Doncaster busway regarding parking capacity and whether 370 car spaces at BP&R will be adequate for the people who will come to use it FF adds he understands there are design space limitations and asks if there is scope to expand, to reduce overflow of parking into residential streets, into a dedicated car park which connects to the park and ride with a walk way. AH explains BP&R and DP&R will have a minimum of 800 spaces between the two sites. As far as expansions at the site, a key focus has been not to just have parking on site but also other network changes including walking and cycling. Likely there will be an increase in local services to bring people to the park and ride and bring people here by other means rather than just car. Notes that this site forms part of a two piece salutation with DP&R. FF adds, if more parts of the bus network (Manningham Rd/Banksia St bus services) are integrated and there are regular new bus services along Bulleen Rd, this would connect other residents and users in that area to BP&R without riding or driving. AH confirms they are looking at this type of integration with DoT, the manager of the bus services, there will be some major changes to the network as a result of the NELP. NT adds there is a balance we need to achieve here, delivering this facility in a fairly constrained location, with what we can provide and what fits into the site, with the demand we expect we expect for its use. It will have high frequency of use but there will be a trade-off that if its successful people will want to use it and the more car spaces provided more people commute from further distances. MM thanks NT and AH for their presentation. Invites NT to give update once there has been approval. NT advises he can give an update on the process and any changes. MM introduces CPB to give works update.
<p>Isolde Piet (IP), Chris Logan (CL) & Glen Preema (GP), CPB</p>	<ul style="list-style-type: none"> CL introduces himself and his role at CPB. Introduces IP who is the project engineer for Yarra East Main Sewer (YEMS) and GP who is senior engineer for eastern freeway works. CL outlines what will be covered and hand over to IP to give her update. <p>YEMS update</p> <ul style="list-style-type: none"> IP gives update at Greenaway Street construction compound. Site establishment commenced on 9 November. Outlines the works that have been completed so far including vegetation removal and installing site fencing. IP gives update at Trinity Marles Playing fields. There is a northern and southern work area at this location. Northern area is where the construction of one of the main shafts will occur. Southern area will provide access for the backfill into the basin and access to another shaft in the grounds. IP outlines preliminary site activities to occur before construction activities. Site establishment to commence in early December. IP explains at the northern site a sewer shaft will be constructed and there will be two TBM drives, one in the Marcellin footprint and the other going north and reaching Avon Street and Bulleen Road. These works will commence in January with the excavation of the main shaft. IP provides details and dates of the TBM arrival dates.

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	<ul style="list-style-type: none"> • IP outlines the activities at the launch site and what mitigations are in place for impacts to adjacent residents. • IP notes there has been engagement and consultation carried, mainly offline due to restrictions. Further plans to engage with residents. • IP explains works happening in the southern area. There will be a dedicated access into Trinity from Bulleen Road and a dedicated work area which will be used to access Marcellin. A new access road will be constructed via Bulleen Road. • IP explains the Ring Main Unit (RMU) works which involves putting in a concrete slab ready for the construction of a substation required for the main works (PPP) which needs additional power supply. Works to commence 8 December. • IP provides an update on the Boroondara Tennis Centre site works. Site mobilisation will take place next year in January. Outlines the shaft construction works that will follow. Adds that engagement and consolation has commenced, and a fact sheet has been developed for centre users. • IP provides an update on the Freeway Golf Course works. Site mobilisation is targeted for February 2021. Explains how the site will be accessed and establishment of haul roads. Construction of a TBM retrieval shaft will occur at this site. A reticulation sewer will be constructed here also. Reinstatement works will take place so that the golf course is left how it was found. • IP gives status update of other work areas including Carey Baptist sporting complex, Vento club, Bulleen Park Oval 1, Manningham Hotel and Club. • IP outlines target key commencements dates and durations for the YEMS work sites and milestone activities. <p>Eastern Freeway update</p> <ul style="list-style-type: none"> • GP introduces himself, will be looking after the Eastern Freeway works. • GP gives update on Estelle Street/Koonung creek reserve to relocate the two water mains. Final stages of appointing a contractor for these works. Works to commence early December with site investigation activities. • GP explains the works that will take place for the relocation to occur including site set up and vegetation removal. Provides details on the tree removal plans. • GP gives details of the relocation works for the two water mains. At this stage works will commence in January and continue to quarter three of 2021. • CL talks about engagement activities for the Eastern Freeway works at Estelle Street/Koonung Creek Reserve. Onsite signage will be displayed to advise Share User Path (SUP) and reserve users of coming works. • GP gives update on the works to relocate 5 underground high voltage cables under the eastern freeway and installation of new poles to allow for the widening of the freeway. • GP provides details of the relocation works which will take place. • GP advises they are still finalising the planning as this is a challenging location to access. Getting trucks and boring machine and other vehicle in and out which has been a challenge. Construction Compound Plan is close to final approval and the Environmental Management Plan will be finalised when site access is confirmed. Works have been delayed until next year once the issue of access is resolved. • GP notes he will provide a further update next year.

Owner	Action
	<ul style="list-style-type: none"> Q: PM mentions in the last meeting there was discussion regarding the water works and having the parking offsite for contractors, wants to know whether there has been any movement on that front. GP explains they are still working through this with council, once the number of vehicles and movement will be on site has been determined they will have a better idea. The plan is to minimise clearing on site for car parks and minimise disruption for residents. JV mentions the access into Trinity from Bulleen Road and the new access road. To help with the flow of traffic suggests whether it would be possible to have signage for road users further back to say that this access road doesn't go anywhere so as to not create further traffic. MM thanks CPB for their presentation.
Mike Marasco (MM)	<p>Other Business</p> <ul style="list-style-type: none"> NP mentions the tree planting survey, which is now open, she sent out an email with the details last week. Link is also on the website. Q: JV asks NP whether the tree survey link has been provided to council to put on their website NP explains that councils have the links. Q: FF asks NP to send out the website for the BP&R submissions portal. MM thanks all participants and closes the final meeting for the year. MM adds if there are any issues in the interim please contact NELP directly.

Actions – previous

No.	Action	Owner	Due	Status	Update
1	NP to email JV about her question regarding land acquisition at the golf course.	NP	09/10/2020	Complete	NP emailed response to JV.
2	NP to follow-up JV's question regarding the HV tower cables and whether the rest of the network can be underground.	NP	20/11/2020	Complete	
3	NP to follow-up with BD regarding his questions.	NP	16/10/2020	Complete	Response sent to BD.
4	CPB to give timeline/breakdown of when the TBM works will start and finish at the next meeting (only if planning has progressed enough to provide this information).	CPB	20/11/2020	Pending	
5	NP to pass on BD's email to CL.	NP	09/10/2020	Complete	
6	CL to provide further information about complaint resolution offline to BD.	CL	20/11/2020	Complete	CL sent information to BD via email.
7	CPB to provide summary of complaints, enquiries, engagement activities and responses in the first CLG meeting next year.	CPB	2021	Pending	

No.	Action	Owner	Due	Status	Update
8	IP to provide exact date to JV of when the YEMS works will commence at the freeway golf course.	IP	20/11/2020	Pending	Have provided an update but actual date tbc.
9	LR to contact TG about school's engagement program.	LR	20/11/2020	Complete	LR made contact with TG/
10	NP to confirm for GJ whether the report was provided to tenderers and is a public document.	NP	20/11/2020	Complete	
11	MM to provide a report on feedback around business relocation early next year.	MM	2021	Pending	

Actions – new

No.	Action	Owner	Due	Status	Update
1	NELP to send FF details of the BP&R UDLP submission and website	JB	20/11/2020	Completed	JB sent details via email to FF