

MEETING MINUTES

Subject	Community Liaison Group (south/Eastern Freeway) meeting		
Venue	Veneto Club (Gondola Room) 191 Bulleen Road, Bulleen	Date	30 November 2018
		Time	10am – 12noon
Chair	Mike Marasco		
Minute Taker	Chris Soderstrom Comms.adviserthree@northeastlink.vic.gov.au	Tel	1800 105 105
		Email	community@northeastlink.vic.gov.au

Attendees

Mike Marasco (Chair)
Gemma Boucher (North East Link)
Kim Jordan (North East Link)
Noel Treacy (North East Link)
Evan Stamatopoulos (North East Link)
Howard Newman (North East Link)
Melissa Anderson (North East Link)
Julia Jenvey (North East Link)
Chris Soderstrom (North East Link)
Bruce Plain (Bulleen)
Cam Giardina (Bulleen)
Lynne Baker (Balwyn)
Sandra Massimini (Bulleen)
Tina Garg (Bulleen)
Andrew Kelly (Yarra River Keeper)
Clare Davey (Boroondara Council)
Leah McGuinness (Whitehorse Council)

Apologies

Matt Maguire
Jeff Green (Whitehorse Council)
Simon Exon (Yarra Council)
Frank Vasilacos (Manningham Council)
Aunty Gail Smith (Wurundjeri)
Charley Wolmore (Wurundjeri)
Anitha Viswanathan (VicRoads)

ACTIONS as at (18/12/2018)

#	Action	Owner	Due
1	Provide information about the sites of the air quality monitoring sites	CS	With minutes
2	Provide process for the public to raise issues to independent environmental auditors	CS	January 2018
3	Kim Jordan to check on responses to Andrew Kelly's questions about Metro Tunnel worksite	KJ	January 2018
4	Provide Noel and Evan's presentations to CLG with minutes	CS	With minutes
5	Andrew Kelly would like timelines for the Bulleen Precinct Plan discussed when available	NT	TBA
6	Kim Jordan finding a video of Tunnel Boring Machine in action.	KJ	January 2018
7	Community Liaison Group members to send completed revised Code of Conduct forms to Gemma or Chris.	All	ASAP

MINUTES

1 Introduction, Mike Marasco

- MM opened the meeting and introduced Noel Treacy, Evan Stamatopoulos and Julia Jenvey from North East Link to the CLG.
 - Asked attendees to complete the revised Code of Conduct and return to Gemma Boucher as soon as possible.
 - Clarified the Expressions of Interest (EOIs) for the 'Early Works' and 'Public Private Partnership' (PPP) went out to market immediately after the election. This has sought responses from contractors who can express interest in bidding for these works.
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2 Technical Reference Group update, Noel Treacy

- NT began with an Acknowledgement of Traditional Owners, before outlining the status of the Environment Effects Statement (EES) to the CLG.
- Provided information on technical reports already presented to the Technical Reference Group.
- Contextualised the structure and contents of the EES and sections included.
- Updated the CLG on work done with the Wurundjeri and showed the matrix linking the EES, Cultural Heritage Management Plan, Urban Design Strategy and mapping of cultural values.
- Provided predicted timeframes of the EES going forward - on public exhibition, the public inquiry, planning approvals and commencement of construction.

In response to a number of questions:

- Air quality monitoring stations provide data that will act as a baseline for the project and Environment Protection Authority (EPA) standards before, during and after construction - the EPA is the State's regulator and Environmental Performance Requirements (EPRs) will be adopted as requirement which contractors must comply with.
 - The air quality monitoring stations run 24 hours, seven days a week and are located in five different locations – NELA will re-send information about these sites to group (LB).
 - Independent environmental auditors will check builder compliance with EPRs - they won't want non-compliance on records. Water run-off could be something monitored to ensure builders meet sediment controls. NELA will provide an example of EPRs from other projects (AK).
 - Despite being a smaller project, the Chandler Highway project would have had to comply with guidelines of the EPA (Andrew Kelly said he had noticed mediocre environmental/sediment control measures on similar projects - no rumble tracks, no sausages, or proper management of worker litter).
 - The exact project area will not be approved until 2020 [at the earliest] when the preferred builders' design is known – the planning approval will allow the land
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Acquisition process to commence with formal notice being provided to land owners (CG).

- Early works will include the relocation of utilities to prepare for the main works (PPP contract) to commence (LB).
- North East Link be guided by Wurundjeri on the proper application of its Water Policy. Andrew Kelly would speak with Noel offline about the 'Land Bank Idea' (AK).
- The Wurundjeri is invited to CLG meetings and are on the TRG so have had input into the development of EES reports including the community engagement component of reports. North East Link wants to ensure cultural heritage is reflected and respected and has been guided by the Wurundjeri Elders through a number of interactive workshops (SM).
- While the Yarra River Protection Act is not applicable to the project, North East Link is seeking to align with its principles. The Bulleen Precinct Culture Plan has had a number of iterations and is talked about as a structure plan for Bulleen proposed by the Department of Environment, Land, Water and Planning. It looks at land use in the area north of Koonung Creek (Manningham Council land) and focuses on guiding future use in the area. There are pieces of land in public ownership and others in private. North East Link and its scope sit separately to that process. NELA is seeking clarity about the scope of the Bulleen Precinct Culture Plan and guidance about project boundaries. There are different processes happening here including the Yarra Strategic Plan and it is important that both are considered and linked for the benefit of all (AK).
- There will land acquisition required which is considered in the EES, but we want to minimise this as much as possible as has been made clear. There have been delays in the Bulleen Precinct Structure Plan (being prepared by DELWP), but it would be good for all if these timelines were aligned with one another - Andrew Kelly would like to discuss these in the next CLG.

3 Constructability, Evan Stamatopoulos

- ES outlined the purpose of his discussion – to provide an overview of construction techniques and likely types of construction used for the project in the south area.
- Outlined some of the early works that are going to happen for the project, in advance of the main works.
- Described, with the aid of typical photos, the following:
 - Elevated ramp interchanges
 - Different trench and cut, and cover walling methods – bored piles with shotcrete infill, diaphragm walls
 - Different tunnel excavation equipment - road header, tunnel boring machines
 - Explained how cross passages are constructed and fire and life safety regulations about them
 - Spoke about the fit-out that occurs with the tunnels when they are completed
 - Eastern Freeway widening

In response to a number of questions:

- The Tunnel Boring Machines (TBMs) that could be used for North East Link would likely be a similar size as the ones used for the West Gate Tunnel project (NT).
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- The requirement for connections on and off North East Link at Manningham Road means that an interchange is required at this location. The reference design achieves this via the cut and cover method of tunnel and ramp construction. (SM)
 - While a TBM could construct the tunnels under the “hill” (Golden Way to Rocklea Rd), the reference design has adopted mined tunnel methods (SM). This is primarily because the Manningham interchange cut and cover works would be in the middle of the TBM tunnels, requiring the TBM to be driven in either direction from the interchange launch site. Such a re-launch requires additional time and space, whereas the mined tunnels can happen concurrently with the TBM tunnels.
 - Based on the current reference design, the TBM is proposed to be launched at Manningham interchange and go north toward Lower Plenty Road. Spoil would go into a shed (to control noise and dust) before being trucked away every day (AK).
 - The tunnel would pass approximately 15 metres below the riverbed [to the top of the tunnel] (SM).
 - The mined tunnels are constructed as “drained” (i.e. Groundwater can temporarily drain into the tunnels) and a watertight lining is installed upon completion. The TBM installs the permanent waterproof lining as you go, whereas the mined tunnels install the waterproof lining upon completion (SM).
 - Protection of the Bolin Bolin Billabong was integral to the alignment selection for the reference design. The effect of the cut and cover and sequential excavation method (SEM) tunnels on ground water and the Bolin Bolin Billabong are part of the EES (Andrew Kelly would like to see the Bolin Bolin Billabong enhanced as part of the project).
 - The spoil shed for the West Gate Tunnel Project is approximately 170x70 metres - they have a lot more space on that project. The orientation and location of our shed will be determined by the contractor (BP).
 - There is a possibility of running the TBM from Greensborough (north) to Bulleen (south). While doing so would reduce the amount of space required for tunnel support, it is unlikely that this would result in major space saving at Manningham interchange. The reason is that the space is not just TBM-related, but for several other factors including cut and cover ramps (CG).
 - There is no predicted residential property acquisition along the Eastern Freeway. Widening will be predominantly within the road reserve, but there are some pinch points where it would need to be move outside of this zone (AK).
 - The Eastern Freeway road reserve will not expand over the Yarra River, but there will be a walking and cycling bridge next to it that would cause loss of vegetation. Offsets will be required as part of EPRs and we want to minimise removal of vegetation where possible (AK).
 - There must be emergency exits in main line tunnels or ramps. These are typically spaced at 120m and are cross passages that go from one tunnel to the adjacent tunnel. In some ramps, where there may be no adjacent tunnel, separate egress passages would be provided. Emergency systems take into consideration the requirements of the disability discrimination act regulations (SM).
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- There are plans for more noise walls along the Eastern Freeway to help increase attenuation of noise and decrease noise levels to new standard along North East Link and the upgraded Eastern Freeway (AK).
 - If each TBM moves on average 10 metres each day, then the approximate 200 square metres of excavation face area results in 2000 bank cubic metres of spoil each day. If the spoil weighs 2.3 tonnes per cubic metre (in-situ), then that roughly translates to an average of 4600 tonnes per day per TBM. Kim Jordan said she will send a video of a TBM at work to the group (BP).
 - For similar projects, spoil would be loaded into trucks in the shed and sent to old quarries or similar registered fill sites. Truck routes are planned to be as minimal impact as possible and the route will form part of the EES.
 - Tunnel Boring Machines typically take 15-18 months to build and three months to assemble/commission. Tunnelling would therefore typically not start until about 2022 (AK).
 - It is not likely we would be able to use the spoil from this project for structural fill as it is typically not ideal for that, compared to blue metal or basalt from the West Gate Tunnel Project. There could be an opportunity to use our spoil for landscaping or similar (SM).

4 CLG reporting, Gemma Boucher

- GB spoke about the opportunity to help provide a Community Liaison Group report for North East Link tenderers with documents that reflect communities members represent.
- Spoke of the success of the West Gate Tunnel Project report in producing change in Project Co's final design.
- Suggested a framework to use for the report and welcomed feedback from the group. Also, suggested ways of presenting concerns and opportunities.
- Outlined project objectives and guiding principles from the North East Link Business Case that may guide what is in this report.
- Provided an indicative timeline of what stages North East Link would like to follow to give the team the best shot at making a report that was as polished as possible.

In response to final questions:

- North East Link needs to discuss whether councils will make addition to the CLG report, as they may have other avenues of putting their vision forward (MM).
- A reason we don't have representatives from Box Hill or other areas along the Eastern Freeway is that we didn't have any applicants for community representatives from there, but it's a good idea to represent as much of the community as possible (SM).
- We will be in contact with the CLG about scheduling meetings next year.

5 Next steps and close, Mike Marasco

- MM thanked the speakers and the group for their contributions.
 - North East Link will be in contact with the CLG about scheduling of meetings for next year.
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