

# Meeting Minutes

## North Community Liaison Group (NCLG)

|          |             |              |            |
|----------|-------------|--------------|------------|
| Date     | 10/12/2021  | Time         | 11         |
| Chair    | Jeni Coutts | Meeting no.  | 9 of 2021  |
| Location | Via Zoom    | Minute taker | Hugh Birch |

## Attendees

| Attendees            |                          |                     |                              |
|----------------------|--------------------------|---------------------|------------------------------|
| Name                 | Organisation             | Name                | Organisation                 |
| Jeni Coutts (JC)     | Independent Chair        | John Pompei (JP)    | Community Representative     |
| Stephen Paul (SP)    | Community Representative | Adriano Murone (AM) | Community Representative     |
| Allan Hunter (AH)    | Community Representative | Remo Marinucci (RM) | Community Representative     |
| Katie George (KG)    | Community Representative | Sarah Maguire (SM)  | Watsonia Traders Association |
| Paul Bellis (PB)     | Banyule City Council     | Erica Hardie (EH)   | Banyule City Council         |
| Mick Marcevski (MMA) | Department of Transport  | Chris Logan (CL)    | CPB                          |
| Glen Preema (GP)     | CPB                      | Kate Zisos (KZ)     | CPB                          |
| Bill Himonas (BH)    | NELP                     | Michael Caink (MC)  | NELP                         |
| Scott Lambert (SL)   | NELP                     | Conor Kiernan (CK)  | NELP                         |
| Tallis Richmond      | NELP                     | Renato Marnich      | NELP                         |
| Natalie Pearson (NP) | NELP                     |                     |                              |

| Apologies               |                          |                   |                          |
|-------------------------|--------------------------|-------------------|--------------------------|
| Name                    | Organisation             | Name              | Organisation             |
| Michelle Molinaro (MMo) | Community Representative | Katie George (KG) | Community Representative |
| Michelle Giovas (MG)    | Friends of Banyule       |                   |                          |

# Key discussion points/decisions

| Owner  | Action  |
|--|---|
| Jeni Coutts (JC)   | <p><b>Welcome and outstanding business</b></p> <ul style="list-style-type: none"> <li>JC welcomed the group to the special Tunnelling Package Q&amp;A session and confirmed that there would be no Actions and Issues component to the meeting as it was purely to answer questions relating to the tunnelling design elements presented at the last CLG-N Meeting.</li> <li>JC thanked CLG-N members for submitting their questions ahead of the meeting and then re-introduced the presenters for the tunnelling package, Michael Caink, General Manager PPP, NELP and Francis Wickerson NELP's Urban Design Landscape Plan Specialist.</li> </ul>  |
| Michael Caink (MC), NELP<br><br>Francis Wickerson (FW), NELP | <p><b>Tunnelling package design update</b></p> <ul style="list-style-type: none"> <li>MC provided a recap of the Presentation given at the last CLG-N Meeting in November. The Presentation covered the Spark length design tunnel changes (compared with the Concept Design), the upcoming Greensborough section procurement stage, and the focus on predictability for trips around Watsonia shops and the general travelling public. The NELP Program and the upcoming UDLP also formed part of the Presentation. The presentation covered the tunnelling package design, design benefits and included a comparison to the reference design. A video of the design and its elements was shown to the group.</li> </ul> <p><b>Questions:</b></p> <ul style="list-style-type: none"> <li>AM requested further detail on the area of influence for the Northern package.</li> <li>The UDLP will provide more details on the look and feel of the extended area, there will be future UDLPs for areas outside of this first zone. Spark consortium will design up to the bridge. A commitment was made to provide more detailed maps in time for the next meeting in January.</li> <li>AM asked if the current graphic contained the finalised design and requested clarity on whether the current plan can be changed to be cover the road completely.</li> <li>The current design cannot be changed to completely cover the tunnel.</li> <li>SP - How will drivers get from Lower Plenty Road to the tunnel and why people would turn right to Greensborough if it's not intuitive?</li> <li>The tunnel will provide greater predictability and will still be a much faster drive, even if it's a bit unintuitive for drivers on Rosanna Road. FW added that there will be more information on the exact location of the ramps through the UDLP, as the current graphics are purely estimates.</li> <li>MG (submitted question), asked if any additional homes are expected to be acquired under the Spark design?</li> <li>There will be a voluntary purchase scheme offered to affected residents in the future.</li> <li>AM was interested in the space required for the TBM launch site. How will the driven tunnel alignment interface with Borlase Reserve? And how will construction affect residents?</li> <li>There will be 380m of Cut and Cover to connect the tunnels with ramps. The majority of TBM material will come out in Watsonia, local cut and cover material will pass through Borlase Reserve. The exact details are still being worked through, including details on construction impacts, which will come out next year as the techniques for digging are established.</li> </ul> |

| Owner | Action  |
|-------|---|
|       | <ul style="list-style-type: none"> <li>● SP - What will be the effect on Windsor Reserve?</li> <li>● The reserve will be used for hauling and storing spoil in a covered facility.</li> <li>● AM - How will this relate to the east side of Greensborough Highway where all those properties have been acquired and opposite Winsor Reverse where the TBM entry point is?</li> <li>● We are working through the spoil location for Winsor Reserve and where the site offices will be located around Greensborough Road. These areas will have some construction activities and huts for workers to access the site.</li> <li>● AM shared his concerns that the project will result in a net reduction of green space.</li> <li>● The project will increase open space, with a temporary drop during construction. We could consider increasing the size of the green bridge, this is a topic that can receive feedback in the UDLP. The contractors are required to install two bridges, the specifics around those will be subject to the UDLPs.</li> <li>● NP - What are the plans for communicating with the residents around Winsor Reserve?</li> <li>● We have already contacted several residents and there is also a round of engagement to come before Christmas. We will continue to talk with them as the work evolves. FW added - we reached out to residents around the Winsor Reserve regarding the TBM launch site when in October and will be staying in contact with them prior to Christmas and into the new year so that they are aware of expectations around construction and are involved with the UDLP.</li> <li>● SP - Will there be a community meeting or just individual meetings?</li> <li>● It will depend on the preferences of residents and how they want to stay in touch with the project, which could result in a combination of engagement activities.</li> <li>● SP – What is going to happen to Winsor reserve and how will it change? How will it impact the lives of the residents around it?</li> <li>● We have a preliminary design, and we are working on the details for traffic, noise, dust, and other elements. When these plans have more detail, we will present them to the community. The corridor is a very tight space for a project such as this. We are very aware and are trying to be efficient with our use of space to lower the community burden.</li> <li>● SP - Is there a time frame?</li> <li>● Through the first half of next year but the next meeting will have a more specific timeframe and better maps for traffic access.</li> <li>● NP What is the exact location of ventilation stack from M80 to Yallambie?</li> <li>● It will be placed as located in the EES, South of Simpson Barracks, near the substation works.</li> <li>● RM - Are there any other entry or exit points to the tunnel aside from the Southern end and Northern end.</li> <li>● You will be able to exit at Manningham or at the end of the tunnel, there are many safety options for any emergencies that could occur in the tunnel. We are working on a more detailed map showing local traffic movements and entry/exit points.</li> <li>● SM - Where is the proposed area for the tunnel launch site?</li> <li>● The tunnel launch site is to the south of where you enter from the Greensborough shops, a couple of hundred meters from the shops.</li> <li>● SM - How long is it expected to have the tunnel boring machine in operation?</li> </ul> |

| Owner            | Action   |
|------------------|--|
|                  | <ul style="list-style-type: none"> <li>• The TBM will be in operation for 4-5 years, however, there will be more in-depth timing and confirmation on that. The works will slowly start to scale in size leading up to 2024.</li> <li>• SM - Are all the trucks departing the tunnel going north? What are the frequencies?</li> <li>• The majority of them will but we will come back with data on this.</li> <li>• SM - What is the main reason the tunnel was moved North?</li> <li>• We have moved to the longer tunnel as it had a lower net disturbance. This has avoided a long trench, assisted with the construction process and allowed Greensborough Boulevard to be well connected.</li> <li>• SM - There are concerns that the action areas are right on the doorstep of the shopping centre and will affect business.</li> <li>• To launch the TBM, we will need to move Greensborough Road, we're doing this in a way that will hopefully require only one or two moves This will reduce the disruption to the shops and assist with traffic predictability.</li> <li>• SM - Is there a possibility to significantly increase the total car parks at Watsonia Station?</li> <li>• We do not have numbers on hand but will come back with more data.</li> <li>• AM - Is Blamey Avenue (entry point to the Simpson Barracks) where the ventilation stack will be?</li> <li>• The ventilation stack will be south of there at the same location as shown in the EES.</li> <li>• AM - Will the barracks open space to the community, as shown in the architecture's graphics?</li> <li>• There are no plans to use the Defence Force land.</li> <li>• SP - We would like more detail on the long-term plans for Winsor Reserve after the completion of the works.</li> <li>• We will come back with some greater details, including legacy for the area</li> </ul> |
| Jeni Coutts (JC) | <p><b>Other business</b></p> <ul style="list-style-type: none"> <li>• JC thanked the speakers and everyone who contributed questions. She also thanked Committee members for their contributions during 2021 as well as NELP and CPB staff who supported the CLG.</li> <li>• The Next Meeting is Friday, 21 January 2022</li> </ul>  |