

## Meeting Minutes

### WEST GATE TUNNEL PROJECT COMMUNITY LIAISON GROUP

Date:	7 September 2017	Time:	5.30pm – 7.30pm
Place:	Program Room 2 Newport Community Hub 11-13 Mason Street, Newport	Meeting number:	Sixteen
Chair:	Jim Williamson	Secretariat:	Samantha Aitchison

#### Attendees

Name	Organisation
Jim Williamson (JW)	Chair
Michael Ingram (MI)	Kensington and North and West Melbourne
Rosa McKenna (RM)	Spotswood South Kingsville Resident Group (proxy)
Greg Cain (GC)	VTA
Stephen Zelez (SZ)	Hobsons Bay City Council
Mike Nolan (MN)	Spotswood (proxy for Simon Birch)
Craig Williams (CW)	Seddon
Jessica Christiansen-Franks (JCF)	Footscray
Natalie Thomas (NT)	Maribyrnong City Council (proxy for Deidre Anderson)
Peter Sammut (PS)	Western Distributor Authority (WDA)
Liz Evans (LE)	Western Distributor Authority
Lisa Ryan (LR)	Western Distributor Authority
Greg Meyer (GM)	Western Distributor Authority
Sam Aitchison (SA)	Western Distributor Authority
Sarah Altman (SAI)	Transurban

Apologies	
Name	Organisation
Scott Ellerton (SE)	Concerned Locals of Yarraville
Dave Jones (DJ)	RACV
Phillip Dearman (PD)	MTAG
Steven Wilson (SW)	Friends of Stony Creek
Deidre Anderson (DA)	Maribyrnong City Council
Richard Smithers (RS)	City of Melbourne
Simon Birch (SB)	Spotswood
Margaret O'Loughlin (MO)	Yarraville
Bert Boere (BB)	Brooklyn Residents Action Group
Craig Rowley (CR)	Leadwest
Victoria Jessop	Transurban
Not in attendance:	
Alyson Protetto (AP)	Altona North

## Agenda items

Time	#	Item detail
5.30pm	1	Welcome, introductions and apologies
5.35pm	2	Address previous minutes and outstanding actions
5.40pm	3	<p><b>Project update</b></p> <ul style="list-style-type: none"> <li>- Latest News</li> <li>- Role of the Independent Reviewer and Environmental Auditor (IREA)</li> </ul>
6.10pm	4	<b>Tea break</b>
6.25pm	5	<b>Environmental Performance Requirements (EPRs)</b>
6.45pm	6	<p><b>Social Media Update</b></p> <ul style="list-style-type: none"> <li>Social media</li> <li>Current videos</li> </ul>
7.00pm	7	<p><b>Input from members</b></p> <ul style="list-style-type: none"> <li>- Community feedback</li> <li>- Council and Advisory Group updates</li> <li>- Questions on notice</li> </ul>
7.15pm	8	<b>Action summary, next meeting and close</b>

Item	Item detail
	<b>Meeting opened at 5.40pm</b>
1	<p><b>Welcome, introductions and apologies</b></p> <ul style="list-style-type: none"> <li>• Chair welcomed members and read apologies.</li> <li>• Welcomed Natalie Thomas as proxy for Deidre Anderson and Mike Nolan for Simon Birch</li> </ul>
2	<p><b>Address previous minutes and actions arising</b></p> <ul style="list-style-type: none"> <li>• No actions arising from last meeting minutes.</li> <li>• Minutes adopted.</li> </ul>
3	<p><b>Project update</b></p> <ul style="list-style-type: none"> <li>• PS provided a project update</li> <li>• Discussion on the Inquiry and Advisory Committee (IAC) Panel process as a fair and transparent process. IAC process offers chance for everyone to speak.</li> <li>• Currently Councils and Proponent (WDA) have presented to the panel. Starting next week, individuals and other community and stakeholder groups are scheduled to present. It was noted that the timetable was updated by Planning Panels Victoria, with the latest available on the engage.vic.gov.au website.</li> <li>• PS advised that tabled expert witness statements were also available on Planning Panels Victoria website. He noted that the conclave process was to seek agreed positions on particular discipline areas, which were then brought to the IAC.</li> <li>• PS noted that so far 185 documents have been tabled during the hearing; these are separate to the Expert Witness Statements and the 65 Project Notes prepared to date addressing specific queries raised through the process.</li> <li>• JCF – how does this process work, are these issues identified earlier, or as part of the IAC process?</li> <li>• PS advised that WDA (as Proponent) was required to prepare Project Notes in response to the need for further information through the IAC process. Additional questions come up during presentations or expert witness presentations that require further information or analysis in order to respond to those questions.</li> <li>• PS noted that the CoM traffic expert conceded through examination of the data regarding the 9,000 traffic movements to the city north area, accessing health and educational precincts were manageable.</li> <li>• PS advised that noise had been a topic of debate; Hobsons Bay City Council expert witness commented that this project would deliver some of the best noise standards in Australia.</li> </ul>

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	<ul style="list-style-type: none"> <li>• Other areas of discussion to date have included Air Quality and Urban Design, noting there have been various views on Urban Design as regards to the Maribyrnong River crossing and Mackenzie Road connections.</li> <li>• RM commented that substantial legal arguments were put to the panel querying the legality of the WDA approach to the EES Scope and guidelines and legal status of WDA from counsel from the CoM and Maribyrnong.</li> <li>• PS advised that additional discussions at the hearing were brought up by CoM, dated back to the 2015 Business Case. Legal submissions have been heard from the CoM, WDA, Minister for Planning, and Counsel assisting the IAC. Following deliberation, the IAC decided that the documents were not required to be released. From the point of view of the actual traffic modelling in the EES, a very comprehensive set of reports and information had been submitted and subject to cross examination.</li> <li>• PS advised on the two most recent Ministerial announcements;             <ol style="list-style-type: none"> <li>1. Three additional sections of noise walls will be built as part of the project adjacent to open and recreational spaces. These are covered in detail by EPR NVP1B and Project Note 61. The additional areas are: Crofts Reserve, McIvor Reserve and Stony Creek Reserve along the Hyde Street ramp eastern portion.</li> </ol> <p>In addition, the 63 dBA noise performance requirement will continue to be met until 20 years after the motorway opens.</p> <ol style="list-style-type: none"> <li>2. Additional truck bans announced to manage the potential of trucks diverting onto Blackshaws Road and Hudsons Road (south of West Gate Freeway). This will include 24/7 truck bans on both roads, to apply from when the motorway opens in 2022.</li> </ol> <p>Announced measures also include transport industry incentives, such as shuttle rates, trip capping and night time discounts.</p> </li> <li>• PS encouraged all CLG members and interested community members to attend the hearings at the Footscray Community Arts Centre.</li> <li>• CW asked that information regarding the recent announcements be shared with members.             <ul style="list-style-type: none"> <li>• <u>Action</u>: WDA to share media releases and noise wall information and associated maps.</li> </ul> </li> <li>• GM advised that recent announcements would also be communicated through social media channels including Twitter.</li> <li>• RM commented that she felt that the EES doesn't allow other environmentally sensitive options to be explored.</li> <li>• RM commented that she considered the EES was not thorough enough, and did not provide enough critique of itself.</li> <li>• MI - noted that he supported the CoM protecting their interests and that the IAC</li> </ul>

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	<p>have a task to define and assess the input. He also noted that there were a number of urban renewal areas, such as E-gate and Arden Macauley that are set to bring in many thousands of new residents.</p> <ul style="list-style-type: none"> <li>• JW – understands the view that CoM put forward, however growth of the west to 1.3 million residents needs to be managed and the projected shortfall of 100,000 jobs in the west by 2030 needs to be considered in the greater picture.</li> <li>• GC noted that containers out of the Port of Melbourne are set to quadruple.</li> <li>• JW – referred to suggested connections between the City and the west as outlined in the 2008 Eddington recommendations report.</li> <li>• JW noted today’s Maribymong City Council presentation to IAC on the treatment of the river edge.</li> <li>• NT – stated the importance of correct treatment of this area, noting the Port ownership in various sections and asked what is the process for bringing the Port of Melbourne into the conversation?</li> <li>• PS advised that the Port of Melbourne made a submission to the EES but did not elect to present.</li> <li>• JCF asked about the process for opening up the parcel of land owned by the Port that is currently fenced off near the Dream Factory?</li> <li>• PS – Noted that WDA was and the Maribymong City Council continue to actively work with the Lonsdale Group (Port Lessee)</li> <li>• PS - Advised that Millers Road had been a strong topic of discussion during the last week at the IAC Panel.</li> <li>• PS noted that the EES included reference to toll points on the West Gate Freeway on either side of Millers Road. A single toll point would reduce future truck numbers from 7,000 to 4,000 per day on Millers Road.</li> <li>• JW posed a question to the group to consider what mechanisms the CLG has to provide ongoing influence. He also referenced the excellent Summary of input document prepared by the group.</li> <li>• CW – noted that approximately 40% of containers were running empty to the Port. Relocation of container parks would be a huge benefit. PS commented that the IAC called for information showing container park locations.</li> <li>• GC – stated that the VTA provided a submission to the process. They were advocating strongly for container park relocation/rationalising.</li> <li>• GC also noted that VTA met with MTAG recently, and stated that dialogue needed to continue between groups.</li> <li>• RM - noted Port and PTV had not been present at the IAC, which was a shame that they were not talking publicly about their thoughts/submissions.</li> <li>• MN – asked how Precinct 15 vehicles had been considered during EES process and whether there was opportunity for city bound lanes on Millers Road. PS noted the Precinct 15 Hobsons Bay planning scheme process closed on 1 September. He noted that Precinct 15 traffic had been taken into account in the West Gate Tunnel Project modelling, as had been advised at a previous CLG meeting.</li> </ul>

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5	<p data-bbox="280 439 427 461"><b>Tea break</b></p> <p data-bbox="280 517 1142 584"><b>Independent Reviewer and Environmental Auditor (IREA) and Environmental Performance Requirements (EPRs)</b></p> <ul data-bbox="280 640 1278 2063" style="list-style-type: none"> <li>• PS noted that the Planning and Property team had prepared the EES and were representing the WDA at the IAC Inquiry Panel every day of the hearing.</li> <li>• The IREA (Independent Reviewer and Environmental Auditor) appointment to Arcadis was made in late May 2017.</li> <li>• LR spoke to the IREA Roles and Responsibilities (contained in Chapter 8 of the EES).</li> <li>• IREA are required to produce 6 monthly audit reports.</li> <li>• LR spoke to the Environmental Performance Requirements (EPR) slide; that this approach is standard practice and used across major infrastructure projects, including road and rail.</li> <li>• Any changes to the EPRs will be incorporated into the Planning Scheme Amendment expected in late 2017.</li> <li>• LS advised that the 18 updated EPRs had gone on exhibition via the Planning Panel Victoria's website, with version 5 to be issued shortly. Lisa noted that 504 submissions were received.</li> <li>• LS summarised the updated EPRs.</li> <li>• LR - advised that it was very helpful to receive feedback on EPRs from other parties and that key areas are addressed through expert evidence and the IAC process.</li> <li>• CW - asked how the 63dBA noise level was reached and how this target would be met?</li> <li>• PS - advised that VicRoads policy on new roads as relates to noise is 63 dBA, and existing roads is 68 dBA. Therefore, new freeway standards were adopted which improves community benefits significantly.</li> <li>• JCF – asked about the extent of the noise walls.</li> <li>• PS – unlike other projects that are working with a Reference Design, this project is working with a Tenderer's Design. Therefore, the noise wall information included in the Urban Design and Development Plans in the EES show the actual height and length of walls.</li> <li>• MI – notes that it will be a dramatic change for those living adjacent to the West Gate Freeway. He was very pleased to see the approach on this project to acknowledge and incorporate change. Noting that in the combative environment of the East –West Link, this would not have occurred.</li> <li>• MN – asked if there was consideration for noise walls on the Hyde Street entry ramp and asked how targets would be achieved.</li> <li>• PS - replied that the receptors for noise measurement in this area were primarily the residential properties on The Avenue and that noise walls</li> </ul>

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	<p>had been incorporated (on both the Williamstown Road exit ramp and westbound freeway carriageway) to provide protection to the properties and Don McLean Reserve has benefited by having noise walls along the full northern edge.</p>
6	<p><b>Social Media</b></p> <ul style="list-style-type: none"> <li>• GM – spoke to the social media slides, noting that the reach of social media was high.</li> <li>• It was mentioned that the most popular video had been the 3D project flythrough; it also attracted 144,000 views on the Premiers site.</li> <li>• GM - outlined the West Gate Tunnel social media channels and You Tube site.</li> <li>• 3D model flythrough and noise wall videos were shown to the group.</li> </ul>
7	<p><b>Input from Members</b></p> <ul style="list-style-type: none"> <li>• MI – queried why the innovative Urban Design treatment was focussed on the west side of the project and does not continue in the Moonee Ponds Creek area.</li> <li>• PS - advised that the urban design concept and treatment was for the whole length of the project. There are improvements around Dudley St, the shared user path and open space at Moonee Ponds Creek, as well as the urban design form of the elevated motorway, reflecting the nature of the environment through which it is possible.</li> <li>• <u>Action:</u> – WDA to source visuals of the Moonee Ponds Creek area for MI.</li> <li>• JCF- commented on similar lack of design on Docklands Highway.</li> <li>• PS noted that the team would look at imagery that was prepared during for IAC at ground level to assist the CLG in this area.</li> <li>• JCF - asked about the long-term maintenance. Eg. In the Maribyrnong River front area. And will the space still be available for the laneway festival and other events?</li> <li>• PS - noted that he believed these areas would not exclude community use and that open space would be available as public space.</li> <li>• RM – asked if maintenance should be incorporated into EPRs. PS noted there were already provisions incorporated into the contract in relation to who has maintenance responsibilities.</li> </ul> <p>Previous action: WDA provided RM with a plan showing the Hyde Street entry ramp elevations adjacent to Donald McLean reserve.</p>
8	<p><b>Meeting close</b></p> <ul style="list-style-type: none"> <li>• 7.40pm</li> </ul>

### Next meeting

Date:	Thursday 12 October 2017
Time:	5.30pm – 7.30pm
Place:	To be advised
Chair:	Jim Williamson

Minutes prepared by: Western Distributor Authority

Minutes to be endorsed as a true and accurate record of the meeting by the Chair and CLG members at the next meeting.