

Mordialloc Freeway CRG

Meeting Notes



Meeting:	Mordialloc Freeway - Community Reference Group
Location:	Mordialloc Freeway Info Hub – 358 Boundary Road, Dingley Village
Date and Time:	Thursday 25 July – 6:30pm – 8:30pm
Attendees:	<p>CRG Members: Jon Garrard, John (Jack) Sunter, Peter Wain, Shanthi Pillai, Michael Poulakakis, Margaret Hunter, Terri Bateman & Phil Newman</p> <p>MRPV Representatives: Brendan Pauwels, Daniel Kollmorgen & Luke Minton</p> <p>McConnell Dowell Decmil Joint Venture: Howard Humffray & Nicole Ekert</p> <p>MPs: Tim Richardson</p> <p>Council: Julian Birthisel (Kingston), Christopher Marshall (Dandenong)</p>
Apologies:	Margeaux Hawkins, Ken Carney
Chair / Secretary:	<p>Chair: Ben Neil, Capire Consulting</p> <p>Secretary: Emily Pritchard, Capire Consulting</p>
Meeting Contact:	Luke Minton – 1800 105 105

Actions from last meeting – Meeting #1

#	Action	Owner	Due	Status
1	Project Overview and History	MRPV	July	Complete
2	Minutes and actions of the EES panel to be shared	MRPV	May	Complete

Meeting #2 Agenda Items:

#	Description	Presenter	Time
1	Actions – Previous Meeting	Ben Neil	5 mins
2	Terms of Reference and Code of Conduct <ul style="list-style-type: none"> All attendees were given a copy of the Terms of Reference and a Code of Conduct to sign and return by the end of the meeting 		
3	Introductions	All	10 mins
4	<p>Project Update – MRPV</p> <p><u>Planning and Environmental Approvals:</u></p> <ul style="list-style-type: none"> The Victorian Minister for Planning released his assessment of the Inquiry and Advisory Committee (IAC) Report on the Environmental Effects Statement (EES) on 16 June 2019. The Minister’s assessment is that the project can be built and operated with acceptable environmental effects. The Minister also said that the impacts on Matters of National Environmental Significance (MNES) can be controlled within acceptable limits and that the project should proceed. The Minister has provided his assessment to the Federal Department of Environment and Energy for their decision under the Environment Protection Biodiversity Conservation (EPBC) Act. A Planning Scheme Amendment (PSA) has been submitted to Kingston and Dandenong Councils. This functions to ‘switch off’ normal planning controls and turn on the planning controls outlined in the Environmental Management Framework (EMF). It rolls all permits required under the Planning Scheme into one larger control. The Project is expecting the Cultural Heritage Management Plan (CHMP) to be approved within the next week or two. The majority of land is now in control of MRPV. There are only two parcels outstanding, which will be handed over in the next month. The Project is on track to award the contract by September 2019, with construction to begin shortly after the contract is awarded. Ben reiterated that CRG Members should think about any concerns or questions they or their community has and encouraged all members to ask for more information on those areas of the project. <p><u>Design:</u></p> <ul style="list-style-type: none"> MRPV is reviewing design drawings from the McConnell Dowell Decmil Joint Venture and is working through all refinements in the Preliminary Design Phase (Detailed Design). <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Members questioned what the Planning Scheme Amendment means in real terms. It means that the Project groups individual permit approvals into the one process through the EMF. Members questioned the changes at Woodlands Drive following the Minister’s Assessment. The alternative Woodlands Drive option will be adopted by the project and the design is being refined. 	Brendan Pauwels Daniel Kollmorgen	30 mins

#	Description	Presenter	Time
	<ul style="list-style-type: none"> The Minister has approved constructing an additional lane between Thames Promenade and Springvale Road, as long as it doesn't impact the Edithvale-Seaford Wetlands. The additional lane is proposed to ensure that traffic can enter and exit at speed and not cause delays to existing Freeway traffic. If a third lane is required in the future, it will be built in the median. 		
5	<p>Project Overview and History</p> <ul style="list-style-type: none"> The Freeway reserve has been set aside for quite some time. A feasibility study considered several options to solve growing traffic concerns within the Project area. Following this process, a recommendation was made, and the Business Case was developed by VicRoads. The Project went through extensive consultation with the community, where the overwhelming response was to build a freeway without traffic lights, and that consideration be given to building ramps at Thames Promenade. The Business Case was revisited, and the preferred solution became a freeway with the north-facing Thames Promenade ramps. The Business Case also included modelling to produce a Benefit Cost Ratio (BCR). The information has been included in Chapter 5 – Project Alternatives of the Environment Effects Statement (EES). Following this, the Project began to engage with the local community through information sessions, pop-ups, online surveys and through the Community Reference Group. The Victorian Government determined that an EES was required, and the Federal Government determined that the project was a 'controlled action' under the EPBC Act. This is why nationally significant birds and wetlands were a large focus of the EES. The previous CRG heard a lot of presentations on EES issues and were invited to ask questions and make suggestions on the Project. <p><u>Discussion:</u></p> <ul style="list-style-type: none"> MRPV is offering meetings with resident groups and is keen to share information and collect feedback. The Project is looking to partner with local community groups where they can – e.g. helping students complete work experience or tree planting days. Members questioned potentially using fill coming out of Level Crossing Removal Projects (LXRP) at Mentone and Cheltenham. The Project is exploring this option to see if it will be possible. Any trucks bringing in the fill would not use Edithvale Road. Members requested more information regarding truck movements, traffic management plans, and traffic movement overviews. An email was later received by the Project requesting information on the safety aspects of the Freeway design. 	Brendan Pauwels Daniel Kollmorgen	30 mins



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5	<p>Project Update – McConnell Dowell Decmil Joint Venture</p> <p><u>Update:</u></p> <ul style="list-style-type: none"> The Joint Venture (JV) is working to include requirements from the EES into the Freeway design, including changes to Woodlands Drive, a taller multi-function fauna barrier at Braeside Park and a wider pedestrian underpass. <p><u>Early Activities:</u></p> <ul style="list-style-type: none"> The JV has been notifying residents of upcoming surveys and service investigations through letterbox drops. The investigations are using ground penetrating radar to identify services under the ground – such as telecommunications or water pipes – to plan around the existing services. Plans – including Traffic Management, Environment, Sustainability, Health and Safety – are being developed with MRPV. The design of the underpass is being refined from 3.6 metres to approximately 6 metres to improve safety and allow more natural light. It will also include artificial lighting as per safety requirements. CRG Members requested drawings of the pedestrian underpass and to see what the lighting and landscaping would look like. <p><u>Discussion:</u></p> <ul style="list-style-type: none"> The Freeway won't have emergency phones as they are generally being phased out. The Project teams meet with emergency services during design to understand their requirements for access or water. The CRG is encouraged to continue asking questions about design. 	Howard Humffray Nicole Ekert	15 mins
6	<p>Open Discussion</p> <p><u>Local Engagement</u></p> <ul style="list-style-type: none"> MRPV will be engaging with schools to work together on safety or construction programs and inviting students to see the project. A couple of bus stops will need to be relocated for the project and schools will need that information. MRPV is also exploring some environmental and sustainability initiatives to connect with schools to plant trees. <p><u>Project Timing:</u></p> <ul style="list-style-type: none"> There may be some crossover with the timing of the Mordialloc Freeway project and LXP projects. The majority of disruptions will come from LXP projects, but MRPV will work with LXP to ensure the community is well informed. MRPV and LXP are part of the Major Transport Infrastructure Authority (MTIA), which is developing a framework to help coordinate and communicate major project disruptions. If the Project does end up using fill from LXP in the Freeway foundation, there will be communication about this as it will be a 24hr operation, including trucks moving and dumping material. 	All	15 mins



#	Description	Presenter	Time
7	<p>Next meeting: Thursday 19 September 2019</p> <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> Information and a presentation on traffic movements. Information and a presentation on the pedestrian underpass. Information and a presentation on the Construction Communications and Communications Engagement Plan. <p><u>Discussion:</u></p> <ul style="list-style-type: none"> CRG Members requested updated fact sheets regarding what the impacts for residents closer to the construction area will be and information regarding changes coming out of the EES. 	Ben Neil	10 mins

Actions for Meeting #2 (19 September 2019)

#	Action	Owner	Due	Status
1	<p>Information and Presentations:</p> <ul style="list-style-type: none"> Traffic movements Pedestrian Underpass at Braeside Park Construction Communications and Communications Engagement Plan 	MRPV	September	
4	<p>Fact Sheets:</p> <ul style="list-style-type: none"> Construction impacts Changes following EES 	MRPV	September	

