

**MINUTES OF MEETING – Construction Reference Group (CRG)
Wanneroo Road Widening Joondalup Drive to Flynn Drive
Meeting 1**

Date:	22 August 2017	Time:	18:00-20:00	Location:	Carramar Community Centre, Multipurpose Room
Distribution:	All CRG members and meeting visitors and guests				
Attendees:	Eamonn Gilmore	EG	Carramar Resident	Sarah Fry	SF Carramar Resident
	Graeme Budge	GB	Project Manager – Infrastructure Projects, City of Wanneroo	Steve Bennett	SB Senior Development Manager, LandCorp
	Ian Hammond	IH	President, Carramar and Tapping Residents Association	Steve Luplau	SL Kinross Resident
	Jean Castro	JC	Treasurer, Wanneroo Residents Association	Thomas Massam	TM Associate Director, Harcourts Alliance Joondalup
	Max Wilson	MW	Carramar Resident	John Robertson	JR Project Manager, MRIA/Main Roads
	Michael Richards	MR	President, Banksia Grove Residents' Association	Mary Papachristos	MPap Chairperson / Facilitator, GHD
	Molly Panagopoulos	MPan	Carramar Resident	Ann'Elisha Stephen	AS Executive Officer, MRIA
	Sabine Winton MLA	SW	Member for Wanneroo		
Visitors:	Padraic Murphy	PM	Design Manager, MRIA	Christopher Taylor	CT Construction Manager, MRIA
Guests:	Alex Widgery	AW	Senior Civil Engineer, MRIA	Richard Pitt	RP Project Engineer, MRIA
	Paul Winter	PW	Electorate Officer, Member for Wanneroo		
Apologies:	Harminder Singh	HS	Director Assets, City of Wanneroo	Terry Pearce	TP Project Director, Main Roads
	Mike Badman	MB	Carramar Resident	Ray Thompson	RT Settlers Ridgewood Rise Lifestyle Village

NO.	ITEM / DETAILS
1	WELCOME AND INTRODUCTIONS
	<p>MPap welcomed members to the newly formed Construction Reference Group (CRG) for Wanneroo Road Widening, Joondalup Drive to Flynn Drive ('the project'), and explained the purpose of the first meeting was to provide a broad overview of the project. The meeting agenda for future meetings will be shaped by the CRG.</p> <p>All meeting attendees were invited to introduce themselves and any organisation/group they represented.</p>
2	PROJECT INTRODUCTION
	<p>JR presented the project introduction.</p> <ul style="list-style-type: none"> • \$2.3billion package of road and rail infrastructure announced by the State Government in May 2017 • Jointly funded by the Australian and State Governments • Includes three projects in Perth's northern corridor – this project (Wanneroo Road Widening, Joondalup Drive to Flynn Drive), Wanneroo Road / Joondalup Drive Interchange and Wanneroo Road / Ocean Reef Interchange • Overarching objectives for the three projects are to reduce congestion, remove bottlenecks, improve access, and create safer and more efficient journeys • Wanneroo Road Widening, Joondalup Drive to Flynn Drive, will: <ul style="list-style-type: none"> ○ convert existing single lane road to a dual carriageway ○ remove pinch point causing congestion and delays ○ provide improved north-south alternative to Mitchell Freeway ○ enhance access to Wangara and Neerabup industrial parks • Main Roads WA has formed the Metropolitan Road Improvement Alliance (MIRA) to deliver a number of congestion-busting projects in the Perth metropolitan region, including the detailed design and construction of the Wanneroo Road Widening project. The Alliance brings together the expertise of CPB Contractors, Georgiou, WA Limestone, GHD, AECOM and BG&E, as well as Main Roads, to deliver the project.
	<p>Q Have many CPB Contractors staff come across to the project from the Mitchell Freeway Extension?</p> <p>A One person has joined the MIRA team from the Mitchell Freeway Extension project. MIRA is still building the construction team, and it will comprise experienced staff who have worked with Main Roads and/or on road projects.</p>
	<p>Q How will the project design connect into the Joondalup Drive / Wanneroo Road Interchange project?</p> <p>A MIRA is considering the design connection between the two projects; however the conceptual design for the Joondalup Drive / Wanneroo Road Interchange is currently considering multiple options.</p> <p>ACTION: AS to include design connection between the project and the Joondalup Drive / Wanneroo Road Interchange project on the agenda for a future CRG meeting.</p>
3	CRG ESTABLISHMENT
	<p>MPap drew the CRG's attention to the draft CRG Terms of Reference (refer attachment 1) circulated to members in advance of the meeting which provides guidance on the role, purpose and expectations of the CRG. MP highlighted the purpose of the group, responsibilities, meeting procedures and accountability. There were no comments on the Terms of Reference.</p>

NO. ITEM / DETAILS

MPap asked for CRG endorsement of the Terms of Reference, CRG membership and Chair. Moved by MR; Seconded by TM.

4 CONCEPT DESIGN OVERVIEW

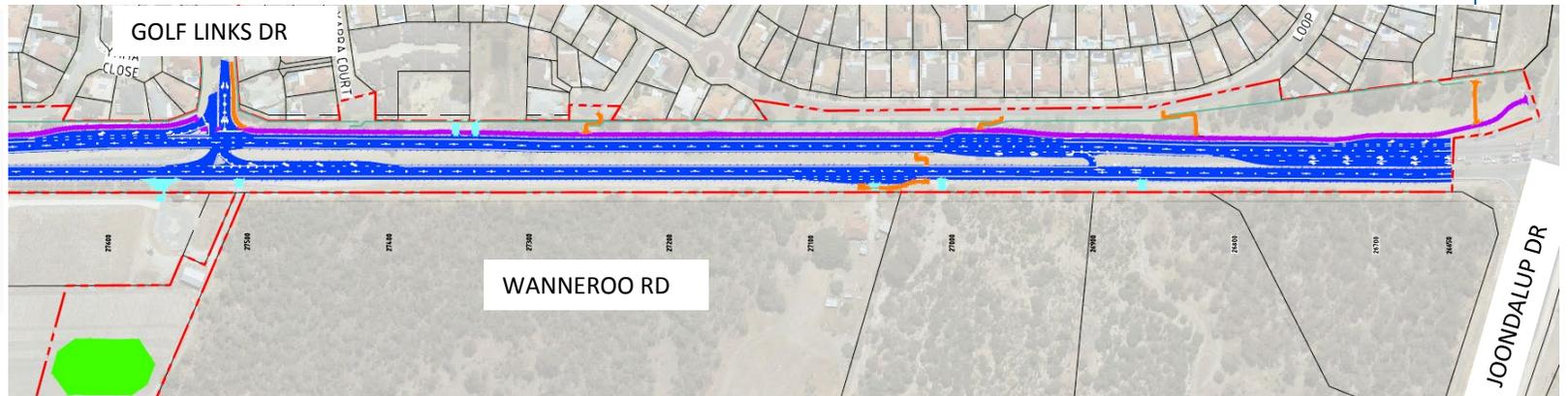
PM presented the conceptual design for the project. Associated drawings are included overleaf.

- The scope of the project includes:
 - 3.3km dual carriageway from Joondalup Dr to Flynn Dr
 - Golf Links Dr and Carramar Rd intersections upgraded to seagull layout
 - 3 U-turn bays provided
 - Significant services within road corridor
 - New pavement on both carriageways
 - Noise walls

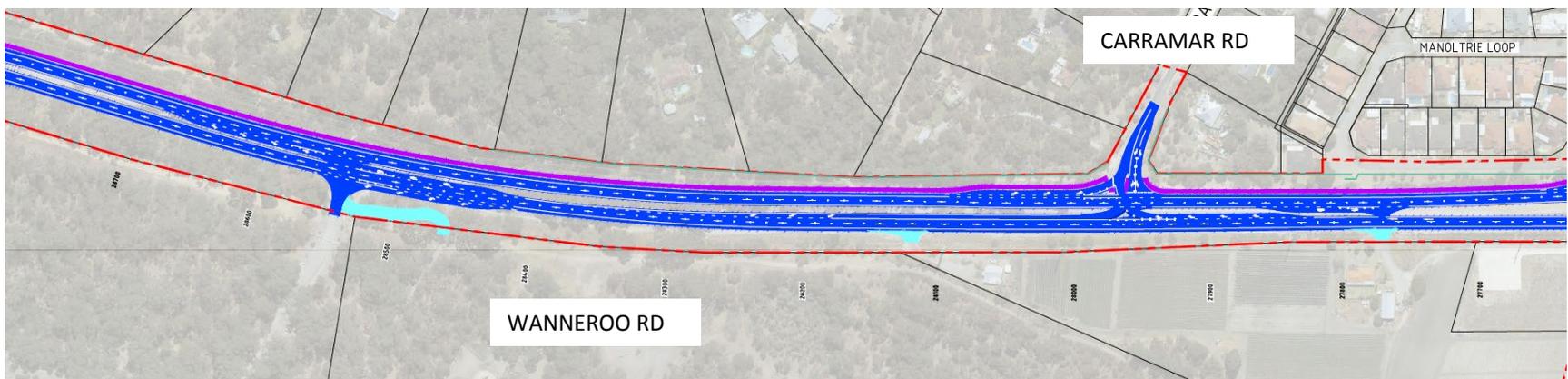
LEGEND

-  SITE BOUNDARY
-  ROAD PAVEMENT
-  SHARED PATH
-  FOOTPATH
-  BASIN
-  DRIVEWAY
-  NOISEWALL

JOINS BELOW

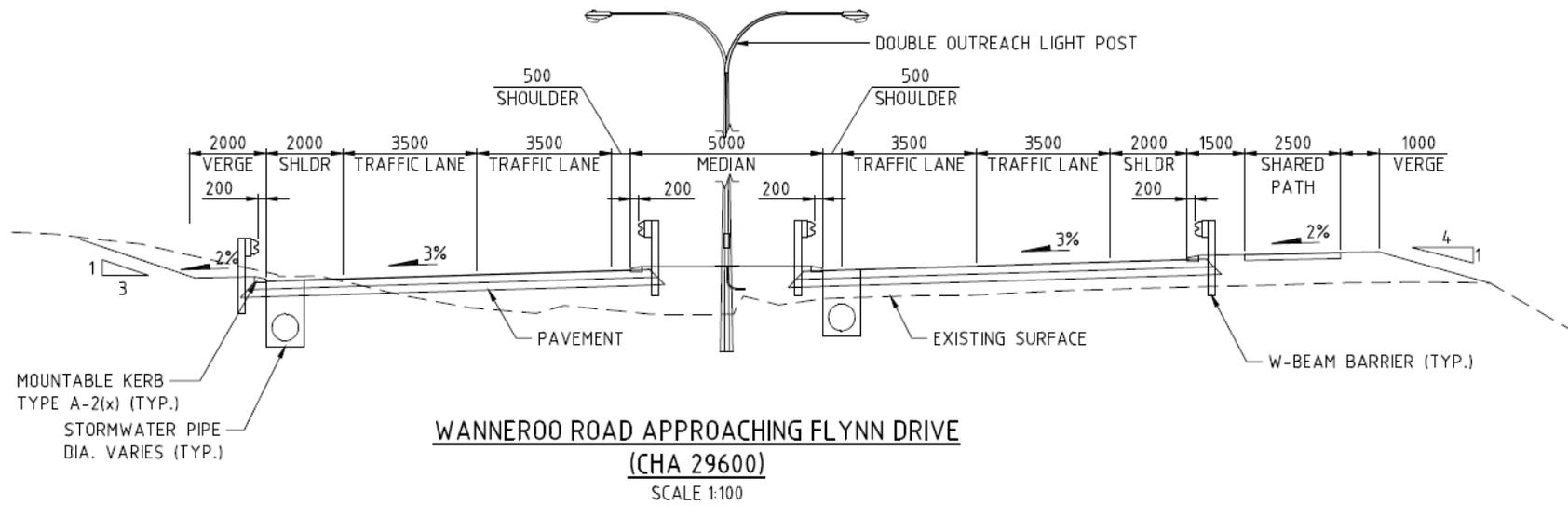


JOINS ABOVE



NO. ITEM / DETAILS

Proposed noise wall locations are shown below. The final extent and height subject to change following calibration of the noise model, and will be presented to the CRG at a subsequent meeting.



NO.	ITEM / DETAILS
	<ul style="list-style-type: none"> • Current status of design is: <ul style="list-style-type: none"> • MRIA will shortly issue 85% design drawings to Main Roads • The site investigation process is approximately 70% complete • Comments from the CRG on shared path connectivity were invited out of session and can be sent via email to AS.
	<p>Q Have consultation meetings been held with people whose properties have driveway access to Wanneroo Road?</p> <p>A Not yet, MRIA will hold these meetings soon.</p>
	<p>Q Why do the noise walls stop south of Carramar Road? How high will the noise walls be?</p> <p>A MRIA is awaiting noise and traffic monitoring data to calibrate the model and confirm the extent and height of the noise walls. The noise wall height is likely to be between 2.4m to 4m high.</p> <p>ACTION: PM to present noise model, confirmed noise mitigation measures, and information about the effectiveness of noise walls at mitigating traffic noise at a subsequent meeting.</p>
	<p>Q Will street lighting use LED?</p> <p>A Question taken on notice, advice to be provided at next meeting</p> <p>ACTION: PM to confirm whether street lighting will use LED at next meeting.</p>
	<p>Q What will be the driveway access arrangement for the Wanneroo Riding Centre?</p> <p>A It is proposed that the driveways for the Wanneroo Riding Centre and the Quarry are consolidated into one driveway access off Wanneroo Road. This is due to safety considerations, particularly as the two driveways are in close proximity and a slip lane needs to be provided for heavy vehicles accessing the Quarry. MRIA will consult with both parties regarding the proposed permanent access arrangement as well as access arrangements during construction.</p>
	<p>Q What is the difference between the Golf Links Drive and Carramar Road intersections with Wanneroo Road?</p> <p>A Carramar Road will have an acceleration lane when turning right out onto Wanneroo Road; there was not sufficient space to provide an acceleration lane at Gold Links Drive. Acceleration lanes are safer in reducing fatalities and rear end collisions. Traffic lights are not proposed for either intersection.</p>
	<p>Q What will the final speed limit be on Wanneroo Road?</p> <p>A The current proposal is for Wanneroo Road to be 70km/h to 500m past Joondalup Drive, and then 80km/h through to Flynn Drive.</p> <p>Some CRG members expressed concern regarding current speeds on Wanneroo Road particularly with vehicles, including trucks, travelling south from Flynn Drive at speeds of 90km/h or more. This makes turning on/off Wanneroo Road difficult and unsafe. Some CRG members would like to see the 70km/h speed limit extended past Carramar Road to at least the Quarry.</p> <p>Traffic will be slowed on Wanneroo Road during construction; however traffic is unlikely to be slowed to 40 km per hour.</p> <p>ACTION: JR to represent the suggestion of a speed limit of 70km/h speed limit from Joondalup Drive to just past Carramar Road to Main Roads and provide feedback at a future meeting.</p>
	<p>Q What has been the CRG's experience of using Wanneroo Road since the Mitchell Freeway Extension has opened?</p> <p>A The anecdotal feedback is that the Mitchell Freeway Extension has taken a lot of traffic off this section of Wanneroo Rd, and that noise levels appear to have decreased. Fire trucks travelling north on Wanneroo Road have experienced congestion issues in the past.</p>

NO. ITEM / DETAILS

Q Where will the alignment of the dual carriage way be built? What will happen to the vegetation in the road reserve?
A Alignment of the additional lanes is mainly on the eastern (residential) side of Wanneroo Road. The existing vegetation on the eastern side of the road reserve between Joondalup Drive and Carramar Road will be cleared for construction of the road and noise walls.

5 CONSTRUCTION OVERVIEW

CT presented an overview of the construction methodology for the project.

- Project is divided into two zones for construction, and then each zone into different stages:
 - Zone 1 – Joondalup Drive to Quarry
 - Zone 2 – Quarry to Flynn Drive
- One lane on Wanneroo Road will be maintained in both directions during peak periods throughout construction.
- Standard working hours will be Monday to Saturday, from 7am to 7pm. Night works will be required, but they will be minimised as much as possible.

Project Area		Construction Start	Construction Finish
Zone 1, Stage 1	Eastern side of Wanneroo Rd, between Joondalup Dr and Golf Links Dr	October 2017	May 2018
Zone 1, Stage 2	Eastern side of Wanneroo Rd, between Golf Links Dr and Carramar Rd	October 2017	May 2018
Zone 1, Stage 3	Eastern side of Wanneroo Rd, between Carramar Rd and the Quarry	October 2017	May 2018
Zone 1, Stage 4	Western side of Wanneroo Rd, between Joondalup Dr and the Quarry	May 2018	October 2018
Zone 2, Stage 1	Western side of Wanneroo Rd, between the Quarry and Flynn Dr	May 2018	October 2018
Zone 2, Stage 2	Eastern side of Wanneroo Rd, between the Quarry and Flynn Dr	May 2018	October 2018
Zone 2, Stage 3	Median strip on Wanneroo Rd near the Quarry	October 2018	October 2018

Key construction activities and indicative timing:

- Site investigations – continue to end September 2017
- Project fencing/barriers – September 2017
- Earthworks/clearing – October/November 2017
- Noise wall installation – commence December 2017
- Removal of 22kV overheads – commence January 2018
- Golf Links Drive intersection – February-April 2018
- Carramar Road intersection – February-April 2018

Q Golf Links Drive and Carramar Road intersections can be built in either a staged approach so that the intersection is kept open or the intersection could be closed in order to complete the works quicker. Does the CRG have a preferred option?

A There are pros and cons to both options. It may be a better option to close down the intersection in order to minimise the duration of the work and overall inconvenience to the community. Flow-on issues arising from diversions will need to be considered, e.g. the Flynn Drive / Tranquil Drive

NO.	ITEM / DETAILS
	<p>intersection is left in / left out; however vehicles currently turn right illegally and diversions may amplify this issue. MRIA will complete traffic modelling and then provide more information on traffic movements to the CRG support further advice on the construction approach for Golf Links Drive and Carramar Road intersections.</p> <p>ACTION: CT to report back to the CRG on options for construction methodology for Golf Links Drive and Carramar Road intersection once traffic modelling has been completed.</p>
	<p>Q What material and patterns will be used for noise walls?</p> <p>A Noise walls will be a concrete panel and post wall, with a stone-patterned finished. The MRIA urban design team is developing recommendations for noise wall pattern and colour which can be brought to a future CRG meeting; however a key consideration is their effectiveness as a noise mitigation structure. MRIA will consider suggestions and comments on the noise wall design from the CRG, noting that changes that significantly impact cost and schedule are unlikely to be approved. It is important to the CRG that the existing aesthetics of the area and consistency with surrounding estate/noise walls are considered in the design of project noise walls, and perhaps an anti-graffiti treatment to the walls.</p> <p>ACTION: AS to include noise wall design on the agenda for the next CRG meeting.</p>
	<p>Q Whose responsibility will it be to clear graffiti on noise walls once the project is handed over?</p> <p>A Main Roads will be responsible for maintenance and cleaning any graffiti on the noise walls on the side facing Wanneroo Road and the City of Wanneroo would be responsible for the other side.</p>
	<p>Q How will the noise walls on property boundaries be built?</p> <p>A The construction methodology for noise walls on property boundaries will likely involve the installation of temporary fencing, the removal of the existing boundary fence, and then the installation of the new noise wall. Consultation with property owners will determine their individual requirements and needs during the construction process.</p>
	<p>Q Is there enough width between the footpath and noise wall to enable re-vegetation and landscaping?</p> <p>A This area is a utility corridor and access will need to be maintained. There is opportunity for landscaping closer to the Wanneroo Road / Joondalup Drive intersection.</p> <p>ACTION: AS to include landscaping plan on the agenda for a future CRG meeting.</p>
	<p>Q What will happen to the existing public phone box on Wanneroo Road?</p> <p>A It will be maintained in the current location.</p>
	<p>Q What is the distance of the noise walls from properties?</p> <p>A The distance of the noise wall from properties varies across the alignment. For some properties the noise wall will become part of their property boundary fence; for others they will be able to see the wall from across the street. Near Balladong Loop, the noise wall will be located approximately where the small pine pillars are positioned in the road reserve.</p>
6	COMMUNITY AND STAKEHOLDER ENGAGEMENT
	<p>AS provided an overview of plans for community and stakeholder engagement for the project</p> <p>Key principles for project community and stakeholder engagement are to:</p>

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	<ul style="list-style-type: none"> • Inform – Consistent, clear and easily accessible information on all aspects of the project for all stakeholders and the broader Western Australian community • Involve – Direct consultation which involves listening to stakeholders and the community and providing clear and informed feedback • Collaborate – Collaboration with stakeholders to develop planning and construction solutions and deliver win-win outcomes. <p>Key methods for engaging with the community will include:</p> <ul style="list-style-type: none"> • Construction Reference Group • Individual consultation meetings • Briefing sessions • Community information sessions (if required) • Direct mail to local residents • Notices of works to residents close to project • Project updates email list • Traffic update bulletins • Website updates • Contact channels are via Main Roads Customer Information Centre on 138 138 or enquiries@mainroads.wa.gov.au. <p>Upcoming activities will include:</p> <ul style="list-style-type: none"> • Property pre-condition surveys – commencing August/September 2017 • Individual consultation meetings – commencing August/September 2017. Meetings will be held with: (1) property owners with driveway access onto Wanneroo Road; (2) property owners impacted by noise walls located adjacent to their property boundary and/or directly visible from property or if there is a requirement for noise mitigation treatments to the property, once requirements have been confirmed by noise modelling. • Construction Reference Group meetings • Project newsletter – September/October 2017
	<p>Q Will there be architectural treatments to properties for noise mitigation?</p> <p>A It is possible that architectural treatments may be required for some select properties where a noise wall is not provided but predicted noise levels are above project targets, however this will depend on the outcomes of noise modelling. Outcomes of noise modelling and resultant offerings for noise mitigation (noise walls and architectural treatments) will be presented at a future CRG meeting.</p>
	<p>Q Does the CRG have any particular comments on the engagement methods proposed?</p> <p>A Shopping centre information displays at the two local shopping centres would be beneficial. It would be best if the display was staffed and also included information about the Wanneroo Road / Joondalup Drive Interchange project and perhaps even the Wanneroo Road / Ocean Reef Drive Intersection project too. Delivery of local community newspapers is unreliable so this is not recommended as a primary communication channel. No further comments from the CRG at this stage.</p> <p>ACTION: MRIA to consider including shopping centre information displays in the CSE program, ahead of the start of construction for the project.</p>
	<p>Q What does the CRG believe the level of awareness of the project is in the community?</p> <p>A Anecdotal feedback is that the level of awareness of the project is relatively low.</p>

NO.	ITEM / DETAILS
	<p>Q Is there any information about development plans for the Quarry site area or provision of alternate access arrangements?</p> <p>A Question to be taken on notice and response provided at next meeting.</p> <p>ACTION: GB to provide advice on any development applications received by the City of Wanneroo. JR to provide advice on any plans for modified access to be provided to the quarry site area in addition to the proposed access arrangement discussed at the CRG.</p>
	<p>Q Can members of the CRG share the minutes of the meeting with their neighbours or interest group?</p> <p>A The minutes are draft until endorsed by the CRG at the next meeting. Once endorsed, the minutes will be available through the Main Roads website. CRG members agreed that the contents of the minutes can be discussed as long as it is noted that they are in draft form until endorsed or otherwise specified.</p>
7	NEXT MEETING
	<p>Agenda topics for the next meeting (if information is available) to include:</p> <ul style="list-style-type: none"> • Outcomes of noise and traffic modelling • Noise mitigation –Noise wall design (colour and pattern) and extent, effectiveness of noise walls in mitigating traffic noise, requirements for noise mitigation treatments to properties. • Construction options for Golf Links Drive and Carramar Road intersections • Landscaping plan • Design connection between the project and the Joondalup Drive / Wanneroo Road Interchange project. <p>Requests for additional agenda items can be sent to AS up to one week prior to the meeting.</p> <p>The next meeting will be held on Tuesday 19 September 2017, 6pm-8pm.</p>