

PRESENTATION 14.9.17 NOTES - DEB

INTRODUCTION

Greetings

We are talking for our personal interests and not the entire OC like before.

In the interests of time, we will not discuss all topics outlined in our Submission and will gloss over points covered in my earlier submission for the OC.

Will focus most energy on the issues that jeopardise our ability to operate our business in this location and that need to be addressed by planning prior to project approval.

Debbie – Experience

Rex 18 years admin/accounts

Prior to that Corporate, Banking Risk Management / Policy / Change agent

Andis – Experience

Rex 25 years

Prior to that Hydraulic Systems / Industry

Rex Industrial

Hire / Engineered solutions / Trouble Shooting / Remediation

Infrastructure (Roads/Bridges/Tunnels), Heavy Industry, Construction, Architectural

(Image) Location Satellite Photo

At this location 18 years – central to client base (live other side town)

1200m² high clearance factory

1880 Redbrick which we have partially restored

Process of designing / building additional offices

6km from City

5 staff and currently employing more

(Image) Proximity to Project – Boundary Photo

CONTENTION

There has been a shortfall in planning and a lot of work still needs to be done here.

Our presentation will show that:

Issues raised will very likely necessitate additional ACQUISITIONS which have not been shown in the EES document and I believe have not been aired at this hearing

There is need to review, add to and revise EPR's for business.

BACKGROUND

Since April 2016 Meetings, submissions, recommendations

Have been transparent and consistent

Main focus that we wanted to stay

If we had to leave needed to be close to city with plenty of notice sooner rather than later as large inner city industrial 1 very hard to find.

We advised that EES would clarify extent of acquisitions and how issues would be solved.

Rather than clarify issues the EES made things more confusing.

(Images x 5) Go through differences in Map Book Plans (No consistency)

OC MEETING TO CLARIFY EES

Set up meeting with WDA Planning & Acquisitions, Transurban and OC to try to clarify issues, main one being lack of truck access planning in documentation.

WDA advice:

- Suggested Lyons St as access for Large Trucks
- Said would be resolved in detail plan
- Said rest of matters would be mitigated and we would not be worse off
- Recommended we all respond to EES via official submissions
OC should reply on behalf of common property
Owners regarding their specific needs

OUR SUBMISSION TO EES

Investigated our project area and became very conversant with all the options and various plans outlined in the EES

Looked at issues with a holistic view and detailed our findings in our first submission (number 182).

Found many traffic, safety and access issues and realised Lyons Street did not offer a good solution as unsafe and illogical on many levels

Natalie Lawlor in business and Nicole Glynn in Acquisitions were copied in to the Submission email.

We requested a meeting to discuss issues as we felt that additional acquisitions were needed to safely reinstate truck access.

MEETING AT REX MS LAWLER AND MS GLYNN TO DISCUSS IMPLICATIONS

(STRESS THIS MEETING REX/SALINS INTERESTS ONLY – NOT OC)

They acknowledged our concerns.

WDA Advised nothing set in stone so we proceeded to look into options in greater detail.

We then met with Oceania Seafood, the other major business requiring truck access to ask what they wanted.

Together, we agreed that the best option for truck access for Rex and Oceania was via Youell St.

ARRANGED ANOTHER MEETING WITH WDA PLANNING, ACQUISITIONS, TRANSURBAN AND CPB/JH ENGINEERS LATE JULY 2017.

We discussed

- (Image) Current truck access
- (Image x 3) Current street parking 200 +
- Current operation plan – no truck access
- (Image) Current urban design plan

We advised

- Their suggestion at the OC meeting for access via LYONS STREET left us worse off
- Truck access via LYONS STREET caused a huge reduction of street parking
Proposed reduction in parking from 200 to 16 places
Increase in use of area due to parkland and ATCR
- Truck access via LYONS STREET would probably necessitate acquisition of additional car places off us in main driveway to allow for truck turning circle
- Truck access via LYONS STREET prevented a fenced buffer and access to the rear of the property for egress and security / antivandalism
- Truck access via LYONS STREET would need extended temporary arrangements and would cause major disruptions
- Truck access via LYONS STREET was illogical, expensive and unsafe

***PASS OVER TO ANDIS WHO WILL TALK ABOUT
THE ACCESS OPTIONS / TECHNICAL COMPARISON / IMPLICATIONS
WAS PRESENTED TO WDA/TRANSURBAN / CPB/JH***

ANDIS - PRESENTATION

(Andis to refer his notes)

PLAY FILM

QUICK COMPARISON OF LYONS ST & YOUELL ST

(IMAGES X 3) BRIEF RUN THROUGH LYONS STREET ACCESS

(IMAGES X 3) BRIEF RUN THROUGH YOUELL STREET ACCESS

DETAILED DISCUSSION OF ISSUES AND IMPLICATIONS

(IMAGE) OUTCOMES COMPARISON (COMPARISON IMAGE)

BACK TO DEBBIE

(IMAGE) NORTHERN PORTAL CONCEPT RENDER

DEBBIE – CONCLUSION

The WDA are well aware of the significant planning shortfalls at our location.

Given the detail of discussion at the meetings, strong arguments presented and acknowledgement by all present that more detail and possibly more acquisitions were required, there has been no further discussion.

Our EES Submission was very thorough and raised a multitude of issues.

I reviewed the Westgate Tunnel EES Submissions Response and found that our submission 182 was only mentioned 11 times despite dozens of issues raised

More disturbing is the fact that our submission does not rate a single mention in the business section of the submission response

Our entire submission was a business response. WDA business liaison represented both directly received copies and yet no business response.

I hope that doesn't mean our submission was ignored in a business context because every concern mentioned will impact our business.

Let's look at the conceptual render on the screen which actually represent the Youell Street Option.

I wonder how many submitters have relied on the landscape and urban design plan to make submissions. Humans like pictures and it is very likely that this is the outcome that most people expect.

The ideal to minimise acquisitions should not occur at the expense of project outcomes, safety or utility of the businesses left behind.

The EES Process is supposed to test the projects ability to meet project criteria and mitigate risk.

Natalie Lawler stated in her submission that business interruptions were managed by either acquisition or EPRs.

I strongly contend that the planned acquisitions in the EES and proposed EPR's will not be able to provide an acceptable outcome in relation to issues we have raised for two reasons:

1. More acquisitions than currently planned will be necessary to reinstate truck access and minimise parking loss.

2. EPR's for Business need to be revised and extended and must not be partially handled by Community EPR's which are too generic to mitigate business.

Business needs are very different to community needs. We are smack in the middle of the project, will be significantly impacted by construction and long term outcomes

In our report we have made several recommendations:

- Acquire Unit 7, Unit 8 and 5 associated car places
- Reinstate as much common property as possible and reinstate titled car parks in surplus land
- Ensure continuous truck access
- Ensure that Youell Street crossover shall remain open, permanently.
- Continue current Lyons Street usage to minimise parking loss.
- Provide additional street parking be planned for and provided in Youell Street
- During the project, mitigate safety issues to cyclists from Billy Button Creek to Somerville road with crossing stops at all driveways and long term, delete shared bike path from Billy Button Creek to Somerville road to ensure bike riders use the new bike path which is much safer.
- Provide fenced land buffer at the East end of the complex for Fire Egress (Coode Island HMF Buffer Zone) and to deter vandalism.
- That the WDA explain how our submission was omitted from the EES Submission Response and ensure that items are duly responded to by the WDA.
- The EPR's specific to Business are written and that businesses subject to partial acquisition be it by parking or loss of common property be viewed as acquired businesses (as there is a misconception that if you are permitted to remain with partially acquired common property you are not impacted but that is just not true).

We were quietly going about our business.

We were unexpectedly told we will have property taken from us

We have been drip fed information

Have been consulted with but don't feel listened to

Have been told EPR's will fix things where "practicable" – hard to run business on uncertainty.

Will have to go to court if we are left in a worse position to try and get back what we had.

Time is even more precious to us than money. You can't ever really compensate lost time.

We can't stay in a property that has been made unusable and that be developed further as a result of ill-conceived partial acquisitions and their flow on effects.

Let's finish with a look of the Northern Portal Render. This concept of what the finished product will look like actually demonstrates our complex with a Youell Street Access for our property. This is what most people are going to expect to see at the end of the project.

We embrace progress and professionally facilitate change.

We have contributed in good faith and with the sole intention of helping to provide the best outcome possible for all.

The current WDA plans are full of holes.

Problems caused by lack of planning cost money and time and the nett result will be that the project's planning problems are going to become our operational problems.

We continue to extend our offer to work with everyone to find a safe, well considered and well planned solution.

Youell Street access and our recommendations provide the most logical solution as it fixes most problems in a timely and cost effect way.

We will support any implementation plan that reinstates our conditions, level of access and parking that causes the least disruption and therefore impact to our business.