

July Meeting Minutes

Community Reference Group



Subject: Yan Yean Road Upgrade – Community Reference Group

Date: Monday 9 July 2018 **Time:** 6.15pm for 6.30pm-8pm

Location: The Gallery, Rivers of Yarrambat - 28 Kurrak Road, Yarrambat

Meeting number: 5

Chair: Warren Bradshaw

Minute-taker: Charlotte Claney

Attendees

Attendees (Name/Organisation)	Apologies (Name/Organisation)
Anne Trueman (AT)	Bruce Turner (BT), Phoenix Facilitation
Barbara Marshall (BaM)	Chinthaka Arachchige (CA), MRPA
Joanne Jamieson (JJ)	Flora Hagani-Pour (FHP), MRPA
John Yeomans (JY)	Susan Farley (SF)
Milton Embling (ME)	
Neisha Forbes (NF)	
Pam Hoyne (PH)	
Ben Matters (BM), MRPA	
Charlotte Claney (CC), MRPA	
Damian van Dyke (DvD), MRPA	
Nerilee Kerslake (NK), MRPA	
Warren Bradshaw (WB), MRPA	

Actions - previous

#	Action	Owner	Due	Status	Update
3.1	CA to update group on outcome of tree limb discussion with Council at next CRG meeting	CA	9 July 2018	Closed	CA an apology so unable to update CRG on outcome of tree limb discussion with Council. CC shared with group that Council had assessed the overhanging tree limbs and don't believe they pose a risk so will not be taking further action. Group feels the debris and branches do pose a risk and the big trees obscure the view making it unsafe. WB and DvD committed to have a second discussion with JR about the issue (item 5.1)
3.5	DvD to distribute minutes from 4 May PCAG meeting to CRG members prior to next CRG meeting	DvD	9 July 2018	Closed	CC sent minutes from 4 May PCAG meeting to CRG members on 8 July 2018
4.1	NK to send photos of hollows being installed to CRG members	NK	9 July 2018	Closed	CC sent NK's photos of hollows being installed to CRG members on 8 July 2018
4.2	BM to organise ride along with JJ to go over crossing opportunities for horses	BM	N/A	Closed	BM met with JJ on 22 June about crossing opportunities for horses
4.3	June meeting minutes to include exchange between NF and CC regarding NF statement captured in May meeting minutes	CC	9 July 2018	Closed	June meeting minutes includes exchange between NF and CC about May meeting minutes

Key discussion points

Agenda item	Discussion summary
Item 1 – Welcome and apologies	DvD not an apology, able to attend. Since DvD able to attend, FHP not attending in place of CA. SF and CA apologies.

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Item 2 – Confirming the agenda	Evening’s agenda confirmed. No additional business raised by CRG members.
Item 3 – Project update	<p><i>Stage 1 update</i></p> <p>DvD told the group that Browns Lane will now be signalised as part of project construction, providing full access and right turn facilities at that intersection. He said that VR did the modelling and the Government has approved it. JY said he believes another set of traffic lights on Yan Yean Road will only slow traffic down. DvD responded that the project must consider the competing priorities of providing local access, improving safety, and preserving the natural environment. AT asked if the sets of traffic lights will be linked and coordinated? DvD replied that priority will be given to during peak hours to optimise traffic flow. ME said the decision to signalise Browns Lane intersection was important for the safety of local residents, and wanted to thank VR for listening and following through on this important community issue. WB agreed this was a positive example of community members and Government working together to provide a good outcome for the local community.</p> <p>DvD shared with the group that, permits pending, the former church building would likely be moved around 14 August. NK said that 14 small trees, both dead and alive, would need to be removed to relocate the church building. Adding that the land where church building will be permanently relocated is zoned parks and recreation land. DvD and NK said that Nillumbik Council have been supportive of the relocation and the drawn-out planning permit process is a legislated process that must be followed. ME said he had canvassed Howell Road residents yesterday, and said they knew about the church relocation and were supportive of it preserved. He said what they were disgruntled about wasn’t the church relocation but the vegetation removal required for CFA to move their headquarters. JY asked ME and NF if it will be used as a church? ME replied it wouldn’t but it would be a small meeting place and used by the Plenty Historical Society to house and display historical artefacts. NK said that the Council’s master plan showed the hall, church and school house in a historical precinct. NF added that the old school house was demolished by developers because Council wouldn’t allow the tree removal required to relocate it.</p> <p>DvD said there has been significant progress with earthworks. He said there has been lots of earth being moved between different areas. None has been imported, it is all cut to fill. NK said tree removal to facilitate services relocation was underway. She said the proposed services plans for trenches and Telstra services had been received and MRPA were ensuring that all plans show attempts to avoid and minimise impacting trees and vegetation.</p> <p>NK said that BMD are on board with propagating seedlings from the seeds that were collected earlier in the year. She said this was being done with the view to offering a planting initiative on private properties with plants grown from seeds collected in the local area. NK shared that MRPA had found Cranberry Heath in Zone 1. She told the group that MRPA will translocate it and take cuttings to grow through La Trobe University, that will be replanted in area once grown. NK said MRPA are also pursuing a snagging project with DELWP, that are interested in obtaining tree root balls for placements in waterways. She said MRPA are continuing with nest box and habitat installation along the alignment, and have been speaking to Wurundjeri and local artists about the sculptures and totems.</p> <p>ME asked if the trees that have been pruned near River Avenue are going to stay. NK responded that they are dead so have been habitat pruned with nest boxes and hollows installed. She confirmed that the area will be rehabilitated post project completion.</p> <p>NF asked when the landscaping session would be held. CC and NK responded when the plans are ready. DvD reminded the group that stylised plans, not just the raw engineering drawings, can take time to produce. WB offered to potentially share the draft landscaping plans with the group at the August CRG meeting. CC agreed it would be beneficial to ‘test run’ the collateral planned for the</p>

Agenda item	Discussion summary
	<p>landscaping sessions with the group to make sure the display materials and information answers the questions the community is likely to have.</p> <p>NK asked the CRG to provide support amongst the local community to assist with getting buy in for the private planting initiative. She told the group MRPA plan to offer sign-up sheet to express interest for participate in the initiative at the landscaping community sessions. The group liked this idea.</p> <p><i>Stage 2 update</i></p> <p>BM, HM (MRPA), JJ and WS (senior police sergeant) went out on 22 June to look at horse crossings and opportunities for pedestrian access along Stage 2. BM acknowledged there are existing signs for horse access in the area but are not designated crossing points, they indicate places where the surface drain is covered so terrain is safe horses to cross. JJ informed BM that horses don't like to cross at a roundabout, they prefer traffic signals. BM told the group that he was investigating acceptable travel distances for riders to cross the road safely and the solution may be to install permanent signage for a crossing point at Laurie Street or Bannons Lane, or there may be a different, more appropriate solution put in place. JJ advised she was currently in contact with Council for about new fence with a gate or to install a break in the existing fence with posts wide enough for horses to fit through.</p> <p>BM told the group that MRPA were in the process of further refining design for Stage 2. He explained that there is a traffic model program that includes all greater Melbourne and surrounds. The model considers journey origin and destination, and looks at 5 year intervals. MRPA uses that information to benchmark existing traffic volumes with the information captured during technical investigations. He explained that the modelling considers predicted population growth and how other road upgrades in area impact the road network. BM explained that this data is used to understand the required footprint of an intersection design that would cater to the needs of road users in an area. He went on to say that this guides the scope of how many lanes, slip lanes and turning lanes etc. may be required. He said that the project team then look to minimise impact to land and environment through investigations and discussions with community and landowners. BM stressed that the proposed Stage 2 design will still function well at 2031, taking growth factors and other projects in area into account.</p> <p>AT asked if the Stage 2 project team had separately approached gas and sewerage utilities companies to enquire about connection in the area. BM replied that they had approached Yarra Valley Water and other utilities providers but the answer was the same as for Stage 1. WB reiterated that a commercial company won't invest in installing a gas main when residents have invested in electric appliances. He reminded everyone that Yarra Valley Water has done surveys and the demand wasn't there from local residents. BM echoed the statement, adding that if it was commercially viable for them, and the demand for it was there, and the population growth was there, they would do it. JY agreed and said if there isn't adequate development within Nillumbik Shire then it won't happen.</p> <p>BaM said she had recently read an article that said PPPs include contractual clauses for 'commercial activity' and wanted to know what that might look like for Stage 2, and whether commercial opportunities could override planning schemes. WB assured BaM that the chosen contractor will still have to work within existing planning schemes. BM contributed that commercial activities are not common for a road reserve, and any commercial opportunities would likely be as part of operations rather than development. BaM wondered about the potential for the PPP contractor to install advertising signage along the road. BM responded that installing advertisement signage in the road reserve is difficult to do and uncommon in Victoria.</p> <p>ME asked if the Stage 1 bus stops will have shelters. DvD said he wasn't sure of that level of detail but would take it on notice. ME asked if all bus stops will be lit at night. DvD said he was pretty sure they would be but he would double check and report back at the next meeting. ME said that the existing Mackelroy Road bus stop isn't lit up at night and sometimes the bus goes past waiting passengers because the driver doesn't see them. ME asked for assurance that telegraph poles</p>

Agenda item	Discussion summary
	wouldn't be installed in the footpath like what happened on Bolton Street. WB confirmed they would not.
Item 4 – 'Key topic' discussion	Item 4 covered in Item 3. Did not discuss again.
Item 5 – Any other business	<p>NF asked for additional crossing opportunities to be considered on Stage 1. WB replied that a rigorous planning process already took place. DvD reminded NF that there is a split carriageway on Stage 1 and there's limited places to even put additional crossing points. JY asked if the Yan Yean Road Upgrade was the first of its kind to have a centre median strip with safety barrier and outer safety barriers lining the road. DvD replied that all the new upgrades will have the same configuration, adding that Plenty Road is set up that way now. NF asked if Plenty Road was a freeway and DvD responded that it wasn't. BM reminded the group that in addition to the significant safety benefits, the configuration reduces the amount of land acquisition required to upgrade the road. DvD added that all new upgrades are safe systems, that everything is changing and safety is the priority. It changes behaviour, and stops people crossing where they shouldn't. NF said that people cross the road wherever they like anyway and WB reminded everyone that that doesn't make it right.</p> <p>NF enquired about the status of the traffic safety audit to be done on the Diamond Creek Road intersection. DvD responded that a road safety audit is done at each stage of the design. BaM asked if the same was true for the Doctors Gully Road intersection on Stage 2. BM confirmed that a road safety audit was done on the preliminary reference design.</p> <p>NF asked if the footpaths and median strips in Stage 1 will be tinted a charcoal colour. DvD replied that there would be tinting in the footpaths but not the median strips.</p> <p>NF enquired about the status of offsets on Council land? NK responded that it is still being pursued and will go to a Council hearing.</p> <p>The group advised MRPA that they felt the role of the independent facilitator at CRG meetings was no longer required, as the CRG is a good working group. The group asked WB to speak to BT about this and to thank him for his great work with the CRG thus far.</p>
Item 6 – Close	<p>Group agreed discussion topic for August meeting would be to review the draft landscaping plans and communication materials and provide comment.</p> <p>Group agreed discussion topic for October meeting would be construction staging and traffic switches with BMD representatives to attend and present to the group.</p> <p>The group is comfortable moving to bi-monthly meetings from next month. Confirmed 2018 CRG meeting dates would be 13 August, 8 October, 10 December - with the provision to revisit in December and revert to monthly meetings if the group feels it is warranted.</p>



Actions - new

#	Action	Owner/s	Due
5.1	Speak to JR (Nillumbik Council) about overhanging tree limbs and debris posing safety risk	WB & DvD	N/A
5.2	Share Stage 1 draft landscaping plans (if ready) with group at next CRG meeting	CC, CA, NK & DvD	13 August 2018
5.3	Update group about bus stop lighting and shelters on Stage 1	DvD	13 August 2018
5.4	Speak with BT about the facilitator role going forward. Group no longer feel the role is required	WB	Prior to 13 August 2018
5.5	BMD to attend October CRG meeting to discuss traffic switches and traffic staging	CC	8 October 2018