

Meeting minutes

MMRA and The Botanica Committee

Subject: Melbourne Metro Rail Authority and The Botanica Committee meeting

Date: 05 April 2016 **Time:** 6 - 7.20pm

Location: The Botanica, 400 St Kilda Road Melbourne

Meeting number: 2

Chair: James Tonkin **Minute-taker:** Jacqueline Novoselac

TRIM file number:

Present	Apology	Copy	Name	Contact details
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	John Kennedy, The Botanica Committee (JK & BC)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Margaret Knurek, The Botanica Committee (BC)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Sandra Makris, The Botanica Committee (BC)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Barry Lanfranchi, The Botanica Committee (BC) Via Skype	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Gary Buck, The Botanica Committee (GB or BC)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	William Chen, Bencorp OCM Pty Ltd (WC)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	James Tonkin, Director Communications & Stakeholder Relations, MMRA (JT)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Simon Adams, Precinct Manager, MMRA (SA)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Jacqueline Novoselac, Senior Communications and Stakeholder Relations Advisor, MMRA (JN)	

Item	Topic	Action by	Action due
	<ul style="list-style-type: none"> Residents were provided a powerpoint handout and notes of a recent meeting with the G12 group of residents. GB explained that discussion points that were sent through to MMRA prior to the meeting came from the residents. In general the residents are very supportive of the project and public transport accessibility is one of the things they like about Melbourne. JT advised that the business case has been released since the last meeting. The full business case is available on the MMRA website and goes through the rationale for a station at Domain. The business case states that Domain is a strategic location with the number of commuters expected to use Domain commensurate with Flagstaff station patronage today. Domain station will also provide a seamless interchange with trams and help alleviate tram congestion. SA gave a general update on precinct information noting the following: the tram stop platform will be 66 metres in length which is long enough for 2 E-Class trams; each entrance will have its own lift and have canopy cover (being mindful of minimising the impact on the Shrine 	<p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p>	

	<p>vista); two escalators will be provided at the tram/train interchange and the Albert Road Reserve; the Shrine entrance will only have one escalator.</p> <ul style="list-style-type: none"> - Although the reference design drawings show the emergency egress located in front of 400 St Kilda Rd, MMRA is currently undertaking an assessment to identify an alternative location. The most likely location is in Bowen Crescent and may require the footpath to be widened to accommodate the exit. It was noted that in order to relocate the emergency exit the plant rooms beneath the road will need to be reconfigured and redesigned. - GB asked what do the vent shafts look like? SA noted that the vent shafts located in the centre of St Kilda Rd will be approximately 3 metres in height. They will be designed to minimise visual impact. - BC asked what would happen to the connection between St Kilda Rd and Albert Rd South/Albert Rd North. SA advised that Albert Rd South is proposed to be permanently closed due to expected increased pedestrian movement once the station is built and the desire to better use this space. Access to the precinct would still be maintained via Albert Rd North. - SA explained that once the station is complete, it is envisaged that St Kilda Road's function is likely to continue to evolve towards being heavily public transport and cycling focussed, whilst Punt Road and Kings Way continues to prioritise vehicles. - BC asked about the temporary loss during construction of approximately 50 carparks that can only be accessed from St Kilda Rd. In addition some residents have paid additional funds to the City of Port Phillip (CoPP) for a street car space permit and a visitors permit. SA advised that MMRA is investigating options for alternative carparks for affected residents. Options raised included: structural modifications to the 2 basement carparks so that both could be accessed from Bowen Crescent; installation of a car lift on Bowen Crescent; use of the adjacent public carpark. SA noted that the car spaces along St Kilda Rd, including in front of the Botanica will not be available during construction. - BC advised that the public car park next door had just been given a permit to be redeveloped into a 14 story residential apartment. BC asked MMRA to talk to CoPP regarding the construction timing of the public carpark and carpark availability at other multi-level buildings in the locality . - BC asked about potential skateboarders using the Albert Road Reserve. JT advised the final legacy will ensure the treatment discourages skateboarders. - The location of the South African Soldiers Memorial as shown on the reference design may not be its final position. This is currently being negotiated between the CoPP, the National Boer War Memorial Association and the Shrine. GB advised that most residents don't mind where it goes. - SA advised St Kilda Rd is one of the busiest cycling routes in Melbourne and that Copenhagen style bike lanes are proposed to be installed as part of the project. These would simply represent an extension of what is already planned for St Kilda Rd by Councils and VicRoads. 	<p>MMRA</p> <p>Note</p> <p>Note</p> <p>Note</p> <p>MMRA</p> <p>MMRA</p> <p>Note</p> <p>Note</p> <p>Note</p>	
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	<ul style="list-style-type: none"> - BC asked if commercial shops were being considered as part of the proposal. SA advised that commercial opportunities are being explored and there may be a possibility for retail within the station, such as a kiosk or something similar. 	Note	
	<ul style="list-style-type: none"> - BC asked about the period of disruption to St Kilda Rd. SA advised that whilst the construction of Domain station is expected to take approximately 5 years, the top-down cut and cover construction approach with 1 lane of traffic operating in each direction (with trams and bike lanes) will significantly reduce the surface disruption duration. MMRA are working to minimise this timeframe as much as possible by building the station box perimeter wall and putting the station box roof beams in as quick as possible – allowing the restoration of St Kilda Rd whilst works continue underneath. 	Note	
	<ul style="list-style-type: none"> - JT advised that the public exhibition period for the EES will be mid this year. The full documentation will be available at Council offices and the State Library and all residents of the Botantica are encouraged to view the document and prepare submissions. 	Note	
	<ul style="list-style-type: none"> - BC queried the future look of St Kilda Rd, in particular if mature trees could be planted instead of juvenile trees. JT advised that the CoM and CoPP each have a different policy around the replacement of trees and the canopy cover targeted. MMRA will be taking on board both councils policies and advice from our arborist to determine the tree replacement strategy. SA advised that once the trees are replaced they will not be fully grown but there may be an opportunity to get planting underway now in preparation for when they can be transferred. 	Note	
	<ul style="list-style-type: none"> - BC asked what will the impact be on power, water and telco services. SA advised there are expected to be none other than short term localised disruptions. 	Note	
	<ul style="list-style-type: none"> - BC asked how will noise, vibration and dust be managed. SA advised to refer to the EES when it is released and to also refer to the G12 notes. 	Note	
	<ul style="list-style-type: none"> - BC asked if a pedestrian crossing will be provided to the other side of St Kilda Rd during construction. SA advised that a temporary crossing is intended to be provided from Albert Road Reserve to Domain Road. The details will be developed by the contractor. 	Note	
	<ul style="list-style-type: none"> - BC asked whether changes to the No. 8 tram route will become permanent. JT advised that the trams diverted down Toorak Road may become permanent but this is up to PTV and Yarra Trams to make the decision. The tram stop on the corner of St Kilda Road and Toorak Road is also getting upgraded. 	Note	
	<ul style="list-style-type: none"> - BC asked if there would be any likely noise and vibration from trains after the project is complete. SA advised that this is not expected. Modelling will be undertaken to determine if any track treatment is required to achieve the expected outcomes. 	Note	
	<ul style="list-style-type: none"> - GB asked JN if a soft copy of the presentation could be sent over with the minutes. 	MMRA	