

## 1.6 MONTCLAIR MIXED USE MULTI-DECK CAR PARK, OUTCOME OF COMMUNITY CONSULTATION AND AFFORDABLE HOUSING EXPRESSION OF INTEREST

Responsible Director: Peter Panagakos

### **RECOMMENDATION**

*That Council:*

1. *Notes that the outcome of the community consultation on the proposed concept design for Glendale West car park identified considerable support for this construction of additional car parking spaces on this site and for the proposed open space but less support for the affordable housing option.*
2. *Notes the results of the expression of interest process with affordable housing providers which sought to understand the interest in the construction and on-going management of affordable housing in this Site.*
3. *Resolves not to proceed with an affordable housing option for this site and notes that officers will explore opportunities for the provision of affordable housing within the Municipality as part of the development of the Monash Affordable Housing Strategy that will be considered by Council later this year.*
4. *Resolves that it will separately consider what occurs on the portion of land where the possibility for affordable housing was identified. Council accepts in principle that this consideration would also include a possible sale of the portion of the land which would further offset the cost of constructing the multi deck carpark. In addition to the land being required to be subdivided at some point in the future should a sale be the preferred outcome, any decision to sell the land would also be required to go through the statutory process under the Local Government Act which must include community consultation.*
5. *Directs officers to write to the housing associations who responded to the affordable housing EOI advising them of Council's decision and thanking them for their EOI responses and further advising that Council will be undertaking work on an Affordable Housing Strategy which will include community consultation prior to any formal adoption by Council and that we would welcome their input to this strategy at that time.*

6. *Resolves that the proposal for the new car park and commercial space proceed to detailed design stage and notes that officers will undertake a tender process for the detailed design of the multi-deck car park based on the MGS concept designs, and present a report to a future Council meeting on the outcome of the tender process.*
7. *Directs officers to commence the process for the relocation of the main sewer line that runs east-west through the subject land and the adjacent Glendale East car park.*
8. *Pursuant to Clause 3 of Schedule 10 and section 189(4) of the Local Government Act 1989 ("the Act"), resolves to commence the required statutory procedures to consider discontinuing the road shown in Attachment C, being part of the land contained in certificate of title volume [11933] folio [803] and shown as being part of Glendale Street on plan of subdivision no. LP13459 ("the Road") and either:
  - a) *Selling the discontinued Road for no less than market value; or*
  - b) *Retaining the discontinued Road;**
9. *Pursuant to Sections 207A and 223 of the Act, directs that public notice of the proposed discontinuance of the Road, and sale or retention of the discontinued Road, be given in the Monash Leader newspaper and on Council's website; and*
10. *Authorises the CEO or her delegate to undertake the administrative procedures necessary to enable Council to carry out its functions under section 223 of the Act in relation to this matter (Appointed Officer).*
11. *Appoints a Committee of Council (Committee) being the Glen Waverley Ward Councillors and the Mayor, to consider any submissions received under Section 223 of the Act at a hearing to be held at the Civic Centre at a future time and date to be fixed.*
12. *Directs that following any hearing of submissions, the Committee, or if no submissions are received, Council's Appointed Officer, reports back to Council to consider on whether or not to proceed with the proposed Road discontinuance and sale or retention of the discontinued Road referred to above at Points (8) to (11) above.*

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**BACKGROUND**

Council at its meeting on 30 October 2018, resolved the following:

1. *Notes the following updated information with regard to Council's 30 August 2016 resolution on this matter being:*
  - *Council has now issued sufficient planning approvals under Parking Overlay 3 and 4 (noting that this is up to and not beyond the date of the Minister for Planning's decision, and Parking Overlay 4 has ceased short of the intended 400 car spaces it was intended to provide);*
  - *The provision of a maximum 539 car spaces that are required to be provided under Parking Overlays 3 & 4 being 400 car spaces and 139 car spaces respectively;*
  - *That officers have undertaken and completed the process and the covenants no longer apply;*
  - *That the design must incorporate no less than 934 car spaces given that Parking Overlay 4 is now also considered subscribed (noted that this is not at the numbers originally intended by Council) as at the point of the Minister for Planning's decision;*
  
2. *Notes and accepts in principle that the proposed building will deliver a minimum 1,044 car spaces (inclusive of two levels of basement car parking) which consists of:*
  - *Replacement of the existing on site car spaces;*
  - *Relocation of car spaces from the Glendale East car park;*
  - *Relocation of car parking spaces from the kerbside of Kingsway;*
  - *Provision of car spaces consistent with contributions made from Parking Overlay 3 & 4;*
  - *Provides for adaptive reuse of the building should this be required in the future;*
  - *Provides for commercial element (over two levels) to provide ground level activation;*
  - *Allows for the provision of affordable housing to be incorporated as part of the development;*
  - *Includes relocation of the main sewer line that runs through the land and the adjacent Glendale east car park.*
  - *That as the preliminary concept design incorporates commercial floor space, approximately 73 car spaces will be required to be incorporated into the design. A further 36 car spaces resulting from the Euneva car park office fit out resolved upon by Council in April 2018 have also been incorporated. That the design process was delayed as a result of Council's ongoing consideration of the possible redevelopment and sale of the central car park site.*
  
3. *Undertakes community consultation on the proposed concept design for Glendale West car park.*

4. *Undertakes an expression of interest process with affordable housing providers so as to assess the level of interest in the provision and management of affordable housing in this location.*
5. *Notes that a further report on the outcomes of the community consultation and expression of interest with affordable housing providers will be presented to Council for consideration before proceeding to detailed design.*

## **DISCUSSION**

### CONCEPT DESIGN - COMMUNITY CONSULTATION

Community consultation on the proposed concept design in accordance with Council's resolution of October 2018, occurred between 12 November and 14 December 2018 and included the following:

- An article was published in November's Monash Bulletin;
- A Meeting with representatives from the Glen Waverley Traders Association;
- Letters were sent to 750 owners, occupiers and traders in Glen Waverley Activity Centre advising them of the community information session and the options to provide feedback to Council;
- A Council listening post on the 16 November 2018 at the Mount View Primary School;
- An article was published Leader Newspaper on 27 November 2018;
- A Community Information session on 28 November 2018 at the Monash Civic Centre;
- Several large signs were placed on the Glendale West Carpark regarding the community information session and the on-line survey;
- A 'have your say' on-line survey on Council's website.

### **Community Information Session**

The Community Information session was held on 28 November 2018 at the Civic Centre. Fifteen people including local residents and business owners attended the session. The feedback on the night was generally supportive of the proposed multi-deck car park. Some concern was raised regarding the affordable housing option and the reduction of kerbside spaces in Kingsway, as some people said that these spaces provide a convenience need to non-restaurant businesses in the shopping strip.

### **Glen Waverley Traders Association**

Officers met with the Glen Waverley Traders Association on 6 December 2018. The Glen Waverley Traders Association are generally supportive of the multi-deck carpark and the provision of additional car parking within the Activity Centre. However, they indicated that they would prefer additional car parking or office accommodation rather than any additional residential or affordable housing on the site.

### Response to 'have your say' on-line survey

The Survey was open between 12 November 2018 and 14 December 2018. A total of 88 survey responses were received. A copy of the survey is included as Attachment A.

The responses received generally fell into eight key questions areas, with responses received being both positive and negative. It should be noted that not all questions received an answer so the total responses to each question may be less than 88.

Questions	Yes	No
1. Have experienced difficulty finding parking in Glen Waverley	68	20
2. Support the development of a multi-deck carpark	69	19
3. Support the Montclair Avenue location	65	22
4. Consider car parking a priority	57	7
5. Would be more likely to visit Glen Waverley if new and accessible car parking was available	58	28
6. Support the open space component	58	17
7. Support the Kingsway Streetscape improvements	61	23
8. Support the affordable housing component	30	44

An overview of comments on each question is provided below.

#### Question 1: Experienced difficulty finding car parking in Glen Waverley

Survey responses:

- *"The Bogong Ave and Kingsway carparks are always full Friday and Saturday evenings and increasingly on other days. I have always been able to get a spot at the Euneva carpark but that is a bit out of the way and is also becoming more popular and won't cope with future demand."*
- *"Volume of people using restaurants and cinemas in recent years has resulted in a lack of parking in the area, especially in the evening. Hard to get parking to visit places like the library."*
- *"I am continually aggravated by the continual circulation of cars particularly in Kingsway that results in totally unattractive pedestrian environment."*

The majority of the responses raised concerns about the area being congested. Many people stated that they experienced difficulty and frustration finding parking. Most people stated that there is not enough parking and that they choose to go elsewhere where parking is more readily available.

### Officer Response

Glen Waverley is a busy Activity Centre and the availability and opportunity to find a car space fluctuates at varying times of the day. As might be expected the more convenient spaces have highest demand and fill up the quickest.

Traders and developers who have been unable to meet their parking obligations on their own land, were required to provide a cash contribution to Council, so that Council, would provide these car spaces to meet the demand created by these new uses and for the benefit of the Activity Centre. As a result of these contributions (which only cover approximately half the cost of the construction of a car space) Council is now in a position where there are commitments to contribute towards an additional 539 car spaces within the centre. These spaces are proposed to be provided in addition to relocating and consolidating some existing car spaces in the Activity Centre such as those on the kerb side on Kingsway to facilitate the Kingsway transformation project and improve the pedestrian and shopping environment.

Through the construction of this car park and the consolidation of some car spaces from other locations in the Activity Centre there will be no net loss in existing car spaces and a net increase of 539 car spaces

### **Question 2: Support the development of a multi-deck carpark**

Survey responses:

- *“Because more parking facilities are needed, especially with other growth and development in the area.”*
- *“It will help to attract more visitors and provide more parking space. Also it will make the whole area more organized.”*
- *“It’s too busy in the area as it is, don’t need more people driving around or more apartments going up!”*

The majority of responses support the development of the multi-deck carpark as they consider that more car parking is required in the area due to growth and congestion. In addition many people raised concerns around traffic management, lack of commuter parking and parking spilling into residential streets.

However, some people said a multi-deck car park was not required and Council should be encouraging more use of public transport. Several people raised also concerns with the height of the proposed car park. One person stated it was a waste of money.

Several people support the development of the car park if it will ease congestion in Kingsway and a few supported it as it would allow Kingsway to be more dining and pedestrian friendly.

### Officer Response

Over many years, Council has maintained a commitment to the provision of an appropriate level of accessible and safe car parking to serve the Glen Waverley Activity Centre. With the obligation for Council to provide additional car parking under Parking Overlays 3 and 4, it is timely for Council to design and plan for the construction of its next car park in Glen Waverley.

The car park will provide for an additional 539 car parks for the Activity Centre which will improve traffic management and reduce on street parking. This will also mean that there will be more parking available in one location as opposed to people having to visit a number of different at grade car parking location to try and find a parking spot.

The proposed car park goes hand in hand with the plan for the Kingsway transformation to improve the pedestrian environment.

The current proposal allows Council to consider a mixed use redevelopment for this site, which in addition to providing the required car spaces, can also provide for street activation and open space as identified in the Glen Waverley Structure Plan.

The car park has also been designed so that in future years it can be utilised for other forms of development should the Activity Centre become less car dependant. This will ensure that the structure itself has a life beyond just a carpark in the future should the need or desire ever arise.

### **Question 3: Support the Montclair Avenue location**

Survey responses:

- *“The whole area is becoming more populated and in order to encourage good restaurants and shops in and around the activity centre, parking should be made easier”*
- *“I believe this is the only location within close proximity to Kingsway that has the least detrimental visual impact for a structure of this size”*
- *“It is far away from Kingsway with a long walking distance, especially very inconvenient for someone carrying many shopping bags.”*

The majority of people support the location for a multi-deck carpark as it is central, close to Kingsway and the train station. Many stated that it was a better use of the land than the existing at-grade car park and will ease traffic congestion.

Those that opposed the location stated that there is already enough parking, that the proposed location is too far away from Kingsway or that it could increase traffic congestion. One person stated that the height was a concern and the development is too large.

#### Officer Response

Officers consider that this location is most appropriate location for a multi-deck car park on Council owned land which is in close proximity to Kingsway. The size of the development is in line with the Glen Waverley Activity Centre Structure Plan.

The scale and form of development makes the most efficient use of the site and is consistent with what is being developed in the centre as it continues to evolve.

### **Question 4: Consider car parking a priority**

People were asked, how big a priority do they think more car parking in Glen Waverley is:

- 67 people said it was very important
- 7 people said it was somewhat important

- 2 people said it was neither important or unimportant
- 5 people said it was not that important
- 7 people said it was not important at all

### Response

The response from the survey questionnaire is consistent with other feedback received from the community regarding car parking being a priority in Glen Waverley. Overall the construction of the Montclair carpark is strongly supported by the community.

### **Question 5: More likely to visit Glen Waverley if new and accessible car parking was available**

Survey responses:

- *“Easier parking would make visiting Glen Waverley for lunch or dinner more attractive”*
- *“I visit Glen Waverley everyday! Parking is not hard to find for me.”*
- *“The reason I choose to go elsewhere is because I am unable to get a car park easily or for long enough”*

The majority of people said that more car parking in the locality would make it more accessible and enjoyable to visit Glen Waverley. Conversely, some people said they prefer to use public transport or walk. Others stated that there is already enough car parking available.

### Officer Response

Council is committed to providing 539 additional car parking spaces within the Activity Centre as a result of contributions being paid by traders and developers for car parking through the Parking Overlays that would have otherwise been required to be provided on their land.

Whilst there are varying views with regard to the availability of parking in the Activity Centre and the need for more, it remains that there have been new uses and developments that have been approved (some of which are yet to commence) in the centre. These developments create a demand for more car parking spaces and through their contributions for car parking and Council’s collection of these, there is an obligation on Council to provide these additional car spaces for the benefit of the centre.

### **Question 6: Support the open space component**

Survey responses:

- *“Yes with the on-going residential overdevelopment of Glen Waverley the addition of open space is critical”*
- *“Yes, with all the apartments being built we badly need more open space”*
- *“No, I don’t think it is necessary, the space would be better used for providing more car parking spaces”*

The majority of responses support the idea of open space in this location. Some people said that it will help improve liveability and also deal with growth in the area. It was also suggested the open space could provide an opportunity for community and social events or even a community market and would make the development more appealing and sustainable.

A small number of people stated there is already enough open space in Glen Waverley, or that the open space could be located elsewhere. One person said it was not big enough for open space. Another person said the whole site should be used for car parking.

#### Officer Response

The proposed concept allows for approximately 1,000sqm of open space oriented to the north of site to service the precinct and its immediate surrounds. The size, awkward shape and configuration of the land means that there are no greater efficiencies achieved in using more of the land for the purposes of car parking. Understanding these constraints provides the opportunity to consider what else could be delivered on the land. The opportunity for a north facing open space was part of the brief for the initial concept as it delivered on the aspiration set in the Structure Plan for the Glen Waverley Activity Centre which identified the opportunity for some open space on this land.

#### **Question 7: Support the Kingsway Streetscape improvements**

Survey responses:

- *“Yes, I think that Kingsway in particular lends itself to become a great food mall with cafes and restaurants providing food from diverse cultural groups and promoting a colourful, vibrant, outdoor eating experience”*
- *“Most definitely. It will become a hub and a much more appealing place to visit. Kingsway has been screaming out for this for many years”*
- *“No, it's meant to be a shopping strip so that means you need passing traffic, kill off that traffic flow and business will suffer”*

The majority of responses support transforming Kingsway so that it has a greater pedestrian and outdoor dining focus, with less priority on cars and passing traffic. The majority of people said this will improve accessibility, decrease congestion and reinvigorate Kingsway. Many people also said it would be safer and improve their overall experience of Kingsway.

A small number of people said it would be less convenient and may make shopping in Kingsway less attractive. Several people would prefer to maintain Kingsway in its existing format.

### Officer Response

The Glen Waverley Activity Centre has evolved into a major food and entertainment destination for the eastern region. Whilst the Centre is vibrant and provides for a variety of different restaurants, cafes and retail uses there has been little capital investment in the public areas of Kingsway other than through routine cleaning and maintenance.

The Kingsway Transformation concept design allows for the removal of angled curb side parking in Kingsway, an upgrade to pavement materials, street furniture and an enhancement to the general look and attractiveness of the street. Much like Oakleigh's Eaton Mall that has gone from strength to strength since its rejuvenation, a rejuvenation of the Kingsway would give the area a further boost and make it an even more attractive area to visit.

The removal of some parking and in turn volumes of vehicles that move through Kingsway would also add to the vitality and attractiveness of the area.

### **Question 8: Support Affordable Housing**

Survey responses:

- *"Yes. Housing is a huge problem and Monash is unaffordable for many people"*
- *"No. There is already an incredible load on local infrastructure and schooling."*
- *"You will devalue everything in Glen Waverley by creating this. You need to create affordable commerce. Share spaces / hot offices / new business incubation"*

Less than half of responses received were supportive of the affordable housing option. Many were concerned that affordable housing could increase anti-social behaviour and some also stated that it could affect the market value of housing in Glen Waverley. Some people also felt that affordable housing should be considered in other areas of the municipality rather than this location.

Other responses were concerned that an additional residential development in this location could increase pressure on infrastructure such as roads, parking and schools.

Responses that supported affordable housing in this location, stated that Glen Waverley has become unaffordable and that affordable housing could provide diversity and positive social outcomes.

Some stated that the land could be better utilised as open space, office accommodation or more car parking.

### Officer Response

The awkward shape of the land is its largest constraint.

The primary purpose of the design was to provide the required car parking spaces in the most functional and efficient way. In addition to providing for some open space, there was some surplus land identified that was not required to facilitate the delivery of car parking on the site. Given this, it was considered appropriate to explore the possibility of providing affordable housing on part of this site as the general provision of affordable housing is one of the general aspirations of the Glen Waverley Structure Plan. There are no preferred locations identified as part of the Structure Plan however.

The consultation has revealed whilst there is some support, the majority of people felt that this was not the best location to provide affordable housing.

The issue of affordable housing and the officer's analysis and recommendation with regard to the Affordable Housing option is discussed more detail in the Affordable Housing EOI section of this report.

### **AFFORDABLE HOUSING EOI**

As identified above, the concept design identified the opportunity to provide for some affordable housing in the Activity Centre.

As part of the consultation process, a non-binding Expression of Interest (EOI) for the possible construction and management of an affordable housing development within a multi-use facility on this site was undertaken in December 2018.

The EOI was designed to assess the feasibility, operational mechanics and level of interest in the construction and on-going management of affordable housing at this location.

There are 10 Affordable Housing Associations registered in Victoria with the Registrar of Housing Agencies. The EOI was sent to these Registered Housing Associations on 7 December with submissions closing on 21 December 2018.

Four submissions were received by the closing date. The following key considerations were used to assess each of the submissions:

- Funding
- Land tenure
- Car parking
- Residential mix
- Commercial use

### **Funding**

All submitters stated that the project could be funded through a mix of funding models including equity, borrowings and grants.

**Land Tenure**

All submissions assume the land component is transferred for a nominal consideration, with Section 173 Agreement to maintain the ongoing use of the development as affordable housing.

A long term lease was also identified as a possibility but some providers also stated that leasing could make obtaining construction funding difficult for them as an affordable housing provider.

**Car parking**

Some EOI responses stated that an adequate level of basement car parking could be considered as part of the development. However, there was a preference for additional car parking spaces required for the affordable housing to be provided within the proposed Council multi-deck car park.

**Residential mix**

The EOI responses suggested developments with between 64 to 81 units, containing a mix of 1, 2 and 3 bedroom units.

Only one response proposed 100% affordable housing. Other responses included a range of tenure models that included social, affordable and private housing.

**Commercial Use (ground floor)**

Most submissions were supportive of a ground floor commercial component and there was a preference that the provider construct this commercial space and either lease or sell the tenancies to Council or the private sector.

**Officer Response**

As outlined earlier in this report, there is a level of interest in the provision of affordable housing on this site. Not surprisingly, given the range of housing models that exist, how affordable housing is varied from operator to operator. Only one of the four providers who responded proposed to provide 100% affordable housing.

A second provider stated that they provide a majority affordable housing but did not quantify the amount nor what the remaining housing mix would be. The two remaining providers proposed a majority of social or privately owned housing with 40% or less affordable housing.

Based on these responses, there was only one provider who satisfied Council's intention under the EOI and a second that may meet the EOI. Although full details of this proposal were not provided. Therefore, whilst there is interest in providing housing on this site, officers do not have confidence from these responses that an appropriate outcome for the provision of affordable housing could be achieved, particularly as two (possibly three given the lack of supporting information) of the four providers were unable to satisfy Council's EOI which was aimed at receiving interest in the provision of affordable and not social housing.

Adding to this complexity, some of the providers stated that they would seek to have any car parking associated with the affordable housing development provided within the new Council multi deck car park.

This adds further complications to the project, as to achieve this level of integration not only would additional time and resources need to be spent in the selection of a preferred affordable housing provider and lengthy processes involved in doing this but there would also need to be negotiations about suitable terms and conditions for the provision of resident and ground level commercial car parking.

As a result, the design and delivery of the car park would be delayed whilst this was being negotiated and resolved, as the car park would need to be designed and costed to provide for this parking. There is also uncertainty as to whether the providers would pay for the required car parking spaces or if the expectation would be that the cost would be covered by Council.

Having regard to the above, the provision of affordable housing on this site is problematic and very difficult to co-ordinate. To try and deliver an outcome and reach agreement for its provision on this site, particularly given the varying responses from providers, would add significant complexity, risk, uncertainty and delay to the project. This runs counter to the primary objective of meeting Council's obligation and objective of providing additional car parking in the Activity Centre.

It is therefore recommended that the option for the inclusion of affordable housing be removed from the concept design as part of this project.

Officers will continue to explore other opportunities for the provision of affordable housing in Monash through the development of the Monash Affordable Housing Strategy that is being prepared this year. This would allow better and complete consideration of the opportunities for the provision of affordable housing without the added complication of delivering a multi deck car park for the Activity Centre which is the primary purpose of the proposal.

It is also relevant for Council to be aware that the Planning and Environment Act 1987 was amended in 2018 with the addition of a new Objective; *"to facilitate the provision of affordable housing in Victoria"*. In addition to this change, a definition affordable housing was introduced and a "standard" voluntary Section 173 Agreement provided.

The provision of affordable housing can be considered more broadly as part of rezoning request and for larger residential developments, particularly apartment developments. The addition of this definition and new overarching objective enables some consideration of the provision of affordable housing in private developments in addition to purpose built affordable housing.

It is proposed that detail design of the car park progress, and Council separately considers what occurs on the portion of land where the possibility for affordable housing was identified. This would include consideration of a sale of that portion of the land so as to further offset the cost of constructing the multi deck car park.

The open space area is proposed to remain but will be designed, costed and consulted upon in due course.

### **Detailed design tender**

Following the consultation undertaken on the concept design prepared by MGS Architects and having considered the feedback from the community consultation and

the outcomes of affordable housing EOI process, it is recommended that a modified proposal progresses to the detailed design stage.

The detailed design stage will include finalising the design brief, removing the affordable housing option and further refining the concept design to consider matters such as vehicle access and the need to provide speed ramps that would enable quicker access to the upper levels of the multi deck car park.

The design of the open space will be undertaken separately to the car park design. Consideration of what happens with the residual part of the site that was proposed for affordable housing will also occur and this would include a possible sale of this part of the site to further offset the cost of constructing the carpark. Officers will make a recommendation to Council on this at a future Council meeting.

To progress the detailed design, officers will undertake a tender process to appoint a suitably qualified and experienced consultant for the provision of detailed design documentation for the delivery of the project.

A further report on the outcome of the tender process for the detailed design will be presented to a future Council meeting for consideration.

## **SITE PREPARATION**

### **Partial Road Closure of Glendale Street**

The concept design for the carpark footprint extends approximately 4.6 metres over the eastern boundary and encroaches over part of the public road known as Glendale Street as shown in the concept design in Attachment B. This part of the road reserve is currently utilised as on-street car parking.

The road reserve known as Glendale Street is 15.24 meters wide on title. Glendale Street currently accommodates two way traffic, a footpath on the eastern side and ninety-degree car parking on the western side.

It is proposed that the road reserve be reduced to 10 meters in width to accommodate the required footprint of the proposed car park. This will still allow for two way traffic and the footpath access along Glendale Street. The plan indicating the proposed road discontinuance is shown in Attachment C.

That residual part of Glendale Street that remains is a width of approximately 5.24 metres and is proposed to be incorporated into the development site. The incorporation of this part of Glendale Street is necessary so as to achieve a suitable footprint for the proposed development and to provide an efficient car park.

It is proposed that the car spaces that are in this part of Glendale Street will be incorporated into the new multi deck car park, ensuring that there will be no net loss in car spaces.

The road status can only be extinguished if the road is formally discontinued under Clause 3 of Schedule 10 to the *Local Government Act 1989* or pursuant to the *Road Management Act 2004*.

The road discontinuance process involves publication of a Public Notice of the proposed road discontinuance in the local newspaper and Council's website. The public notice will invite submissions in accordance with Section 223 of the Local Government Act (LGA). Any submitters may request to be heard by a Committee of Council prior to decision being made to either proceed or not proceed with the proposed road discontinuance. If submissions are received, a Committee of Council will be convened to consider submissions.

A further report will be presented to Council following the public notice period for Council to consider whether or not to proceed with the proposed road discontinuance at the conclusion of the Section 223 process.

The discontinuance of the road status could take up to 12 months and would facilitate the site consolidation as a precursor to construction occurring.

### **Sewer Relocation**

A main sewer line runs east-west through the proposed development site. This significantly limits the design options for the proposed car park. As a result of these limitations, the concept design is based on the sewer being relocated around the site. Preliminary discussions have occurred with Yarra Valley Water about the ability to relocate the sewer at Council's cost. Yarra Valley has indicated that this is possible subject their agreement to the relocation design.

Accordingly, it is recommended that officers commission a Yarra Valley Water approved consultant to design the sewer realignment. Following the design process, officers will undertake a tender process to appoint a suitably qualified consultant to undertake the sewer realignment works. A further report on the outcome of the tender process for the construction of the sewer realignment will be presented to Council for approval.

The design and relocation of the main sewer could take at least 12 months and is key in preparing the land for future construction.

### ***POLICY IMPLICATIONS***

The concept designs for the site are framed within reference to the Glen Waverley Activity Centre Structure Plan and consistent with Council's previous resolutions that apply to this land.

### ***CONSULTATION***

This report sets out the outcomes of the consultation that was undertaken for the mixed use development during November and December 2018.

Further consultation on the proposed road discontinuance of part of Glendale Street, Glen Waverley will be undertaken in accordance with the Local Government Act.

Further community consultation will also occur following the completion of the detailed design and at other stages of the project before a final decision is made on whether to construct the development.

Should Council determine to sell any part of the site, a formal public consultation process will also occur prior to any final decision being made.

### ***FINANCIAL IMPLICATIONS***

The proposal will be partially funded by trader contributions collected under the Parking Overlays and through the sale of Council owned land in the Activity Centre. Council has also allocated money for this project in its Long Term Financial Plan which includes improvements to Kingsway, although these works are yet to be designed and costed. There is also an opportunity for Council to consider sale of a portion of the site to further offset any costs associated with the development and options for this part of the site including a possible sale will be considered and reported to Council for consideration at a future Council meeting.

There will be more certainty through a quantity surveyor regarding the cost of the development once detailed designs for the carpark and sewer relocation have been completed.

### ***CONCLUSION***

The community consultation demonstrated strong support for the development of a carpark in this location. The Glen Waverley Traders' Association are supportive of the carpark and for the provision of additional car parking within the Activity Centre. There was less community support of the affordable housing option in this location.

The EOI for the affordable housing demonstrated that whilst there is interest in affordable housing in this location it is noted that only one of the respondents provided for 100% affordable housing. Other providers proposing various mixes of affordable, social housing and private developments.

It has also been identified that providing affordable housing on this site would add significant complexities and delays to the project, and affect the primary purpose of the process which is to meet Council's existing obligation to construct the car park. As detailed in the report what happens with this part of the site will be considered and decided upon by Council at a future meeting.

It is recommended that Council commences the steps necessary to prepare the detailed designs for the carpark based on the MGS concept design along with the recommendations in this report and commences the statutory process to discontinue a road reserve on Glendale Street, and the design process to relocate the sewer.