

1.6 SUBURBAN RAIL LOOP PROJECT

Responsible Director: Peter Panagakos

RECOMMENDATION

Part A

That Council:

1. Notes the update on Council's involvement in the Suburban Rail Loop East Environment Effects Statement (EES) Inquiry and Advisory Committee (IAC) hearing.
2. Notes that the IAC will generate a report and make recommendations to the Minister for Planning by 23 June 2022, and that the Minister's assessment, which is expected in August, will inform other Government decision makers on the approvals required for SRL East to proceed.
3. Notes the submission and position of Department of Transport (DoT) being:
 - a) DoT has no plans to lower the Glen Waverley railway station and does not agree that the Project should be expanded to accommodate the Council's plans in respect of the Ring Road.
 - b) DoT agrees that lowering of the Glen Waverley railway station and development of the Ring Road would be significant undertakings. It further notes that the feasibility of these projects has not been assessed and that the projects are not funded.
 - c) DoT considers that the precinct planning process for Glen Waverley represents an obvious and appropriate opportunity to consider the future urban structure of the Glen Waverley Activity Centre, including what changes, if any, should be made to associated transport infrastructure.
4. Notes the submission of the SRLA that:
 - a) The site nominated by the SRLA for the replacement of carparking spaces resulting from its acquisition of the Council owned car parks at Montclair Avenue is the existing Euneva West car park, immediately north of Railway Parade North.
 - b) While there may not be an ideal location to replace those spaces, the site nominated by SRLA is within a comfortable walking distance of the Kingsway traders, and customers will still have the option of parking on-street or in the Bogong Avenue or Coleman Parade car parks. Whilst this is not seen as an adequate permanent solution, it can be secured and developed in a timely manner.

- c) little if any weight should be given to MCC's vision for a ring road requiring grade separation of the existing rail line whether this be on the basis of the 2014 Activity Centre Structure Plan or having regard to Council's aspirations over some years. There is a point where local structure planning must align with the plans of key agencies. DoT has yet again made it clear that it has no plan to provide grade separation at this location.
- d) Notes that the SRLA submission has disregard for Council's aspirations and vision for the future of the Activity Centre and ignores the comprehensive strategic planning work of Council, in consultation with the traders and community.
- e) Notes that Council's current car parking obligation to provide additional and replacement car spaces in the GWAC has been reduced from 706 car parking spaces to 704 car parking spaces not including any additional car spaces that may be displaced as a result of the project.
- f) Notes that Council will receive a report and further update on design work that is being undertaken for provision of additional carparking at the Bogong Avenue Multi-Deck Carpark.

Part B

That Council:

1. Endorses the following recommendations from the Glen Waverley Activity Centre Steering Committee to:
 - a) Undertake community consultation and engages, updates and informs traders and residents on the process and outcomes proposed by the SRLA project in the Glen Waverley Activity Centre (GWAC), through Council's website, media, direct mail and where appropriate information sessions.
 - b) Writes to all traders and residents within the 3150 post code and provide information on Council's discussions with the SRLA to date, including the matters and submissions made during the EES process across the whole GWAC,(understanding that the report of the IAC is yet to be delivered to the Minister for Planning, but that when this is public it may provide further clarity on matters and outcomes proposed in the GWAC);
 - c) Notes that relevant considerations to the points above, including, but not limited to:
 - (a) proposed road closures,
 - (b) replacement and additional provision of parking;
 - (c) opportunities for significant improvement in the GWAC that are not supported, being considered or within the scope of the SRLA project (as detailed by both SRLA and the Department of Transport) such as the proposed ring road and

- enhancements/improvements to the existing railway station and its relationship to the SRLA station
- (d) parking and traffic management; and
- d) Detailing the outcomes that Council believes should be considered as part of the SRLA project whether they are delivered as part of it, or that at a minimum are not compromised from being delivered in the future as a result of the SRLA project.
2. Maintains its qualified support for the SRLA project and the benefits it may bring but that the consultation/advocacy proposed is intended to create awareness of the limitations of the SRLA project scope and the benefits that could be delivered or planned for as part of this transformative project being a catalyst for change in the GWAC.
3. Agrees that:
- a. this consultation/advocacy process will enable traders and the community to provide feedback to Council on what is being proposed as well as feedback on Council's aspirations for the GWAC, including the identified improvements/benefits it believes should be provided for as a result of the SRLA project; and
- b. the community's feedback will assist Council in considering matters affecting the GWAC further as well as informing any advocacy that may be considered to ensure a shared vision to the benefit and improvement of the GWAC with the SRLA project as a catalyst for change.
4. Notes that:
- a. Council has received an undertaking from the CEO of the SRLA that the SRLA have not commenced any precinct planning work and that no work will commence without the involvement of Council and further, that the precinct planning work by the SRLA is not due to commence until 2023.
- b. Given a range of unresolved issues such as the location for replacement/additional car parking and improvements across the GWAC that Council is reliant on the outcome of this planning process.
- c. Supports the recommendation of the Glen Waverley Activity Centre Steering committee for Council to request that the State Government and the SRLA commence the precinct planning work immediately (recognising that the outcome of the EES process may provide further guidance), and in particular it is not understood why project scoping, initial work and community engagement could not commence understanding the importance of this work which will identify and provide solutions to important outcomes, directions and enhancements for the activity centre.

5. Notes that it will consider at a future Council meeting any further advocacy to both the Federal and State Government that may be needed arising from the consultation/advocacy with traders and residents as outlined in this recommendation.
6. Agrees to allocate resources and a financial contribution to facilitate this outcome.

INTRODUCTION

The purpose of this report is to provide Council with an update on the Suburban Rail Loop Authority's (SRLA) Project since the last update at the 26 October 2021 Council meeting (Previous Report) and in particular, to provide an update with regards to:

7. Council's involvement in the Suburban Rail Loop East Environment Effects Statement (SRL East EES) Inquiry and Advisory Committee (IAC) hearing;

Part B of the recommendation has been included at the request of the Glen Waverley Activity Centre Steering Committee. The report recommends the commencement of community consultation/advocacy that engages, updates and informs traders and residents on the process and outcomes proposed by the SRLA Project in the GWAC. The recommendation identifies and outlines a number of issues and areas of significance that it is proposed to engage with traders and the community on.

BACKGROUND

Council has considered a number of reports on the SRLA project. Most recently, Council resolved as follows:

26 October 2021

"That Council:

1. *Note the introduction of the Suburban Rail Loop Bill 2021 (Bill) which has now passed through both houses of parliament and accordingly, the Suburban Rail Loop Authority (SRLA) has formally been established as a statutory body and amongst other matters grants the SRLA the power to enter on to and to acquire land and provides for the Minister the ability to declare an area of land to be a Suburban Rail Loop (SRL) planning area.*
2. *Notes that officers and Councils lawyers are currently reviewing the Bill and that a further report to Council discussing in more detail the effect of the Bill will be provided to Council in due course.*
3. *Note the progress made by the SRLA with the completion of the studies for Stage One of the SRL project that form the Environmental Effects Statement (EES) and the dates for community consultation on the outcome of the studies and receipt of submissions.*
4. *Notes that the exhibited documents of the EES will be on display from 5 November 2021 until 16 December 2021.*

5. *Direct officers to commence a community consultation process on 05 November 2021 until 30 November 2021 to gather feedback on the outcome of the EES studies referred to in item 3 above.*
6. *Notes that it will receive a further report at the December Council meeting on the outcome of the community consultation process together with a summary of the responses from the community and details of what Council through its lawyers and appointed experts will present to the EES hearings informed but officer assessment and any relevant applicable community views.*
7. *Allocate \$500,000 from its 2021-22 budget to cover associated EES expenses including external consultancy, legal and design as part of stage one SRL EES process, ongoing discussions with SRLA regarding outcomes at the three locations and commencement of the Strategic planning for the three station locations that will continue beyond the 21/22 financial year.*
8. *Notes that officers have completed investigations into alternative sites for car parking in the Glen Waverley Activity Centre and that Council's existing multi-level car park at 1-5 Bogong Avenue, Glen Waverley has been identified as the most appropriate location for provision of some of the additional car spaces.*
9. *Resolves that Council's existing multi-level car park at 1-5 Bogong Avenue, Glen Waverley is the preferred location for the provision of some of the additional car spaces required to be provided noting as has been previously resolved by Council that the balance of the required car spaces is to be resolved with the SRLA as it is considered that there is a shared responsibility to accommodate those required car spaces.*
10. *Notes that officers have commenced preparation and will release a tender for consultancy services to design an upgrade and extension to the preferred site noted in item 9 with Council to consider the awarding of any tender at a future Council meeting.*
11. *Note that Officers have met with South East Volunteers regarding the property at 5 Myrtle Street, Glen Waverley and met with SRLA on the site and that the S223 Committee will be reconvened to further consider the lease matter with the Committee's recommendation being presented to a future Council meeting. "*

14 December 2021

That Council:

1. *Broadly supports the Suburban Rail Loop East project due to the significant benefits of the Project that include:
 - a. *increased transport choices for the community;*
 - b. *rail based services to the Monash National Employment and Innovation Cluster (NEIC) that have previously not been provided; and*
 - c. *opportunities for uplift and improvement in two key activity centres at Clayton and Glen Waverley.**
2. *Notes that several issues in the draft EES and Amendment GC197, have been identified that need to be addressed in order for the EES to provide for an acceptable outcome and in order to minimise the environmental effects of the Project.*

3. Notes the summary provided on the Council community consultation process undertaken regarding the Suburban Rail Loop East Environment Effects Statement; and

4. Endorses Council's Suburban Rail Loop East Environment Effects Statement submission.

DISCUSSION

Relates to the part A recommendation.

1) Environmental Effects Statement –SRL East and the Inquiry and Advisory Committee Hearing

The SRL East EES describes the existing environment, identifies benefits and potential impacts during construction and operation and proposes ways to avoid, minimise, offset or manage any significant effects.

Council's submission to the EES as attached to the 7 December 2021 Council report set out strategic objectives for the SRLA Project in Monash and identified areas of concern with the current proposal as set out in the EES.

a) The Inquiry and Advisory Committee Hearing

The Inquiry and Advisory Committee (IAC) began the hearing on Monday 28 February 2022 to consider submissions to the EES. The hearing ran for 10 weeks, concluding on Thursday 5 May 2022. The IAC chair, Ms Kathy Mitchell, on the last day of the hearing commented on its scale, noting the following facts:

- 39 hearing days
- 366 submissions
- 80 parties
- 47 experts called to give evidence
- 783 documents tabled throughout hearing
- 50 technical notes tabled by SRLA

The IAC will generate a report and make recommendations to the Minister for Planning by 23 June 2022. The Minister's assessment, which is expected in August, will inform other Government decision makers on the approvals required for SRL East to proceed.

b) Summary of Monash City Council Case

Counsel representing Council presented an opening submission to the hearing on 1 March (Tabled Document [187](#)). Council called the expert witnesses:

(a) Ellis Davies of Etho– Urban - Business & Retail (Tabled Documents [135](#), [170](#) & [476](#))

(b) Ross Hunter of Ranbury Management– Group - Railway Infrastructure (Tabled Documents [136](#) & [474](#));

(c) Craig Czarny of Hansen Partnership - Urban Design (Tabled Documents [137](#) & [477](#)); and

(d) Jason Walsh of Traffic– Group - Traffic & Transport (Tabled Document [294](#)).

Traffic and Transport evidence from the Proponent (SRLA) and all other parties was heard from 21 – 24 March. Monash City Council’s main submission and other expert evidence was heard from 4 – 6 April. Council’s closing submission was presented on 4 May (Tabled Document [757](#))

Monash City Council’s position was one of qualified support. In accordance with the Council resolution of 7 December 2021, this support for the Project was subject to changes identified in submissions, being changes that are regarded as needed to achieve acceptable outcomes and minimise the effects of the Project.

Key changes sought and issues to be addressed included:

- Use of a reference design leads to a lack of certainty that makes an appropriate level of assessment difficult if not impossible.
- Lack of integration of the SRLA Project with existing precinct planning is problematic, meaning that the EES assumes positive impacts from the SRLA Project, without providing transparent and rigorous analysis of impacts.
- An understatement of negative impacts, particularly in relation to geographically specific negative impacts arising from the six to seven-year construction phase.
- Failing to adequately consider alternative options for the delivery of the SRLA Project.
- Inadequate Council representation on the Urban Design Advisory Panel and the Public Open Space Framework expert panel.
- Adequate information on the implications for development and a permit exemption for SRL East Infrastructure Protection Specific Controls Overlay (SCO15).
- Concerns about accountability for the compliance of the SRLA Project with the Environmental Management Framework proposed, particularly during construction.

The key issues of concern to Council in relation to the Project in **Glen Waverley** include:

- (a) operational issues, particularly removal of car parking in proximity to Kingsway, traffic movement due to closure of Coleman Parade, and provision of bicycle parking;
- (b) construction issues, particularly impacts on local streets and traders, particularly those on Kingsway; and

- (c) integration with strategic planning for the area (including a proposed ring road and streetscape improvements to Kingsway), issues with connectivity of the Glen Waverley station;

Key issues of concern to Council in relation to the SRLA Project in **Clayton** include:

- (a) The loss of vegetation and the reduction in open space at Remembrance Gardens;
- (b) Impacts on traders within the activity centre, who will be affected by construction impacts for an extended period;
- (c) The permanent closure of the central part of Carinish Road, which will impact on traffic movements through the centre, leading to impacts on businesses located within the centre; and

Council is also concerned about several issues that are not specific to particular locations, including:

- (a) The inadequacy of measures to support traders and residents affected by construction.
- (b) The extent of tree removal and canopy loss, the unacceptability of the timeframe for replacement, and the need for strengthened mechanisms to ensure that canopy replacement targets are achieved and maintained.
- (c) Amenity concerns arising from: increased vehicle emissions during operation, impact of tree removal on air quality, construction noise to multiple and varied sensitive receivers, including both residential and non-residential receivers.
- (d) Environmental concerns arising in relation to surface water and ground water and the need for strengthened EPRs, the potential impacts on native fauna from lighting and habitat loss; the need for strengthened sustainability targets.

To assist with the without prejudice discussion near the end of the hearing Monash and Whitehorse City Councils provided marked up versions of the following documents, containing responses to the material filed by the SRLA:

- agreed EPRs – which additionally contain the responses and positions of Kingston City Council (Tabled Document [749](#));
- the Special Control Overlay 14 (SCO14) Incorporated Document (Tabled Document [750](#));
- chapter 5.13 of the Urban Design Strategy (Tabled Document [751](#));
- the Public Open Space Framework (Tabled Document [752](#)); and
- the Residential Support Guidelines (Tabled Document [753](#)).

Department of Transport position on the lowering of Glen Waverley station

Department noted in its closing submission (Tabled Document [759](#)) that:

“an important consideration is that the approval and delivery of the Project should not be delayed or unreasonably burdened by recommendations for additional works or design changes that are not required to appropriately mitigate or manage the environmental effects of the Project.”

In relation to Council’s position that the Project should consider the lowering of the Glen Waverley Melbourne metro railway network (MMRN) station and provision of a ring road by way of a supplementary EES DoT outlined that:

“The Department has no plans to lower the Glen Waverley railway station and does not agree that the Project should be expanded to accommodate the Council’s plans in respect of the Ring Road.”

It further noted that:

“The Department agrees that lowering of the Glen Waverley railway station and development of the Ring Road would be significant undertakings. It further notes that the feasibility of these projects has not been assessed and that the projects are not funded.

Ultimately, the Department considers that the precinct planning process for Glen Waverley represents an obvious and appropriate opportunity to consider the future urban structure of the Glen Waverley Activity Centre, including what changes, if any, should be made to associated transport infrastructure.”

DoT Counsel verbally advised that Council should revisit its strategic priorities for Glen Waverley without the aspirations of lowering the MMRN station and the proposed ring road.

This is a disappointing position from DoT when one of their predecessors Public Transport Victoria (PTV) participated in the preparation of the Glen Waverley Structure Plan 2014, which was subject to review by an independent panel, has a policy basis and is a background document in the Monash Planning Scheme, and as such is afforded appropriate weight in the development of the GWAC Structure Plan, this formed the basis for the changes to the planning scheme that were approved by the Minister.

c) SRLA Closing Submission

The SRLA in its closing submission (Tabled Document [775](#)) further reinforced its position regarding the re-provision of parking lost due to the Project in Glen Waverley and the provision of a ring road.

In relation to the replacement car parking in Glen Waverley the SRLA notes that:

“While there may not be an ideal location to replace those spaces, the site nominated by SRLA is within a comfortable walking distance of the Kingsway traders, and customers will still have the option of parking on-street or in the Bogong Avenue or

Coleman Parade car parks. Perhaps more importantly, it can be secured and developed in a timely manner.”

The site nominated by the SRLA is in the existing Euneva West car park, immediately north of Railway Parade North. Figure 1 shows the land in more detail (from Tabled Document [372](#), SRLA Technical Note 22) that is owned by VicTrack and Monash City Council.



Figure 1 – Land ownership of the Railway Parade North site

Council does not consider this location convenient for people accessing Kingsway, who are impacted most by the proposed loss of the Glendale Street parking, but rather a location south of the railway line is far more appropriate and convenient. This is the reason that Council had commenced the process to construct its next carpark in this location which was abandoned after the SRLA advised that the land was required for their project. The appropriateness of the location for replacement parking south of the railway line was also conceded by SRLA experts Mr Dimasi (Business and Retail) and Mr Jones (Urban Design).

Regarding the provision of a ring road at Glen Waverley SRLA notes that:

little if any weight should be given to MCC's vision for a ring road requiring grade separation of the existing rail line whether this be on the basis of the 2014 Activity

Centre Structure Plan or having regard to Council's aspirations over some years. There is a point where local structure planning must align with the plans of key agencies. DoT has yet again made it clear that it has no plan to provide grade separation at this location.

SRLA made submissions to the effect that Council ought to abandon its aspiration for a ring road, to align with funding commitments of DoT. Interestingly, SRLA did not produce any evidence to support their position that the ring road should be abandoned, but seemingly formed this view on the basis that it need not be part of this project.

All tabled documents can be found on the [Suburban Rail Loop East Inquiry and Advisory Committee Engage Victoria Web Page](#).

2) Obligation for Car Parking in GWAC

The Previous Report to Council noted that Council's obligation for replacement and additional car spaces in the GWAC was 706. Since this report, the obligation has changed to 704 due to reaching an agreement with a permit applicant that resulted in a reduction to a trader contribution towards car spaces by 2.

In line with Council's previous resolutions for additional/replacement carparking and some of this being provided at the Bogong Avenue multi deck carpark, a tender process has been completed to appoint an architect to complete a detailed design for the extension to this car park. The design services are in progress and an update report will be presented to Council in coming months.

PART B

Recommendations of the Glen Waverley Steering Committee

At the 12 April 2022 Committee meeting, it was noted that there are still uncertainties regarding the outcome of the planning work to be completed by the SRLA Project for the GWAC and that further work is required by Council reiterating its position on the preferred strategic planning outcomes for the GWAC and need for additional parking south of railway line. That the SRLA has put the position as part of the EES process that they would not consider any parking south of the railway line until the Precinct Planning work is done, there remains significant concern.

Additionally, having regard to the SRLA position that the most convenient and available position for replacement carparking at least on a temporary, if not permanent basis is on land at Euneva Avenue, north of the railway line. Whilst consideration for temporary carparking at this location on a temporary basis, the provision of parking in this location on a permanent basis is a significantly inferior outcome considering where Council was planning for this parking at the at grade carparks on Montclair Avenue.

The result of this as a permanent outcome will see a significant supply of carparking (considering the location and its proximity to the existing Euneva Avenue multi deck carpark, much of which has been contributed to financially by business on Kingsway located away from the core and in a location where we know historically that people are less willing to park. Adding to and exacerbating this issue is the position of SRLA and DoT that a second road crossing is not and will not be explored in the Activity Centre. This crossing may have made this prospect of replacement parking north of the railway line more palatable, particularly when considering the compounding issues associated with the proposed part closure of Coleman Parade at Kingsway.

The Committee also note and are aware that the Glen Waverley Traders Association (GWTA) have themselves, put a submission to the IAC hearing raising their concerns with the SRLA Project.

The Committee agreed that it was timely to commence a consultation/advocacy process with traders and the community which engages, updates and informs traders and residents on the process and outcomes proposed by the SRLA Project in the GWAC. In particular there will be opportunity to discuss the outcomes, concerns and missed opportunities resulting from the SRLA project. Council's position on these matters and any ongoing advocacy as well as its discussions and negotiations with the SRLA will be informed and refined as a result of the consultation/advocacy. Ultimately it will assist in a common understanding and where possible ensure a unified approach on these matters between Council's the GWTA and residents.

The details of the engagement and advocacy will need to be determined but will include use of Council's website, media, direct mail and where appropriate information sessions, and the resolution of this report highlights some of the initial areas of focus, being those that are of most concern to Council and remain unresolved.

Whilst this is noted, the Committee recognise that there are a range of unresolved issues such as the location for replacement/additional car parking and improvements across the GWAC that Council is reliant on the outcome of and given this has agreed that Council should again request that the State Government and the SRLA to commence this precinct planning work immediately and in particular it is not and in particular it is not understood why project scoping, initial work and community engagement could not commence understanding the importance of this work which will identify and provide solutions to important outcomes, directions and enhancements for the Activity Centre.

The approach to the State Government and the SRLA will recognise that whilst the outcome of the IAC hearing may provide further guidance, it is not understood why project scoping, initial work and community engagement could not commence understanding the importance of this work which will identify and provide solutions to important outcomes, directions and enhancements for the Activity Centre.

FINANCIAL IMPLICATIONS

Consultancy Costs

There has been no budgetary allowance made for the proposed consultation/advocacy. An operational budget of \$500,000 is in the draft 2022/23 budget for the SRLA project and could be used initially for this process. As there may be more considerable expense including this consultation/advocacy it is foreseeable that Council will need to consider the allocation of expenditure through the financial year. This will be able to be considered and determined by Council as any costs are better known. .

POLICY IMPLICATIONS

The SRL project and the social, economic and environmental benefits that will come from the anticipated level of investment is consistent with Council and State Government Policies.

Consistency with Council Strategies and Policies

Monash 2021: A Thriving Community (2010)

This long-term strategy states (as relevant) that our community values convenience (we are in walking distance to all we need); a balance between residential, commercial and industrial development; good connections to bus and train services, and easy access by train/freeway; we have a friendly, community-based atmosphere in shopping strips; and a safe place to live and bring up a family.

Monash Council Plan (2017-2021)

The following are relevant strategic objectives and strategies from the Council Plan:

A liveable sustainable city

- Strengthening our strategic policy and local planning framework
- Advocacy for enhancement of the National Employment Cluster
- Increasing our community engagement and education about town planning

Inviting open and urban spaces

- Ensuring the walkability of our city
- Improving our green open spaces and linking up our bicycle trails
- Enhancing our activity centres with an increased focus on the moveability and prioritisation of pedestrians

An inclusive community

- Delivering integrated planning and community strengthening

Responsive and efficient services

- Enhancing community consultation and involvement in our decision-making

The Council Plan identified the following relevant priority projects:

- Improve our activity centres and pedestrian movements therein.

Other relevant Strategies

- Glen Waverley Activity Centre Structure Plan
- Monash Integrated Transport Strategy
- Monash Economic Development Strategy

Monash Planning Scheme

Clauses from the Monash Planning Scheme that are relevant to Clayton include:

- Clause 11.06 – Metropolitan Melbourne
- Clause 17 – Economic Development
- Clause 21.05 (MSS) – Economic Development
- Clause 21.06 (MSS) – Activity Centres
- Clause 22.03 – Industry and Business Development and Character Policy

State Government Policy Context

Plan Melbourne

There are numerous references and policy directions throughout Plan Melbourne that highlight the importance of the MNEIC, specifically.

“Direction 1.1 Create a city structure that strengthens Melbourne’s competitiveness for jobs and investment”

“Policy 1.1.4 Support the significant employment and servicing role of Health and Education Precincts across Melbourne”

“Policy 1.17 Plan for adequate commercial land across Melbourne”

“Direction 2.2 Deliver more housing closer to jobs and public transport”

“Direction 2.4 Facilitate decision-making processes for housing in the right locations”

“Direction 3.1 Transform Melbourne’s transport system to support a productive city”

“Policy 3.1.2 Provide high quality public transport access to job rich areas”

The three projects are a result of the Glen Waverley Activity Centre Structure Plan and / or are consistent with themes of the Monash Council Plan (2017-2021) as follows:

Monash Council Plan (2017-2021)

The following are relevant strategic objectives and strategies from the Council Plan:

A liveable sustainable city

- Strengthening our strategic policy and local planning framework
- Increasing our community engagement and education about town planning

Inviting open and urban spaces

- Ensuring the walkability of our city
- Enhancing our activity centres with an increased focus on the moveability and prioritisation of pedestrians

An inclusive community

- Delivering integrated planning and community strengthening

Responsive and efficient services

- Enhancing community consultation and involvement in our decision-making

CONCLUSION

Since the last update to Council at the December 2021 Council meeting, community consultation has been completed regarding development of a submission to the SRLA EES and IAC hearings have been completed and Council is awaiting the report on the outcome of these.

Negotiations between officers and the SRLA have continued, acknowledging that many long-standing issues that need resolution remain without agreement and resolution. Design work for replacement/additional carparking at the Bogong Avenue Multi Deck carpark continues and a report on this will come to a future Council meeting.

With the range of issues remaining unresolved in the GWAC and the positions put by the SRLA and DoT at the IAC hearing, Council continues to consider its position on these matters.

The time is now right to engage/advocate on these matters with the GWTA and residents on the SRLA project.