

### 7.1.3 SUBURBAN RAIL LOOP PROJECT UPDATE

<b>Responsible Officer:</b>	Matthew Veale, Senior Project Manager
<b>Responsible Director:</b>	Peter Panagakos, Director City Development

### RECOMMENDATION

That Council:

**1. Notes:**

- a) The update on the proposed relocation of the Clayton Community Space from under the elevated rail on the western side of Clayton Road to the eastern side of Clayton Road near the station, with construction scheduled to begin in mid 2024 and an anticipated opening to the public in early to mid 2025;
- b) The update on the proposed Initial and Early Works program in the City of Monash for 2024 including:
  - i. Anticipated significant disruption to Clayton Hall operations, and traffic flow and parking in Glen Waverley through closures and part closures of Coleman Parade, Myrtle Street, Montclair Avenue and Railway Parade North; and
  - ii. That officers continue to work with SRLA and their Managing Contractor for Initial and Early Works, Laing O'Rourke, to minimise these and any other impacts as much as possible, particularly with other activities and works in and around these areas; and
- c) The update on the proposed multi-level car park in Glen Waverley by Suburban Rail Loop Authority:
  - i. The car park is proposed to be located on Council and VicTrack land at Euneva Avenue / Railway Parade North, to offset the permanent parking removal by the SRL East Project from Council's Glendale and Montclair car parks and the commuter car parks owned by VicTrack;
  - ii. The SRLA are currently undertaking targeted public consultation from 20 November to 19 December via Engage Victoria, with Council as a landowner making a formal submission on the application.
  - iii. Council is still working with SRLA on the commercial terms in relation to public access to the carpark.
  - iv. Once commercial terms have been agreed, a report to Council will seek endorsement to sell the relevant Council land to the SRLA for this project.
  - v. It is anticipated will have a likely start date of construction of Q1 2024, with a two-year construction period.

## INTRODUCTION

The purpose of this report is to provide Council with an update on the Suburban Rail Loop (SRL) East Project since the last update at the 29 August Council meeting (Previous Report) and in particular, to provide an update regarding:

1. The proposed relocation of the Clayton Community Space from the western to the eastern side of Clayton Road;
2. The Initial and Early Works (IEW) program in the City of Monash for 2024; and
3. The multi-level car park proposed by SRLA on Council and VicTrack land at Euneva Avenue/Railway Parade North.

## COUNCIL PLAN STRATEGIC OBJECTIVES

### **Sustainable City**

Ensure an economically, socially, and environmentally sustainable municipality.  
Prioritise sustainable transport options, including walking/ cycling paths and public transport.

### **Inclusive Services**

Renew our community assets to deliver contemporary services.  
Community development and advocacy to support the Monash community.

### **Enhanced Places**

Improving open spaces, bushland and street trees, including prioritising biodiversity and community engagement.  
Improve public spaces and local employment by revitalising our employment hubs, activity centres and neighbourhood shops.  
Prioritisation of pedestrians and active transport over vehicles.  
Explore and facilitate major projects to transform Monash.

### **Good Governance**


Ensure a financially, socially and environmentally sustainable organisation.  
Effectively communicate and engage with the community.

## BACKGROUND

Council has considered a number of reports on the SRL East Project since its inception. The most recent relevant report, on 29 August 2023, was noted and endorsed as follows:

*That Council:*

1. *Notes the update on the Carinish Road closure review undertaken by SRLA following the Ministers Decision on the Suburban Rail Loop (SRL) East Environment Effects Statement (EES):*

- 
- *Council acknowledged through the EES process that there are public realm benefits to the closure of Carinish Road, however that this should not cause unacceptable local*

*traffic impacts. Following the Minister's Decision that a review of the closure should be undertaken, Council Officers have participated in the Carinish Road closure review process with SRLA since late 2022.*

- *A total of 10 options were reviewed, which included an option added to the process by Council. These were shortlisted to three options, which were the subject of a Multi Criteria Analysis. The SRLA ultimately decided on a preferred option of Carinish Road being closed and a right turn being introduced at Shandeau Avenue onto Clayton Road.*
- *The modelling and data collection (when Carinish Road was closed for Initial Works) undertaken by SRLA, demonstrate that with the Carinish Road closure in place and the proposed modifications to Shandeau Avenue, all local streets will operate within their theoretical environmental capacity. A significant benefit of this option, if it is agreed by Council as part of the Surface and Tunnel Plan amendment process, is that it could be implemented before Main Works construction starts, which will see Carinish Road closed for approximately six years regardless of what option is pursued.*
- *The modelling shows that, with the Carinish Road closure, there are increases in traffic along Madeleine Road, Shandeau Avenue, Thompson Street (eastbound) and Flora Road. Subsequently, there are decreases in traffic along Clayton Road, Carinish Road and Colonel Street. In both the AM and PM peak periods, Prince Charles Street (south of Faulkner Street) and Faulkner Street experience increases in traffic travelling away from Clayton Station. The modelling shows that the volumes will remain within the theoretical estimated environmental capacity according to the Planning Scheme.*
- *Council officers note the outputs of the modelling and data collection, however also negotiated that SRLA would fund a Local Area Traffic Management study, including necessary mitigation works and also pedestrian connectivity and safety improvements to Haughton Road.*
- *When Carinish Road is closed for the Main Works construction period of approximately six years, it is expected that continued monitoring of the local street network, including Madeleine Road, Shandeau Avenue and Prince Charles Street, will be required and Council has requested that any agreed traffic management and parking mitigation would be addressed by the SRL project.*
- *The preferred option of Carinish Road being closed and a right turn being introduced at Shandeau Avenue may require the introduction of restricted parking (i.e. no stopping during peak periods) or potential relocation of 2P parking into a No Stopping area. This is expected to have minimal impact on parking supply.*

- *As part of the Carinish Road closure review, SRLA assessed the location of PuDo parking to identify if additional locations at Clayton would better serve passengers and enable access from all locations. Two additional locations were recommended on Carinish Road east (northern verge) and Mary St. Council Officers do not support these locations due to impact on parking for businesses and traffic impacts. If these are included as part of the Surface and Tunnel Plan amendment process, it is considered that Council should object to these.*
  - *The proposed closure of Carinish Road, west of Clayton Road, allows for improved public realm and a high level of pedestrian safety by removing vehicles from directly outside of the proposed SRL Clayton Station entrance. The introduction of the right turn at Shandeanu Avenue mitigates the impact of the closure by providing the right turn for use by residents with no significant impact to the local street network. All other movements can be undertaken within the local street network.*
  - *It is considered that it is desirable for SRLA, rather than the future Main Works contractor at a later time, to undertake the Surface and Tunnel Plan amendment process. This should ensure that amendments to Shandeanu Avenue, if agreed, can be implemented before Carinish Road is closed for construction for approximately six years. This should also allow negotiated outcomes with SRLA, including the post implementation Local Area Traffic Management (LATM) study and treatments, and proposed pedestrian improvements to Haughton Road, are realised.*
2. *Endorses that Council should not object to the proposed amendment to the Surface and Tunnel Plans in relation to the Carinish Road closure review, which proposes introducing a right to on Shandeanu Avenue to Clayton Road, but should outline its concerns raised as part of the EES process, how the proposal should address these and also the negotiated outcomes with SRLA.*
  3. *Endorses that Council objects to two additional proposed PuDo locations on Carinish Road east (northern verge) and Mary St due to the impact on parking for businesses and traffic impacts.*

## DISCUSSION

### Clayton Community Space

#### Background

The Clayton Community Space is located west of Clayton Road, between Carinish Road and Haughton Road. It was delivered as part the Caulfield to Dandenong Level Crossing Removal Project (LXRP) in 2018. It is part located under the elevated rail on land owned by VicTrack that is within the Metropolitan Infrastructure Lease area managed by to the Metro Trains Melbourne (MTM).

The area is maintained by Monash City Council (MCC) in accordance with the Memorandum of Understanding for the Linear Park, Hughesdale to Clayton, between the State of Victoria through LXP and MCC on 30 August 2021 which was endorsed by Council on 31 March 2020.

The Clayton Community Space is a largely hard landscaped, multi-use urban park with recreational equipment. It is Australian Institute of Landscape Architects award winning and well used by the community.

### Discussion

To enable construction of the proposed Clayton SRL Station, the area that the Clayton Community Space occupies is required for a period of approximately 10 years. The SRL East Public Open Space Framework (POSF) requirement, in relation to this space is: *“Relocate open space to the same general size and standard on a new site in close proximity to the existing location and/or relocate facilities to a suitable location/s”*.

SRLA undertook a background and options assessment of 24 locations. This was shortlisted to four options, with the preferred option being across two sites on VicTrack land on the eastern side of Clayton Road. Council Officers and the Public Open Space Advisory Panel (POSAP) were consulted as part of this process and the proposed sites have been endorsed by SRLA. The POSAP is a group of independent experts with specialist expertise in open space, urban design, community consultation and landscape architecture, and local representatives including MCC.

The existing site and proposed offset sites are shown in the following Figure 1.

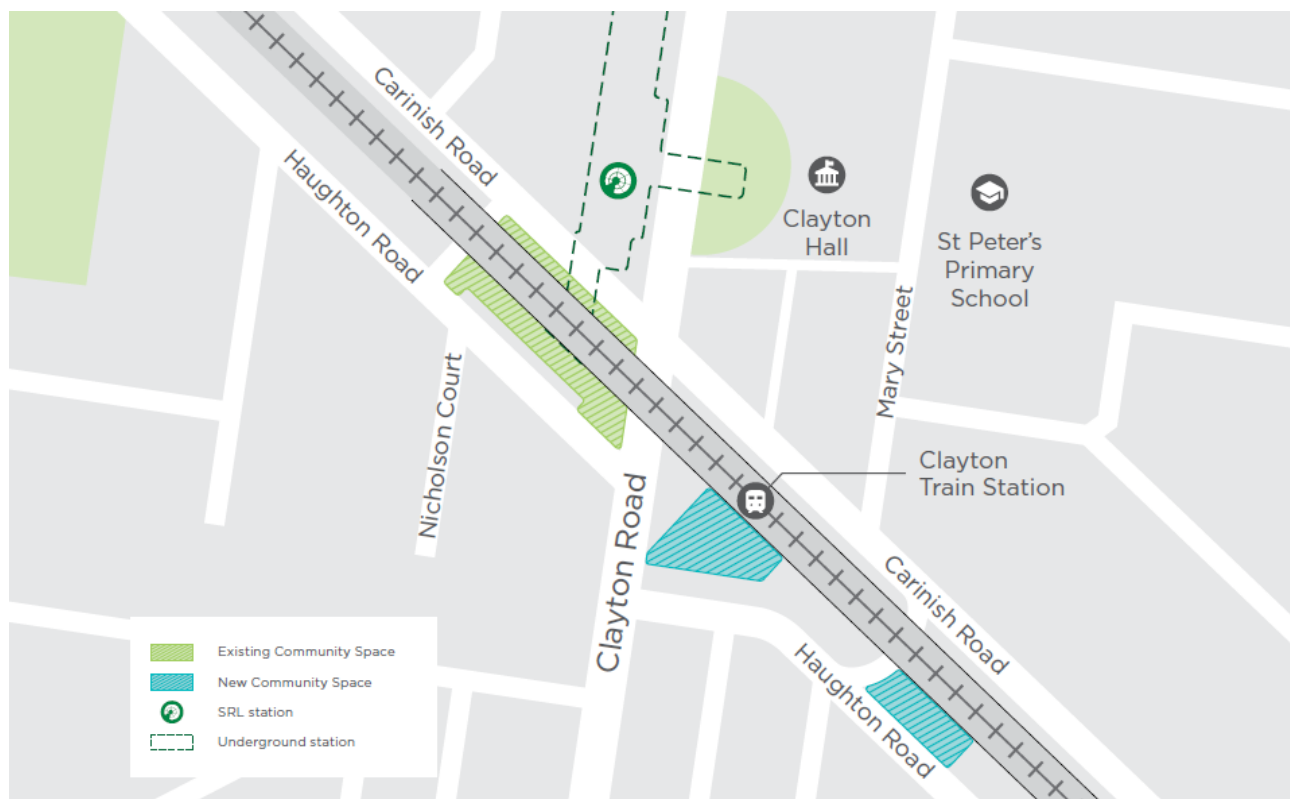


Figure 1 – Existing and New Community Space

The new community space locations are in close proximity to the existing space and are of a similar size. They are within walking distance of one another and also provide good connectivity to the Djerring Trail and transport options in Clayton.

It is proposed that Council would maintain the relocated community space in accordance with the Memorandum of Understanding signed in 2021 and that SRLA will facilitate a variation to the MTM license to enable this.

All of the community infrastructure items are proposed to be relocated to the new spaces except for the table tennis tables. The community consultation that was undertaken by SRLA and discussed later in the report, noted that they are not well used. Another location for these will be agreed with Council Officers and implemented by SRLA. A detailed inventory and condition assessment has been completed by SRLA of the community infrastructure, which includes recommendations on equipment that is considered appropriate to be relocated and where this is not possible, new equipment being proposed. This will be agreed with Council Officers and be the basis of a new Transfer Deed.

### Consultation

As noted previously, SRLA has undertaken consultation with Council Officers and POSAP on the proposal. Community consultation was also carried out in May and June 2023 and feedback was collected through Engage Victoria. The consultation included:

- Signage in English, Simplified and Traditional Chinese at the existing Community Space;
- Decals on the ground at and near the existing Community Space;
- Doorknocks to local residents and traders;
- Pop-up at Clayton Station;
- Letter to properties in the vicinity of the new and existing spaces;
- Fact sheet with information in English, Simplified and Traditional Chinese on how to have your say during the design development of the park; and
- Workshop with community members and Monash City Council.

27 survey responses and 19 comments on the interactive map were received. 74% of the participants live in Clayton. Key themes raised included:

- Safety and accessibility of the new space;
- The space is visited by families and young children; and
- The basketball half court and exercise equipment are well used but the table tennis tables are not.

The SRL Clayton Community Space Consultation Report, October 2023 is appended to this report as Attachment 1.

### Proposed Concept Design

Consultation with the community, MCC, MTM and POSAP has informed the proposed design. Other inputs into the design include specialist technical advice on drainage, utilities, arboriculture and contaminated land.

As noted previously, the proposed concept design essentially includes all items from the existing space, except for the table tennis tables. This includes:

- Concrete seating walls (relocated where applicable);
- Custom benches and picnic settings (relocated where applicable);
- Relocated fixtures such as bicycle hoops, drinking fountains and bicycle repair stations where suitable;
- Relocated fitness and parkour equipment where suitable;
- Replication of graphic patterns to surfaces as seen in the existing space; and
- Re-use or replication of materials such softfall, coloured concrete and exposed aggregate concrete.

Whilst specific constraints at the offset sites have informed the concept design solution, the new locations and their context come with additional opportunities to contribute positively to an enhanced public open space. These opportunities include:

- A dedicated skate area;
- Opportunity for additional area to be allocated to the sports court, with provision for a basketball halfcourt; and
- Public art opportunity on the fence that separates the site from the back of house access to the commercial buildings on Clayton Road.

### Construction Program

Construction of the new community space is scheduled to begin in mid-2024, with it being open to the public in early to mid-2025.

The existing Clayton Community Space will need to be occupied by SRLA 2 months prior to opening the new community space, to facilitate removal of equipment that will be re-used. During this period both spaces will not be open to the public or require maintenance by Council, as they will be active construction sites.

The 'temporary' relocation period of 10 years will cease once the returned public open space is provided within the existing Clayton Community Space Land and Project Land, which potentially includes the adjacent area that Carinish Road currently occupies, if this is closed. As noted earlier in this report, the Council report on 29 August 2023 outlined Council's opposition to this and included its submission to the formal Surface and Tunnel Plan Amendment process currently being undertaken by SRLA. It is understood that this proposal is currently being considered by the Minister for Planning. The returned public open space will need to be delivered in accordance with the public open space requirements in the SRL East Urban Design Strategy and within the public realm areas as shown on the approved Surface and Tunnel Plans.

The design detail of the returned public open space will be provided through the Urban Design and Landscape Plans (as per the relevant clauses of the SRL East Incorporated Document).

Upon the reinstatement of the permanent public open space within the existing Clayton Community Space Land and Project Land, it is proposed that the temporary offset will be removed, and that land reinstated to pre-construction condition.

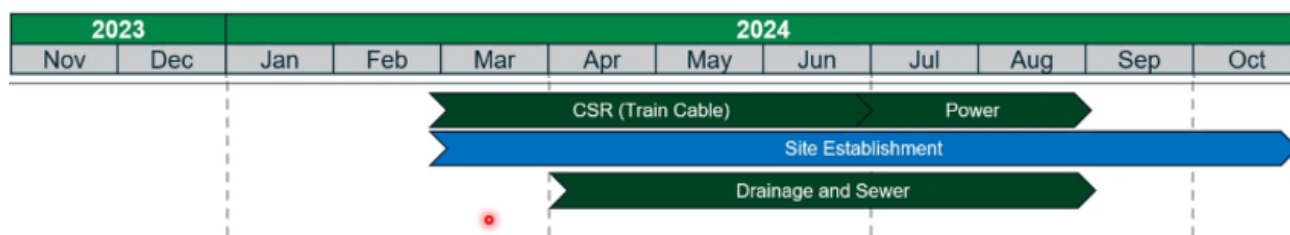


## Proposed SRL East Initial and Early Works (IEW) Program in the City of Monash for 2024

The following provides a high-level look ahead of proposed IEW construction activities in the City of Monash for the bulk of 2024. This has been provided by SRLA's Managing Contractor for IEW, Laing O'Rourke and is subject to change.

IEW includes utility relocations, demolition and site establishment. This enables station construction and tunnelling to follow, which will be delivered as Main Works Packages. IEW broadly runs for the next two years (end of 2025).

### Clayton



Combined Services Route (CSR) assets are the high-voltage cable, signal, and communication conduits that run along and across the rail corridor. These relocation works are proposed from late February to late June 2024 and will generally be along the elevated rail alignment. They will impact Clayton Road, Carinish Road and Haughton Road.

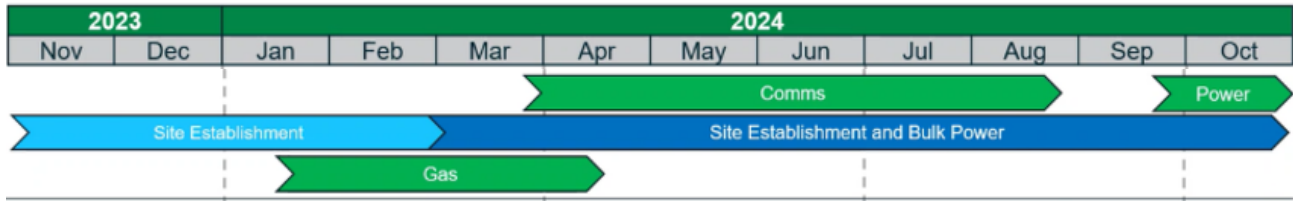
Power relocation is proposed from late June to late August 2024. This will impact Clayton Road and Remembrance Gardens.

Site Establishment is proposed in Remembrance Gardens and the area of the future station between Clayton Road, Carinish Road and Madeleine Road. This includes demolition of buildings and preparing the site for future Main Works (station construction and tunnelling). These works are proposed from late February to early 2025. There will be impacts to Remembrance Gardens/Clayton Hall and Carinish Road. Council Officers are working closely with SRLA and their Managing Contractor for IEW, Laing O'Rourke, to minimise the impact on Clayton Hall operations. Whilst the circular driveway in Remembrance Gardens and parking along it will likely be lost, we are seeking to retain all existing access points into the building. Alternative arrangements on site for pick up and drop off as well as buses that may take people to and from the site will need to be accommodated.

Sewer and drainage relocation works are proposed on Clayton Road and Remembrance Gardens from late March to late August 2024. There will be impacts to these areas during this period.

Relocation of Melbourne Water and Council drainage assets are proposed on Clayton Road and Haughton Road from late 2024 to early 2025.

### Monash Precinct



Initial Site Establishment is currently underway at 20-24 Howleys Road and is proposed to be completed in late February 2024. Establishment of the rest of the site and bulk power installation (for future tunnelling activities) is scheduled to follow this in the future station area between Normanby Road and Howleys Road. This includes demolition of buildings and preparing the site for future Main Works (station construction and tunnelling). These works are proposed from late February 2024 into 2025. There will be impacts to Howleys Road and Normanby Road.

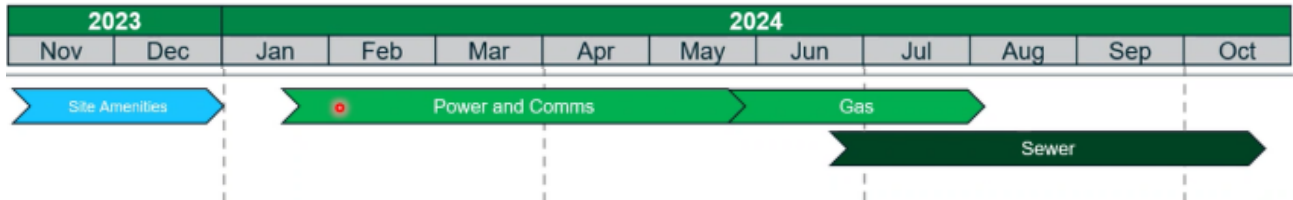
Gas relocation is proposed from mid-January to mid-April 2024. There will be impacts to Howleys Road and Normanby Road.

Communications assets relocation is proposed from late March to late August 2024. This will also impact Howleys Road and Normanby Road.

Power relocation is proposed from late September 2024 to mid 2025 on Howleys Road and Normanby Road.

IEW proposed for 2025 in the Monash Precinct includes intersection upgrades of Normanby Road/Blackburn Road and Howleys Road/Ferntree Gully Road.

### Glen Waverley




Establishment of initial site amenities are currently underway at 50 Montclair Avenue and are scheduled to be completed in late 2023.

Power relocation is proposed on Myrtle Street and Montclair Avenue from mid-January to mid-February 2024. This will require full and part closures of these roads during this period.

Power, communications, and gas relocations are proposed on Coleman Parade from mid-February to late July 2024. There will be closures of Coleman Parade and Myrtle Street during this time.

Sewer relocation works are proposed from late June to the end of 2024. This requires the sewer to be relocated under the existing Glen Waverley railway line and onto Railway Parade North. There will be impacts to Coleman Parade, Railway Parade North, RSL car park, part of Council's Montclair car park and MTM commuter car parks.

IEW proposed for 2025 in Glen Waverley includes the Myrtle Street realignment, which is scheduled for a nine-month construction duration and the proposed construction by SRLA of a new multi-level car park on Council and VicTrack land at Euneva Avenue / Railway Parade North, which is discussed later in this report.



These construction activities will cause significant disruption, however Council Officers continue to work with SRLA and their Managing Contractor for IEW, Laing O'Rourke to minimise this as much as possible and also coordinate with other activities in these areas.

## Business Support

Tailored and proactive engagement with businesses affected by Suburban Rail Loop East (SRL East) construction is a requirement of the Environmental Management Framework (EMF) and specifically Environmental Performance Requirement 4 (EPR 4).

SRLA has a dedicated team that works closely with impacted residents and businesses to roll out comprehensive support measures based on SRLA's Business Support Guidelines. This team includes dedicated business liaison roles in place for both Glen Waverley and Clayton.

Measures that may be put in place include:

- Promotion – a range of activities to encourage awareness and patronage of businesses;
- Activation of areas in proximity to construction sites to encourage patronage of businesses – this may include pop-ups, giveaways, and will involve utilising local businesses;
- Partnerships – SRLA and its appointed contractors will consider opportunities to partner with Council and the trader associations on events and festivals and on precinct enhancement programs;
- Upskilling – Education and support programs to develop skills in online and digital commerce and marketing;
- Business Plans – Opportunities for businesses to develop a Business Plan prior to construction commencing;
- Financial baselines – Businesses may be offered the opportunity to prepare a financial baseline prior to construction commencing to assist in assessing the impacts of construction on business activity; and
- Targeted or bespoke support – may be offered to highly impacted businesses and could include financial planning services, individual business signage, marketing and window washing.

SRLA's Managing Contractor for IEW, Laing O'Rourke is currently developing a specific business support plan for upcoming works in Glen Waverley. Briefings will be provided for both Council and the Glen Waverley Traders Association to discuss this.

### **Euneva West Multi-level Car Park**

SRLA is proposing to construct a new multi-level car park on Council land (part of the existing Euneva West carpark) and VicTrack land at Euneva Avenue / Railway Parade North.

The proposed site is shown in the following Figure 2.

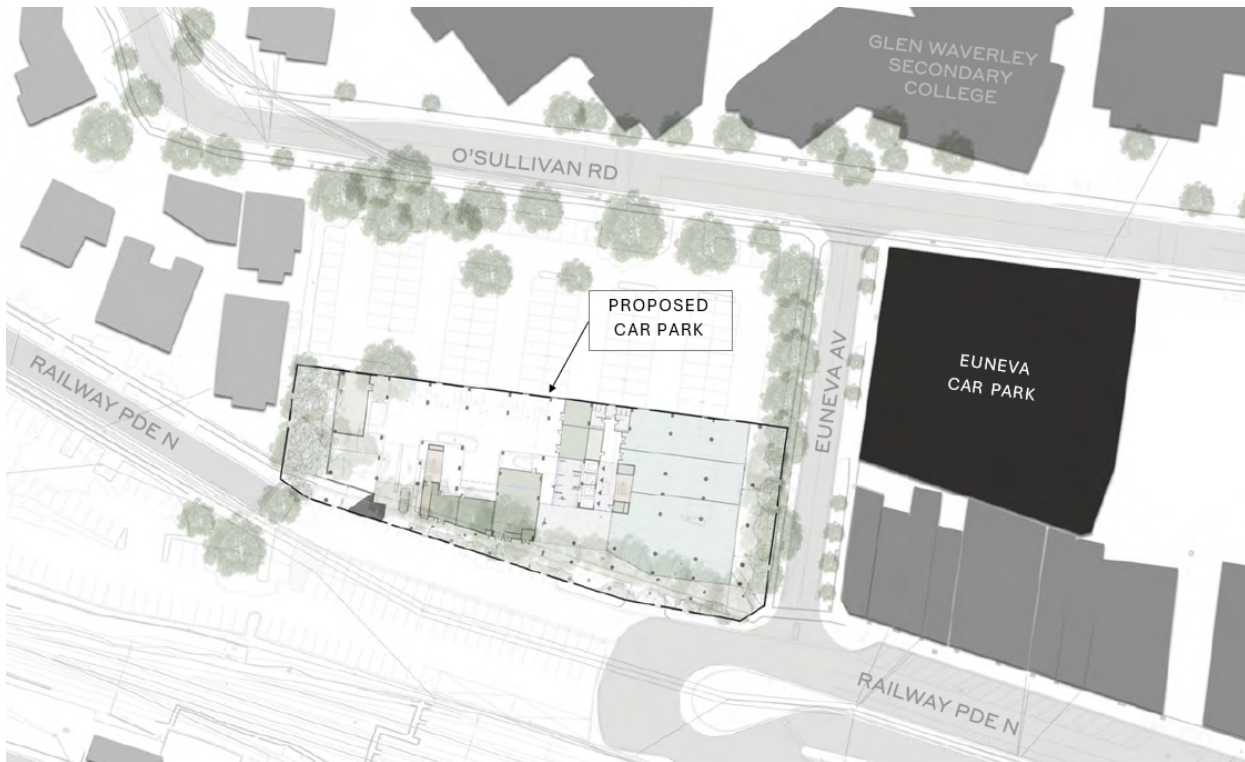


Figure 2 – Proposed Euneva West Multi-level Car park

This is required to offset the permanent parking removal by SRL East Project from Council's Glendale and Montclair car parks and the commuter car parks owned by VicTrack, which is scheduled for late 2025.

The proposed carpark will be owned and managed by State Government. Council is still working through the commercial terms with SRLA in relation to public access to the carpark. Once these terms have been agreed, Council endorsement will be sought to sell the relevant Council land for this project.

Targeted public consultation by SRLA for the proposed car park began on Monday 20 November and runs until 19 December via Engage Victoria at <https://engage.vic.gov.au/suburban-rail-loop>. This consultation period is a requirement of the State Projects Clause 52.30 planning pathway, and any of the consultation requirements can be waived or varied by the Minister for Planning. Council received notification as a landowner and will be making a formal submission on the application.

The likely start date of construction on the new car park is Q1 2024 with a two-year construction period.

## FINANCIAL IMPLICATIONS

There are no identified financial implications to this report.

## POLICY IMPLICATIONS

The SRL East 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*

- Ensure an economically, socially, and environmentally sustainable municipality.
- Prioritise sustainable transport options, including walking/ cycling paths and public transport.
- 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

- Clayton Activity Centre Precinct Plan
- Glen Waverley Activity Centre Structure Plan
- Monash Integrated Transport Strategy

- Monash Economic Development Strategy
- Draft Monash Affordable Housing Strategy
- Housing Strategy
- Monash Open Space Strategy

### Monash Planning Scheme

Clauses from the Monash Planning Scheme that are relevant include:

- Clause 11.02 - Managing Growth
- Clause 11.03 - Planning for Places
- Clause 15.01 - Built Environment
- Clause 16.01 - Residential Development
- Clause 17.01 - Employment
- Clause 17.02 - Commercial
- Clause 17.03 - Industry
- Clause 18.01 - Land Use and Transport
- Clause 18.02 - Movement Networks
- Clause 19.02 - Community Infrastructure
- Clause 19.03 Development Infrastructure
- Clause 21.04 (LPP) - Residential Development
- Clause 21.05 (LPP) - Economic Development
- Clause 21.06 (LPP) - Major Activity and Neighbourhood Centres
- Clause 21.07 (LPP) - Business Parks and Industry
- Clause 21.08 (LPP) - Transport and Traffic
- Clause 21.09 (LPP) - Key Regional Assets
- Clause 21.10 (LPP) - Open Space
- Clause 21.12 (LPP) - Heritage
- Clause 21.13 (LPP) - Sustainability and Environment
- Clause 22.01 (LPP) - Residential Development and Character Policy
- Clause 22.02 (LPP) - Monash Technology Precinct Policy
- Clause 22.03 (LPP) - Industry and Business Development and Character Policy
- Clause 22.09 (LPP) - Non-Residential Use and Development in Residential Areas
- Clause 22.14 (LPP) - Glen Waverley Major Activity Centre Structure Plan

### **State Government Policy Context**

#### Plan Melbourne

There are numerous references and policy directions throughout Plan Melbourne. These include:

*“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”*

## **CONSULTATION**

Community consultation is being carried out at State Government level, by SRLA and their Managing Contractor for IEW, Laing O’Rourke.

## **SOCIAL IMPLICATIONS**

There are no identified social implications to this report.

## **HUMAN RIGHTS CONSIDERATIONS**

There are no identified human rights implications to this report.

## **GENDER IMPACT ASSESSMENT**

A GIA was not completed because this agenda item is not a ‘policy’, ‘program’ or ‘service’.

## **CONCLUSION**

The proposed relocated Clayton Community Space location is proximate to the existing space and of a similar size.

It is proposed that Council maintains the relocated community space in accordance with the Memorandum of Understanding signed in 2021 and that SRLA will facilitate a variation to the MTM license to enable this.

All the community infrastructure items are proposed to be relocated to the new spaces except for the table tennis tables. Another location for these will be agreed with Council Officers.

Consultation with the community, MCC, MTM and POSAP has informed the proposed design.

Construction of the new community space is scheduled to begin in mid 2024, with it being open to the public in early to mid 2025.

Proposed IEW construction activities for 2024 in the City of Monash include utility relocations, demolition, and site establishment.

These construction activities will cause significant disruption, however Council Officers continue to work with SRLA and their Managing Contractor for IEW, Laing O’Rourke, to minimise this as much as possible and coordinate with other activities in these areas.



SRLA is proposing to construct a new multi-level car park on Council land (part of the existing Euneva West carpark) and VicTrack land at Euneva Avenue / Railway Parade North.

This is required to offset the permanent parking removal by SRL East Project from Council's Glendale and Montclair car parks and the commuter car parks owned by VicTrack, which is scheduled for late 2025.

Council is still working through the commercial terms with SRLA in relation to public access to the carpark. Once these terms have been agreed, Council endorsement will be sought to sell the relevant Council land for this project.

Targeted public consultation by SRLA for the proposed car park began on Monday 20 November and runs until 19 December via Engage Victoria. Council received notification as a landowner and will be making a formal submission on the application.

The likely start date of construction on the new car park is Q1 2024 with a two-year construction period.

## **ATTACHMENT LIST**

1. Attachment 1 - SRL Clayton Community Space Consultation Report October 2023 [7.1.3.1 - 16 pages]



# Clayton Community Space

## Relocating nearby for the community

October 2023



Authorised and published by the Victorian Government, 1 Treasury Place, Melbourne.

## Acknowledgement of Country

Suburban Rail Loop Authority respectfully acknowledges the Traditional Owners of this land and pays respect to their Elders, past and present.



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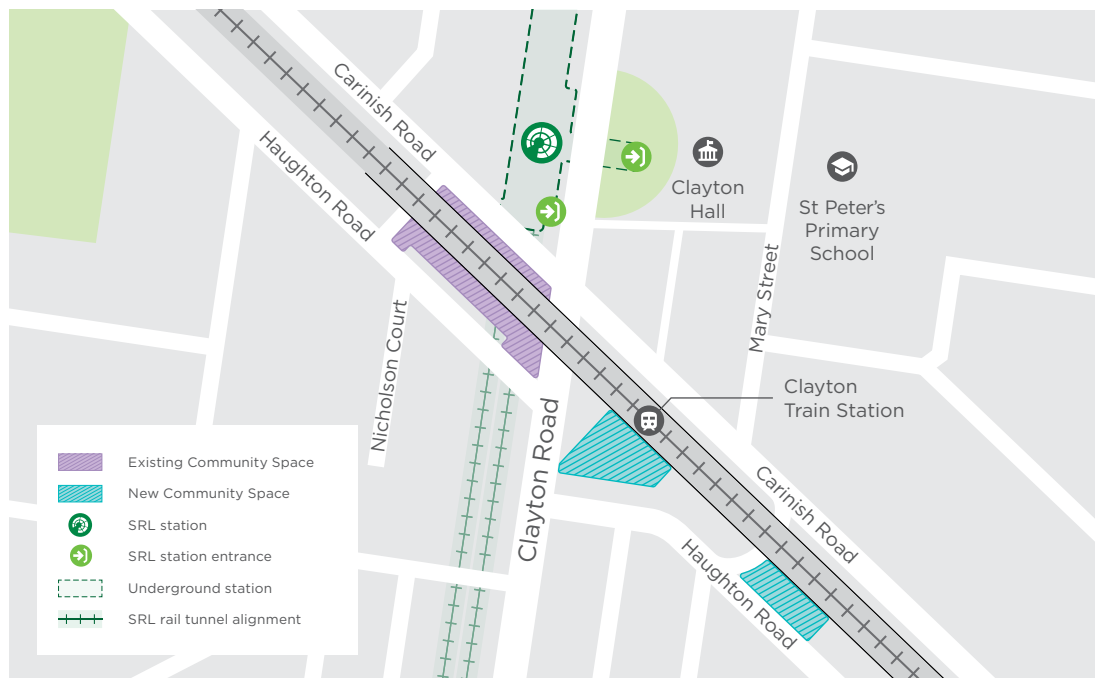
# Introduction

Suburban Rail Loop (SRL) will transform our public transport system and help to reshape Melbourne into a city of centres. SRL East from Cheltenham to Box Hill will link major employment, health, education and retail destinations in Melbourne’s east and southeast.

The Project will slash travel times, connect people travelling on the Gippsland corridor and will create up to 8000 direct local jobs during construction.

The new underground station at Clayton will become a major interchange, with trains travelling in four different directions, providing faster and more convenient transport to key destinations across Melbourne and regional Victoria.

Figure 1: Suburban Rail Loop station at Clayton and the new Community Space locations.



Map shows indicative areas only and is subject to change following further design work.



### Relocation of the Clayton Community Space during construction

The existing Clayton Community Space, the sports equipment and open space under the elevated rail at Clayton, will be impacted by construction works for the new SRL station at Clayton and its future interchange with the existing station.

We understand the value of this space to the local community. In May and June 2023, we asked the community what they love about the current space and to contribute ideas for the new one, including the types of play and exercise equipment they valued, recreational space, accessibility, lighting and safety improvements.

Community feedback was captured on the Engage Victoria website through an online survey and interactive map activity.

We will relocate the existing equipment across two sites: the corner of Haughton Road and Clayton Road, and opposite the Clayton RSL just south of the viaduct. These locations were chosen as they are close to the existing site, within walking distance of one another and provide good connectivity to the Djerring Trail and transport options in Clayton.

# Have Your Say – Clayton Community Space

From 15 May to 12 June 2023, we collected feedback from the community through Engage Victoria.

To support this engagement, we provided information on the Clayton Community Space consultation via:

- Signage in English, Simplified and Traditional Chinese at the existing Community Space
- Decals on the ground at and near the existing Community Space
- Doorknocks to local residents and traders
- Pop-up at Clayton Station
- Letter to properties in the vicinity of the new and existing spaces
- Fact sheet with information in English, Simplified and Traditional Chinese on how to have your say during the design development of the park
- Workshop with community members and Monash City Council

## A snapshot

### Community responses:

- 27 survey responses
- 19 comments on the interactive map
- 74% of the participants live in Clayton

### We heard from a range of age groups:

- 52%: Between 35-49 years old
- 30%: Between 18-34 years old

### Communication and engagement:

- 50+ properties doorknocked
- 575 fact sheets distributed
- eNews article sent to 621 subscribers with 88 clicks through to the Clayton Community Space Engage Victoria page
- Social media posts reaching over 45,744 people

### How respondents get to Clayton Community Space

- 74% of respondents walk to the space
- 52% of respondents drive their car or ride their motorcycle to the space

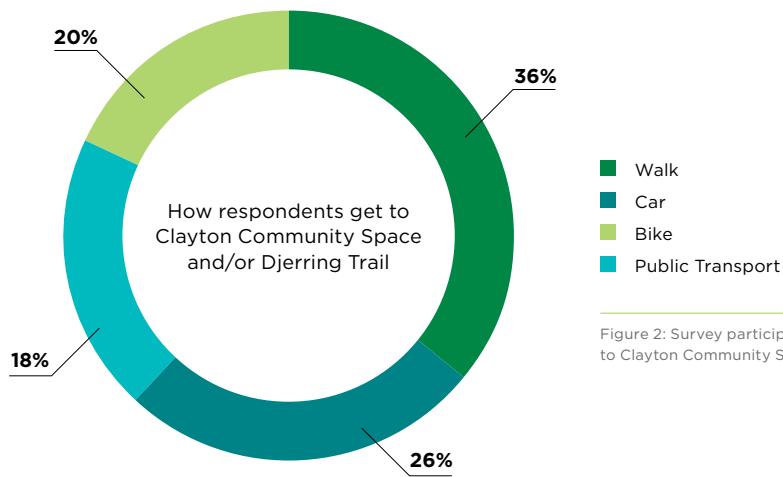


Figure 2: Survey participants' modes of travel to Clayton Community Space



### Valued aspects of the Clayton Community Space and Djerring Trail

- 44% of respondents ranked walking and cycling connections to Djerring Trail as their most valued aspect of the space
- 55% of respondents ranked open space in their top three most valued aspects of the space

Survey respondents' most valued element of the Clayton Community Space/Djerring Trail

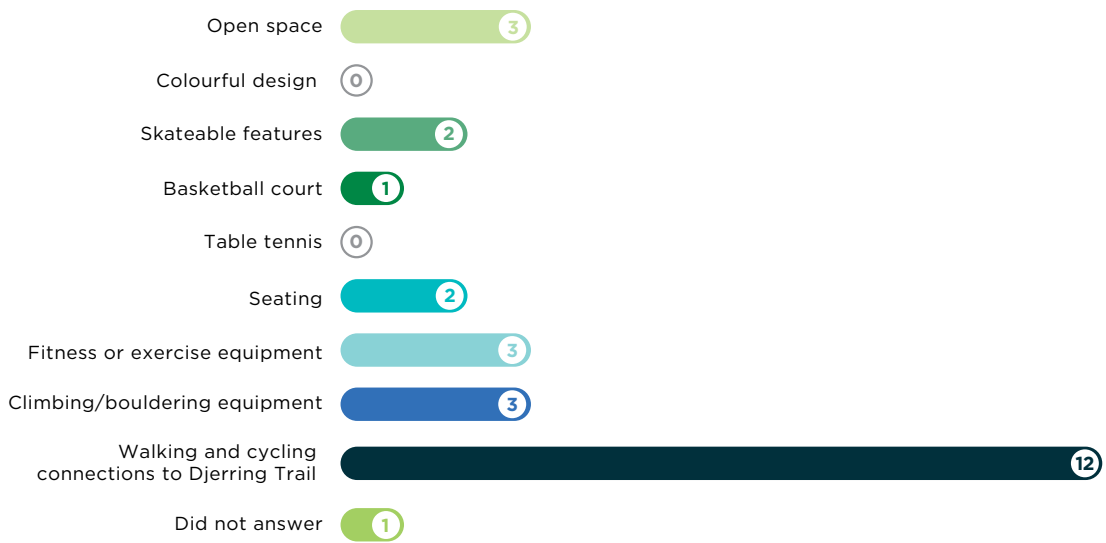


Figure 3: Survey participants' most valued element of Clayton Community Space.

### Visiting the Clayton Community Space and Djerring Trail

- 92.5% of respondents visit the space with friends
- 63% of respondents identified Clayton Station access, Clayton Road shop access and the Djerring Trail as one of their main reasons for visiting

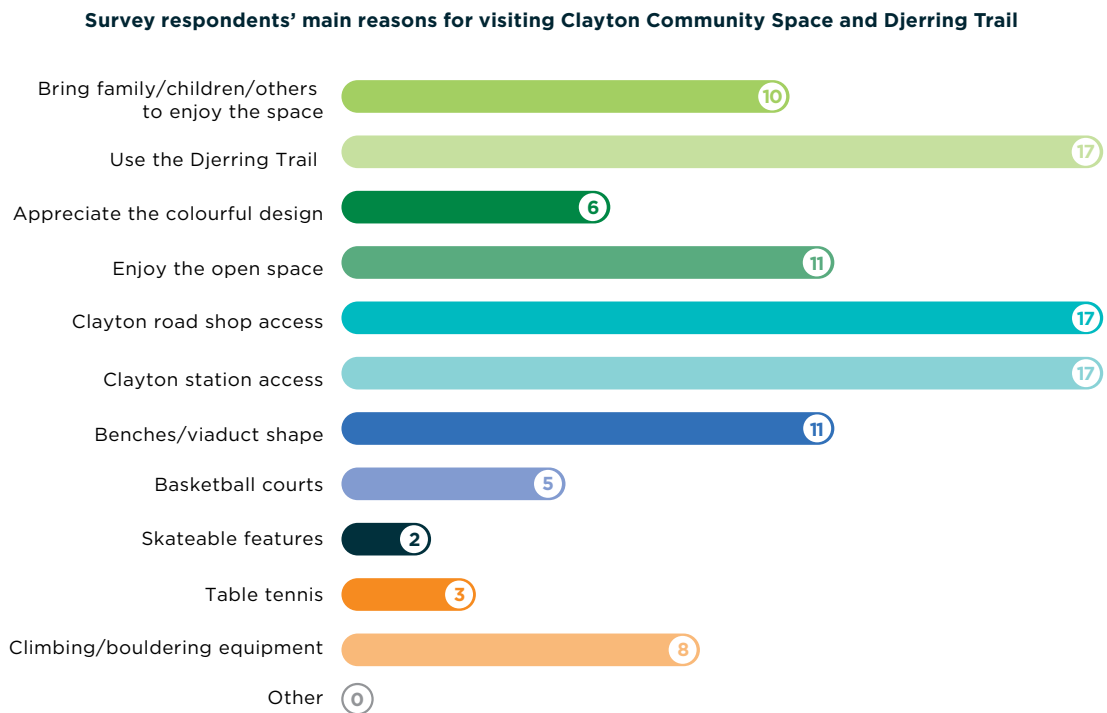


Figure 4: Survey participants' main reasons for visiting Clayton Community Space and Djerring Trail.

### Design considerations for the new Clayton Community Space and Djerring Trail diversion

- A total of 91 individual comments were provided from 27 respondents
- Safety and accessibility was the most common feedback theme, with 35% of comments related to this area
- 26% of comments were related to equipment/facilities

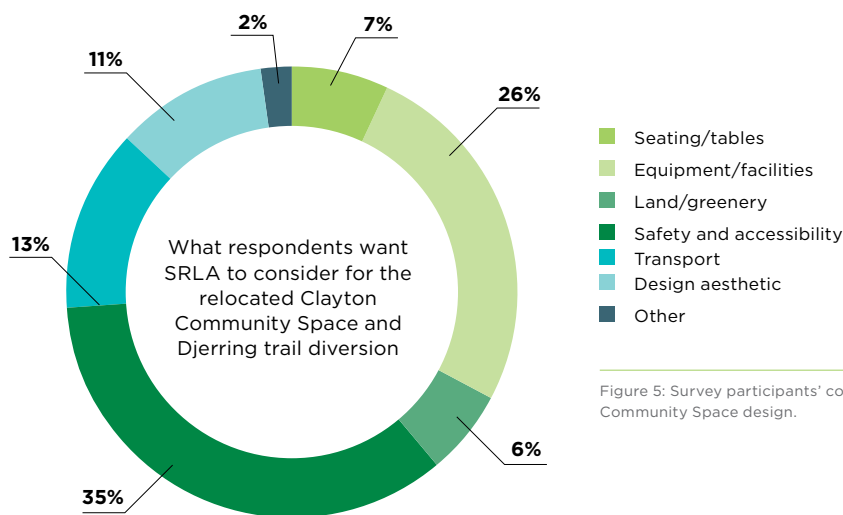


Figure 5: Survey participants' considerations for the Community Space design.



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# Community feedback

We'd like to thank the community for providing their feedback to help us design the new Community Space.

## Areas of interest

Key feedback themes have been identified through assessment of responses to the Engage Victoria survey and interactive map activity, as well as direct engagement with community members in the direct vicinity of the space.

As the focus is on relocating the existing equipment to the new space, additional exercise equipment will likely not be accommodated within the scope of this project.

If there is need to purchase new equipment, for example when the existing equipment is not adequate for safe re-use, we will consider a greater variety of equipment, including accessible equipment.

## Safety and accessibility between walking and cycling

### What we heard

### SRLA response

Respondents told us:

- |  |  |
|--|--|
| <ul style="list-style-type: none"><li>— That walking and cycling connections are important to them, especially the safety of any areas where the two overlap.</li><br/><li>— They would like an emphasis on safety and accessibility in the design of the new space.</li></ul> | <ul style="list-style-type: none"><li>— SRL will improve the signage along this section of the Djerring Trail to better guide cyclists and pedestrians safely through the relocated Community Space.</li><br/><li>— The new spaces are closer to the existing Clayton Station and forecourt, keeping users connected to a busier area, which will assist with safety and accessibility. Current safety guidelines and lighting requirements will be at the forefront of design considerations for the new space.</li></ul> |
|--|--|



## Amenities and facilities

### What we heard

### SRLA response

Respondents told us:

- |   |   |
|---|---|
| <ul style="list-style-type: none"><li>– The space is visited by families with young children (&lt;14 years old). Play facilities targeting younger children should be considered.</li><li>– They would like the existing bicycle repair/maintenance station retained.</li></ul> | <ul style="list-style-type: none"><li>– We understand that families with children value the space. We are investigating how we can provide opportunities for enhanced intergenerational play into our design for the new spaces.</li><li>– We will relocate the bicycle repair/maintenance station to the new site.</li></ul> |
|---|---|

## Exercise equipment

### What we heard

### SRLA response

Respondents told us:

- |  |  |
|--|--|
| <ul style="list-style-type: none"><li>– They value the basketball half-court.</li><li>– They value the exercise equipment and it is well utilised. There is a desire to see more variety in exercise equipment and consideration of equipment for people rehabilitating or with disability.</li><li>– The table-tennis tables are not well used.</li></ul> | <ul style="list-style-type: none"><li>– We understand the high value of the basketball court to the community and are investigating the best location for the basketball court in the new space.</li><li>– Where there is need to purchase new equipment, for example when the existing equipment is not adequate for safe re-use, we will consider a greater variety of equipment.</li><li>– The design will not relocate the table-tennis tables to the new space.</li></ul> |
|--|--|

## Design aspects of the new Community Space

### What we heard

### SRLA response

Respondents told us:

- They have a desire for open space that includes soft landscaping, vegetation that could support habitat, colour, and general improvements to visual amenity at the new site.
  - They would like areas that can be used by people wanting to do their own thing (play music, eat food, gather in groups, community events).
- A similar mix of soft and hard landscaping will be replicated at the new site. We will include soft landscaping areas as appropriate and consider passive irrigation and surfaces that direct water to landscaped areas.
  - The urban lounge function will be relocated and we will consider opportunities for a gathering space.
  - The design will consider opportunities to provide sunshade and weather protection at the new site, similar to the design at the existing site.





## Next steps

All feedback summarised in this report has been considered and is informing the design of the new Clayton Community Space.

We are also consulting with Monash City Council and the SRL East Public Open Space Advisory Panel – a group of independent experts with specialist expertise in open space, urban design, community consultation and landscape architecture.

Concept designs will be released in early 2024 and construction will commence later that year so your new Clayton Community Space will be ready to enjoy in 2025.





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