

Meeting Minutes

Date: 4 June 2024
Program: Suburban Rail Loop
Title: Cheltenham Precinct Reference Group
Meeting Number: 11
Chair: Louisa McPhee (GHD)
Minute Taker: Mitch Getson

Attendees	Apologies
<ul style="list-style-type: none"> Louisa McPhee, GHD (Chair) Daniel Czech, Community representative Derek Screen, Pennydale Residents Action Group Julian Birthisel, Kingston City Council (KCC) Julie Olarenshaw, Community representative Mitchel Abraham, Bayside City Council (BCC) Rachel Hudson, BCC Brenton Shaughnessy, Suburban Rail Loop Authority (SRLA) Simon Wollan, SRLA Mitch Getson, SRLA Max Walton, SRLA Clint Quealy, SRLA Isolde Piet, Suburban Connect (SC) Kelly Marshall (SC) Jaye Windsor, Laing O'Rourke (LOR) Jenna Brady, LOR 	<ul style="list-style-type: none"> Nick Staikos MP for Bentleigh Frank Hellier, Cheltenham Chamber of Commerce

Item	Discussion topic	Who
1.	Welcome and housekeeping <ul style="list-style-type: none"> Louisa McPhee (LMP) opened the meeting and conducted an Acknowledgement of Country Confirmed people received minutes, no updates. 	LMP
2.	Project update from SRLA including: <ul style="list-style-type: none"> SRL East project update Key milestones for the project Discussion: <ul style="list-style-type: none"> A community member noted confusion from community regarding naming of work packages, including Tunnels North and Tunnels South vs SRL East and SRL North. <ul style="list-style-type: none"> SRLA acknowledged the feedback and advised mention of works packages – Tunnels North and Tunnels South – would unlikely be used in public facing messaging very often. 	SRLA
3.	Works update from Laing O'Rourke including: <ul style="list-style-type: none"> Works in Cheltenham, site establishment and upcoming works Discussion: <ul style="list-style-type: none"> Julie Olarenshaw (JO) noted CFMEU flags were visible at Cheltenham sites and queried if they are permitted. <ul style="list-style-type: none"> LOR advised it is common in the industry for CFMEU flags to be flown onsite. 	

	<ul style="list-style-type: none"> JO queried what footpath impacts would occur during water works. <ul style="list-style-type: none"> LOR advised footpath access will be maintained during works, with minor detours in place at times. Daniel Czech (DC) queried gas relocation timing. <ul style="list-style-type: none"> SRLA advised there are no updates regarding timing for gas relocation works as the program is still being confirmed. SRLA noted there is less pressure on utility relocations in Cheltenham as station construction is still a while away. DC queried if the works being presented in the presentation were for water and sewerage. <ul style="list-style-type: none"> LOR advised works are for water relocations. Dereck Screen (DS) queried how far impacts being presented in the presentation went down Bay Road. <ul style="list-style-type: none"> LOR advised the relocation works ended at the intersection of Bay Road and Nepean Highway, but traffic management would be in place between the corner of Bay Road to the Southland entrance/exit on Bay Road. BCC noted previous works notices were sent to councillors and would appreciate upcoming works notices to be sent to council as well. <ul style="list-style-type: none"> LOR advised June works notice can be sent to council when approved. 	LOR
4.	<p>Tunnels South presentation from Suburban Connect including:</p> <ul style="list-style-type: none"> Tunnels South scope, construction timeline, boring machine pathway, cross passages update & site investigations update. <p>Discussion:</p> <ul style="list-style-type: none"> DS noted the change to Tunnels South scope and queried if the tunnel entrances had moved to the Alex Fraser site. <ul style="list-style-type: none"> SRLA advised the Alex Fraser site will now support the launch of four Tunnel Boring Machines (TBMs). DS queried what happens to the TBMs when they get to Cheltenham. <ul style="list-style-type: none"> Suburban Connect (SC) advised the TBMs will be pulled back through the tunnels and retrieved at stabling facility western tunnel entrance. DS queried what remaining locations still need surface works. <ul style="list-style-type: none"> SC advised the majority are located around the Alex Fraser site - and two additional sites further north on the alignment towards Glen Waverley. DS queried if a site was missing at Cavanah Street/Bernard Street and if this site was no longer required. <ul style="list-style-type: none"> ACTION: SC to confirm there are no above ground works required to build cross passages in residential areas in Cheltenham. 	SC
5.	<p>Structure planning update from SRLA including:</p> <ul style="list-style-type: none"> An overview of the structure planning engagement timeline and program The five Precinct themes and key directions for the Cheltenham Precinct. <p>Discussion:</p> <ul style="list-style-type: none"> DC noted the goal to incorporate more public housing in the structure plans and queried how this would be achieved in the planning scheme. <ul style="list-style-type: none"> SRLA advised the Structure Plan will have an aspirational percentage of public housing and that the planning scheme will provide provision for the mechanism to achieve these goals. SRLA clarified is the question related to public housing or affordable housing. Community member advised the question related to both types of housing and community infrastructure but related to how it is delivered within the planning scheme. SRLA advised the structure plan can identify the infrastructure required and leverage government owned sites to determine future locations Alex Breskin (AB) queried how public housing and social housing will be added into the area and if inclusionary zoning will be used to achieve this. <ul style="list-style-type: none"> SRLA advised the structure plan will have deliberate provisions for social housing noting it is an important aspect to accommodate people with low to moderate incomes and ensure there is a provision for this type of housing. 	SRLA

- SRLA noted sites like the Dunkley-Fox Estate needs to be managed effectively and sensitively. SRLA is working with other agencies like Homes Victoria in relation to these sites.
 - SRLA noted inclusionary zoning is unlikely due to the way planning controls are implemented, however the structure plan has a role to push increased provisions.
- DS raised a view that densification would increase as soon as the structure plan is approved which is too quick and has scared the community.
 - SRLA clarified that change generally takes time to take effect in these processes and it would likely occur over decades.
- DC queried the objectives related to the Bayside Business District (BBD) and if commercial space will be delivered on the bottom and residential above.
 - SRLA advised what the BBD will look like is being worked through now, ensuring that open space, retail and other opportunities to attract and support employment are delivered.
- DS noted there is concern in the community that information regarding heights presented to the community is changing between engagement stages.
 - SRLA advised there are mechanisms in place to ensure heights are delivered appropriately.
 - SRLA noted these plans provide the opportunity to have conversations with the community to understand local examples and explain there is careful thought in these changes.
 - SRLA noted the changes being proposed are complex. Community feedback informs future stages and is being captured throughout the consultation process.
- JO queried how green space will be implemented.
 - SRLA explained that technical work is underway to ensure green space is delivered in the structure plan that supports more people in the community.
- DC queried why there are different heights in the north and south of the BBD.
 - SRLA advised there are different overshadowing considerations on commercial areas compared to residential areas and Bay Road will be able to accommodate more height.
- AB queried how perceived increases in congestion will be managed on Bay Road resulting from increased density.
 - SRLA explained the structure plans will aim to provide better connections, safer pedestrian and cycling paths. Bus connectivity is also a key consideration to support the shift away from cars.
- AB queried if the increased density is planned to occur before transport and connectivity improvements are delivered.
 - SRLA advised there will be a range of transport upgrades that sit outside of the station and SRL network related to bus connectivity as well as walking and cycling opportunities. The structure plan will include an implementation plan that will deliver these upgrades in a staged manner after the final structure plans are gazetted.
- DS noted Bay Road has been designated as unsuitable for cycling and removed from strategic cycling corridor – Park Road has been added instead.
 - SRLA noted there is constant change in terms of the designation of strategic cycling corridors. Movement and place classifications are a new approach to cycling connections that recognise that streets are not just roads, they're also places for people to live, work and enjoy. This means when the transport network is planned, the needs of vehicles and other forms of transport like cycling are considered.
 - SRLA advised significant work has been undertaken with DTP to ensure cycling routes are appropriate.
 - The works SRLA is proposing along Bay Road, to increase the width of footpaths and add a cycling lane will greatly increase safety along the road.
- DC said Bay Road in its current configuration is unsafe, but SRL East provided an opportunity for it to be improved for future.
 - SRLA agreed that the proposed changes to Bay Road and broader strategic thinking are for the future and the opportunities for enhancements are realised in the SRL scope.

	<p>SRLA added that precinct planning requires more than one route for connectivity and mode shift – encouraging people to transition from cars to walking and cycling – to be effective. Park Road was mentioned as an important part of the network but it would not be sufficient on its own. The structure plan sets out a direction for the precinct as a whole.</p>	
6.	<p>Bay Road Design:</p> <ul style="list-style-type: none"> • Bay Road design as presented in the SRL East Environmental Effects Statement • Bay Road design as presented in updated Surface and Tunnel Plans • Key updates to the surface and tunnel plans <p>Discussion:</p> <ul style="list-style-type: none"> • SRLA confirmed the Bay Road design that includes walking and cycling paths on the Northern side, widening to the footpath on the south and formalisation of one lane in either direction underneath the Bay Road Rail Bridge. • DS advised they disagreed with the solution and that some residents had the same sentiment. The community member explained that they believed traffic will be impacted because of the change and people had tried to modify the arrangement on Bay Road before and were not successful. <ul style="list-style-type: none"> ○ SRLA advised significant analysis and traffic modelling has been conducted on Bay Road, including 2040 population models which didn't show significant disruption. ○ SRLA requested clarity on who had investigated changes to Bay Road. ○ The community member noted they conducted an experiment along Bay Road with twelve residents in their cars blocking a lane to show the impact of the proposed SRL changes as well as hiring several buses to undertake another experiment to disrupt traffic and demonstrate how the bus bays SRLA is proposing will cause traffic issues on Bay Road. • ACTION: SRLA to provide PRG Bay Road design slides. 	SRLA
7.	<p>Questions & actions</p> <ul style="list-style-type: none"> • JO noted concern about 1.14ha that needs to be replaced and that there were significantly greater areas shown in the white boxes in the Surface and Tunnel Plans that remove more public open space. JO also queried the status of community facilities that needed to be relocated such as the skate park, basketball court and toilet block. <ul style="list-style-type: none"> ○ SRLA advised that public open space and the offset is yet to be determined. SRLA's preference is for the offset public open space to be delivered at the Highett Gasworks site. Once SRLA has greater clarity on the offset location engagement with community will begin. • JO queried when doorknocks would occur ahead of works. <ul style="list-style-type: none"> ○ SRLA advised this depends on the level of noise or disruption a property will experience. Works in the immediate future are unlikely to require doorknocks but as more impactful works start SRLA we will engage with the community regarding impacts ahead of time. • JO flagged that soil is a key concern for apartments north of Sir William Fry Reserve and should be considered. • DS noted concerns around existing approved Development Plan Overlay (DPO) sites and concerns that developments would be amended to 18 storeys. They also queried if existing DPO's can be broken. <ul style="list-style-type: none"> ○ SRLA explained that planning controls within the structure planning boundary were being reassessed to deliver increased housing supply – a key outcome of the SRL project. Planning settings are often reassessed in line with government priorities, and this includes DPOs. • Meeting closed. 	SRLA

Item	Details	Status / due	Owner
New			
1.	SC to confirm there are no above ground works required to build cross passages in residential areas in Cheltenham.	Closed	SC
2.	SRLA to provide PRG Bay Road design slides.	Closed	SRLA
Ongoing			

Item	Details	Status / due	Owner
New			
1.	PRG members to flag any prospective events with SRLA where attendance may be relevant.	Ongoing action	PRG members