

# Suburban Rail Loop Project

## Stage One: Cheltenham to Box Hill



### Advocacy Action Plan



This Advocacy Action Plan outlines the positive outcomes Council is seeking for the Bayside community from the Suburban Rail Loop (SRL) Stage One: Cheltenham to Box Hill.

Initial works for Stage One are expected to commence in 2022 with commissioning of the railway expected by 2035.

The plan will be reviewed throughout the different stages to ensure actions remain relevant for the life of the project. The plan outlines the focus of Council's effort, actions and engagement.

Council will seek to work with the City of Kingston, Suburban Rail Loop Authority, Department of Transport, Department of Land, Water and Planning as well as other relevant government agencies, organisations and the community to achieve positive outcomes for Bayside.

The advocacy priorities are aligned with the Community Vision 2050 and Council adopted Strategic Plans and Policies.

This version of the Advocacy Action Plan focuses on two key phases:

1. Environmental Effects Statement (EES)
2. Planning and Preparation of a Precinct Structure Plan for the Cheltenham SRL Station.



#### Key objectives

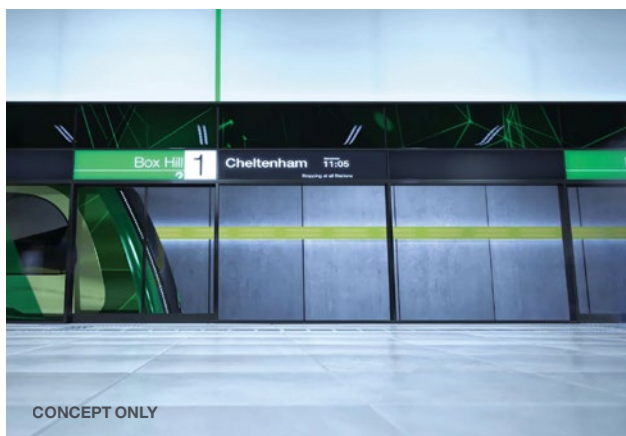
1. Protecting community amenity during the various stages of construction
2. Delivering an integrated transport system
3. Delivering a precinct that responds to the challenges of the future
4. Effective collaboration and transparent communication and engagement
5. Maximising economic and social benefits



CONCEPT ONLY

### Protecting community amenity during the various stages of construction

- Provide input into specialist Environmental Impact Assessments to reflect existing conditions and recommend actions to minimise risk and impacts to the community during the various stages of construction.
- Ensure traffic management changes, spoil management, truck movements and overall impacts during construction are well managed to minimise amenity impacts to residents and businesses.



CONCEPT ONLY

### Delivering an integrated transport system

- Leverage the project to enhance stronger transport integration across Bayside.
- Ensure connections between Southland Station and the SRL Cheltenham Station are well resolved, safe and accessible for all ages and abilities.
- Establish logical connections to buses, taxis, bicycle networks and the broader walking catchment.
- Advocate for the removal of Highett and Wickham Road level crossings to improve traffic flow around the broader transport precinct.
- Provide more frequent bus services along Bay Rd to link Sandringham Station and the SRL Cheltenham Station.
- Provide safe and accessible cycling and walking infrastructure to facilitate a direct connection between Sandringham Station and SRL Cheltenham Station.
- Establish safe and direct connections to the network of open spaces that support the use of sustainable transport modes between the former CSIRO Highett site, the Suburban Rail Loop Cheltenham Station and Cheltenham Station.
- Investment in traffic infrastructure to address traffic congestion and road safety issues within the precinct and connecting roads.

Leverage the project to enhance stronger transport integration across Bayside.





CONCEPT ONLY

### **Delivering a precinct that responds to the challenges of the future**

- Provision of detailed assessments that consider the climate impact and mitigation strategies for the life of the project.
- Ensure land uses in the precinct are well integrated through the provision of ample space for orientation outside of travel paths through wayfinding mechanisms and integrated signage.
- Create public spaces that support a range of local commercial and community activity while facilitating movement to and from the SRL Cheltenham Station, Southland Station, bus interchange and other modes of transport.
- Integrate and celebrate trees and other vegetation in the design response to deliver greenery and canopy cover opportunities that enhance and support the retention of local floral and fauna within the remainder of Sir William Fry Reserve and the station environs.
- Support a range of day and night-time uses in the station, forecourts and public realm linkages.
- Incorporate Environmentally Sustainable Design initiatives including Water Sensitive Urban Design, on site solar energy and rainwater harvesting into the project.
- Support the provision of infrastructure that supports safe and convenient access to the precinct.
- Embrace local character through distinctive station and precinct architecture that reflects the quality of the existing local conditions.

### **Effective collaboration and transparent communication and engagement**

- Seek strong engagement and communication between SRL, Council and the community during the different stages of the project with meaningful opportunities for input.
- Establish effective working relationships with the Suburban Rail Loop Authority, relevant agencies and Kingston City Council throughout the life of the project.

### **Maximising economic and social benefits**

- Ensure the project delivers social benefits to the Bayside community and reflects future needs.
- Encourage a high standard of design across the station and station precinct that enables enduring contribution to civic life and the ability to adapt to changes overtime.
- Consider the opportunity for community facilities and social and affordable housing to be provided within the precinct.