

7.1.4 SRL EAST PRECINCTS DISCUSSION PAPER: BRIEFING AND SUBMISSION

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RECOMMENDATION

That Council:

1. **Notes the contents of the Suburban Rail Loop (SRL) Precincts Discussion Paper.**
2. **Notes the issues contained in this report and endorses the submission on behalf of Monash City Council in response to the SRL Precincts: Discussion Paper.**

INTRODUCTION

The purpose of this report is to:

- provide Council with an overview and review of the contents of the SRL Precincts: Discussion Paper at **Attachment 1**; and
- Propose that Council endorse the Monash City Council submission on the SRL Precincts: Discussion Paper at **Attachment 2** to this report.

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

Community development and advocacy to support the Monash community.
Advocate and partner to deliver social and affordable housing in Monash.
Deliver high performing services.

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

The SRL Precincts Discussion Paper (Paper) was released for public consultation on Tuesday 29 August 2023, with consultation open until 24 October 2023.

The paper was released by the Suburban Rail Loop Authority (SRLA), a State Government Authority that has been set up to deliver the Suburban Rail Loop project (SRL).

The SRL is an integrated transport and planning project that is focussed not only on the construction of the new railway line, but also the planning of the station precincts. These precincts broadly cover a 1.6km radius from each of the proposed SRL stations.

The first phase of the project is SRL East which will provide a new underground railway line from Cheltenham to Box Hill. Three stations are proposed within the City of Monash, at Clayton, a new Station at Monash (near the corner of Howleys Road and Normanby Road) and Glen Waverley.

In addition, approximately one third of the 1.6km radial catchment from the neighbouring new Burwood station also falls within the municipality.

DISCUSSION

The SRL Precincts Discussion Paper initiates the precinct planning stage for the SRL East project. Over the next few years, structure plans will be prepared for each of the SRL East station precincts. The SRLA will prepare the plans and the associated planning scheme amendments.

The SRL Precincts Discussion Paper provides a program for developing the structure plans, along with draft ambition statements and a section on proposed opportunities for each of the six SRL East precincts. These are high-level ambition statements designed to provide an early opportunity for community and other key stakeholders to provide feedback to guide SRLA's early thinking on precinct planning for the SRL East. The SRLA have requested community feedback on this discussion paper to help inform the planning and design of the precincts.

The SRLA will then use this feedback, along with ongoing engagement with Monash City Council to refine the Precinct Visions for each of the stations. This work will lead to the development of Precinct Structure Plans (PSPs).

1. Consultation on the SRL Precincts Discussion Paper

Consultation on the Discussion Paper includes face-to-face sessions over the next two months and through the Engage Victoria website ([SRL Precincts Discussion Paper | Engage Victoria](#)). Engagement started on 29 August and closes on 24 October 2023.

a. Face-to-face events

These will be held on:

Precinct	Date of Event	Location	Time
Clayton and Monash	03 October 2023	Clayton Hall	4.00PM- 7.00PM
Burwood	10 October 2023	Burwood Corporate Centre, Deakin University Burwood Campus	4.00PM- 7.00PM
Glen Waverley	12 October 2023	Glen Waverley Bowls Club	4.00PM- 7.00PM

b. Online Surveys

The online consultation is a series of online surveys for each precinct. The surveys comprise a hybrid of multiple-choice questions with open comment boxes to provide further detail. There is also a section which allows for optional additional feedback where submitters can post visuals or provide text in comment boxes. This method is designed to yield commentary on guided themes, which should provide useful consultation responses.

c. Community Panels

Expressions of Interest have also opened for Community Panels, which will offer further opportunities for people to become involved in in-depth planning discussions for the precincts. Community representatives will explore a range of topics related to structure planning that will input to the future vision and long-term plans for the SRL East corridor.

Detail on the Engage Victoria website sets out the role of community panels. They ask that panel members:

- live, work, visit or have a strong connection to one of the six SRL East precincts
- have strong community networks and they represent a broad range of community views
- and are not currently involved in any other SRL-specific community or stakeholder representative groups (including the Precinct Reference Groups (PRGs) or Community Reference Groups (CRGs)).
- be available to attend six Community Panel sessions until the end of 2024.

Expressions of Interest for the Community Panels close on Tuesday 19 September 2023.

d. Raising Awareness

The SRLA is also using other means to draw attention to this current consultation. Other methods being used are as follows:

- The Media Announcement was launched with the tunnelling contract award;
- SRLA Social Platforms - video content of vox pops and video promotion via YouTube;
- Geotargeted local ads to encourage engagement including cultural and linguistically diverse ads, including translated messages;
- Digital display ads linking to community feedback forms;
- Precinct-specific newsletters with tailored local content; and
- Website refreshes in progress.

Discussion on SRLA Consultation

Council has long advocated for the commencement of precinct planning to assist in providing solutions to important outcomes, directions and enhancements in and around the activity centres that were not able to be resolved through the Environmental Effects Statement (EES) process.

Whilst the SRL Precincts: Discussion Paper is the first step in the precinct planning process it is prudent of Council to flag some of the outstanding issues or questions that will need to be resolved through the precinct planning process. This is of particular importance given that many of the directions of the Discussion Paper are quite broad and relate more to land use planning and urban design than the development of an underground railway line, as has been the case up to now. It is the precinct planning work that will guide significant changes to the urban environments of the station precincts and consequently is the most important and impactful part of the SRL project.

These issues include:

- How the precinct planning process will be informed by and consider the existing Structure/Precinct Plans prepared for Clayton and Glen Waverley;
- How the project fits into the wider role of protecting the interests of the Monash National Employment and Innovation Cluster (NEIC) and fulfilling the growth of employment uses within the broader area.
- Whether effective transport movement can be maintained through the activity centres and around the stations;
- What is the preferred or likely form and development intensity proposed to achieve the forecasts;
- How appropriate development will be provided to ensure the ability to deliver the additional homes and jobs stated by the SRLA;
- How the SRLA will ensure adequate provision of community infrastructure and open space;
- How the upgrading of public realm and other required sustainable transport infrastructure will be provided;
- What, if any, funding mechanisms and contributions will be proposed for the delivery of community infrastructure and open space; and
- What SRLA proposes to ensure adequate car parking will be provided during the lengthy construction phase and post SRL construction to serve the existing and growing centre.
- Concern that some of the engineering solutions may well preclude the best planning outcomes, as customarily, the planning would precede the tunnel design and engineering solution to ensure the key objectives and best overall planning outcomes are captured in the earliest stages of the project

Whilst it is encouraging that the initial precinct planning work has commenced, it is important to be mindful that the SRLA is the planning authority for these precincts and Council should reiterate our concern around the potential reduction or removal of planning authority status across these SRL precincts. This is of particular concern as the precincts form a substantial portion of the City of Monash. It is important that Council remains involved throughout all stages of the precinct plan development, that the Authority communicates openly with the Council on its findings and Council is funded appropriately with resources to undertake the work to input as its main stakeholder.

2. Precinct Planning Project Timeline

The discussion paper released a timeline for the SRL East precinct planning phase. The timeframes are set out below:

Stage	Estimated Date	Detail
SRL Precincts Discussion Paper	August – October 2023	<ul style="list-style-type: none"> Seek input to draft ambition statements and proposed priority outcome areas for each precinct.
Draft Precinct Visions	Late 2023	<ul style="list-style-type: none"> Share feedback captured Outline the planning process Refine Opportunities and Challenges Explore place-shaping criteria based on values and needs
Plan Development	Early to mid-2024	<ul style="list-style-type: none"> Finalise final Visions Draft the structure plans Prepare for exhibition
Public Exhibition	Late 2024	<ul style="list-style-type: none"> Release final Visions Draft Structure Plans and Planning Scheme Amendments (PSA) Release draft PSA for Exhibition
Public Hearing	2025	<ul style="list-style-type: none"> independent advisory committee to consider the draft PSA
Finalise Structure Plans	Early 2026	<ul style="list-style-type: none"> Finalise and adopt structure plans Gazettal of PSA

The project schedule follows a standard Precinct Structure Plan programme and without understanding the full scope, the timeframes seem realistic. What is unclear is where the preparation or input into background reports would fit into this programme. Councils are an essential stakeholder in informing the development of background material to ensure the scope of the background reports are adequate and the most accurate information is captured in their investigations.

It would be useful to understand where the SRLA is at regarding the preparation of background material, as it would be good for Council to have the opportunity to collaborate with SRLA on these and develop the scope. This will enable both levels of Government to find common ground, to work through identified issues early and potentially reduce the number of issues and differences in opinion further along the structure planning process.

The other matter that is unclear is whether there is an intended levy or development contribution to be captured from new development within the precinct boundary. Council would expect that contributions will need to be collected for new development and would like to understand the timings around the preparation of this work.

3. Previous Consultation

The Discussion Paper provides a snapshot of the consultation input that has occurred since the SRL project was initiated in 2019. It provides a link to the previous engagement reports available on the SRL website but does not provide details on how this information was captured within the Discussion Paper.

Key snapshots from the engagement are displayed in the Discussion Paper mainly as anecdotal statements and there is little understanding on the proportion of respondents that felt a certain way. There is also no information on where the information was gathered, or how. As part of the proposed submission attached, Council is asking that more detail be presented within the document itself on the number of respondents and methods of consultation used for transparency purposes.

The website www.suburbanrailloop.vic.gov.au/engagement-reports indicates that the Phase One to Three engagement occurred from mid-2019 through to mid-2021. Phase Two appears to be the key consultation phase relevant to the Discussion Paper which occurred in late-2019 to mid-2020 as this sought understanding of people’s values and aspirations for their local neighbourhoods, although consultation in all other phases captured some feedback relevant to precinct planning.

An excerpt from the website explains the detail of the various stages of consultation:

Engagement Phase	Engagement Focus
Phase One: Mid 2019 to late 2019	Raise awareness <ul style="list-style-type: none"> • Introduce Suburban Rail Loop and raise awareness about its scope. • Understand how people would like to be engaged.
Phase Two: Late 2019 to mid 2020	Build understanding and seek early input <ul style="list-style-type: none"> • Understand people’s values and aspirations for their local neighbourhoods. • Understand people’s interests and concerns about SRL East.
Phase Three: Mid 2020 to mid 2021	Support SRL East development and rail design and planning <ul style="list-style-type: none"> • Detail the planning approval process. • Seek feedback about impacts to inform assessments and design

Within the Phase Two engagement report, it states:

- Met with community members at pop-up information sessions in Feb-March 2020. This included 30 participants from The Glen Shopping Centre and 1,000 participants at Clayton Station and a further 200 at the Clayton Festival.
- Online engagement continued through the COVID-19 pandemic and was carried out in two key ways:
 - An interactive pinpoint map to drop a pin on a map to tell us what they love and ideas and suggestions for the future of their communities.
 - A long form survey that included multiple choice, tick box and open answer questions which included questions about their values, current lived experience, and concerns and ideas for the future. 57 surveys were completed for Clayton, 177 surveys completed for Monash, 67 surveys for Glen Waverley and 110 surveys for the Burwood precinct.

In addition, it was acknowledged that workshops have been held with stakeholder groups, including state and local government partners and key educational and health institutions in each precinct.

Relevant key snapshots of consultations that were identified in the Discussion Paper are set out below.

Clayton Precinct

- 34% mostly travel by car, while 24% travel by public transport
- Easy access to medical services is important.
- Safer walking and cycling is needed.
- High traffic congestion at peak times.

Respondents suggested:

- The local library, church and other social places were vital community services in Clayton.
- The supermarkets and restaurants were the most visited places in Clayton.
- 1/3 of respondents said there are not enough green spaces in Clayton and want more landscaping, trees, native vegetation and improved integration between parks and new paths.

Monash Precinct

- 71% of respondents work in the area
- 40% mostly travel by car and 29% mostly use public transport.
- The University and the University's open spaces are valued.
- A direct railway connection to Monash University is needed.

Respondents suggested:

- More public transport options are needed and better connection between transport modes.
- Employment opportunities should continue to expand.
- The mix of facilities is valued. Would like to see more retail options, particularly food, entertainment and places for visitors to stay.

- More activation in the evening and weekend for the Monash community is required.
- Noted social isolation and lack of community infrastructure and public open space.
- Lack of safe and suitable walking and cycle paths. Would like to see the cycle path upgraded between the university and Clayton shops.

Glen Waverley

- 71% visit to eat, shop and for entertainment
- 40% mostly travel by car, while 29% use public transport.
- Traffic congestion is a challenge
- Safer active transport connections are needed.
- Diverse food options are valued

Respondents suggested:

- Improvements to the public realm for people gathering and more public open spaces would support community connection.
- The library and the RSL were highly valued community facilities, and the library needs expansion and updating.
- Would like to see more commercial spaces and greater job density in Glen Waverley.
- Adding more all-day parking for commuters.
- Improving the retail and shopping options would improve community connection, examples were given such as bars, coffee shops, clubs and gaming lounges.
- Noted poor pedestrian infrastructure in the precinct, describing narrow footpaths, issues crossing roads and poor streetscape around the station and Kingsway.

Burwood

- 42% mostly travel by car
- 60% use the parks and open space, and it is highly valued
- 69% of respondents lived in Burwood, with 19% of respondents working in Burwood.
- 17% of survey respondents said that walking is their main mode of transport

Respondents suggested:

- Traffic congestion is a challenge
- Noted wanting a balanced approach between development and conservation of homes in the area.
- Local shops, cafes and restaurants, the local schools and the business centre are valued.
- Better connections are needed to Deakin University.
- Cycling routes are unsafe as they are on main roads and pedestrian infrastructure needs improvement.

Although information captured throughout the document represents what the respondents said during previous consultations, there were small numbers of respondents over the Phase Two consultation and the small sample size may therefore not be representative of the overall population or community sentiment. Further, much of the consultation was completed prior to or during the COVID-19 pandemic and in some cases may be up to four years old. The pandemic has changed many of the ways in which we live, work and socialise and this has likely influenced people’s attitudes on how their areas should function.

Council’s proposed submission notes support for appropriate community consultation, to confirm the above statements or present other issues and opportunities about the areas that they live, work and visit. Council will welcome reviewing the results of the current consultation and will share details of any further public consultation that we feel is relevant and representative of the community, that could feed into the precinct planning process.

4. SRL East Precincts Characteristics

The SRL project is built on the premise of moving Melbourne towards a polycentric city structure. The high-level outcomes identified for the project fall under the three principal objectives drawn from Plan Melbourne and sit under SRL Precinct Principles. These will guide the planning, design and development of the SRL Precincts.

It is noted that although the Discussion Paper references the 20-minute neighbourhood principles, it then defines the precincts at double that distance, being 1.6km radius. It remains unclear to Council whether this constitutes the actual SRL Station Precinct area for planning and increased development, an investigation area as part of precinct planning or a hybrid of the two.

Across each of the Station precincts there are different topographical, physical and environmental characteristics that will have an impact on the ultimate catchment and sphere of influence of the Station precincts. This is likely to result in a reduction of that 1.6km radius in some areas.

Principal Objective: Connectivity

High-Level Principles	Description	Outcomes
Transport supports a city of centres	Precinct transport options support greater access to opportunities.	Improved Connectivity to jobs and Services
		Improved connectivity to Regional Victoria
Attractive and active connections	Highly walkable, cyclable and accessible, facilitating community interaction.	Increased use of active transport modes
		Increased cycling and walking permeability
A connected public transport network	Precinct public transport is integrated, encouraging the use of more sustainable and efficient transport options	Greater use of public transport
		More resilient and efficient transport network

Principal Objective: Productivity

High-Level Principles	Description	Outcomes
Leveraging Strengths	Precinct supports anchor institutions and leverages its competitive strengths	Strategically aligned economic development Increased competitiveness and resilience of Melbourne
Employment and industry pathways	Precinct facilitates engagement in current and future jobs	More future relevant and diversity of jobs More people engaged in work
Agglomeration	Precinct supports clustering of business activity to maximise collective potential	Clustering of economic activity Capacity for future employment and industry

Principal Objective: Liveability

High-Level Principles	Description	Outcomes
Sustainable, green and resilient	Precinct supports sustainability and biodiversity and is designed to last and adapt to climate change	Climate resilient communities and places Enhanced environment and biodiversity
Centres of Gravity	Precinct has identifiable areas of activity that support a range of services, attract people and provide lifestyle amenities for the community	Social connectedness and wellbeing Access to distinctive and high-quality environments
Accessible and Inclusive	Precinct provides access to opportunities for a range of people in different circumstances and stages of life	Diverse and affordable housing options Equity of access to jobs, services and learning

Discussion on SRL East Precinct Characteristics

The high-level principles and outcomes as set out within the document appear consistent with Council policies and strategies and generally align with the key outcomes expected across our structure plans and precinct plans.

Page 49 of the Discussion Paper notes the attributes of the 20-minute neighbourhood, an excerpt from Plan Melbourne policy. The 20-minute neighbourhood is a widely adopted approach, backed by research that an approximate 800 metre walk from home and back again, or a 10-minute walk to the destination and 10-minute return trip represents a liveable and healthy neighbourhood.

It is noted that, at a 1.6km radius, the area identified by the SRLA for precinct planning represents more than double the accepted 20-minute neighbourhood standard. In previous discussions with officers there has been no explanation provided by the SRLA as to the selection of 1.6km radius as

the precinct boundary. This will require detailed examination as part of the precinct planning process.

5. SRL Precincts - Future Opportunities

This section of the Discussion Paper sets out the demographic profile for each of the Stations and sets out the future opportunities for which the SRLA are seeking the main feedback on.

The ambition statements as set out in the Discussion Paper are appropriate and accord with the opportunities identified, with many aligning with Council policy. As with any high-level statements, the detail of these has not been worked through, and there is some reservation on opportunities where we need to understand the detail or intent of some of the statements.

The ambition statements and proposed priority outcomes in the Discussion Paper are generally supported as many of the opportunities identified align with current Council policy. Whilst it is acknowledged that they are for the most part high-level statements, with the detail to be worked through as part of precinct planning it is important that they are specific enough to be relevant to the individual station precinct, its relative competitive strength, are relatable to the community and industry and can be readily translated into action.

To this point it is noted that the Discussion Paper contains a series of statements of “Proposed priority outcomes” for each *Station Precinct*. In the Discussion paper, these statements only provide a short statement with no further detail. However, the Engage Victoria page provides more information on each of the outcomes. In many instances the additional explanation appears generic, is repeated across some precincts and does not appear to align with the strengths and opportunities of the Station precinct.

By way of example, a proposed priority outcome for Glen Waverley is; *Capacity for future employment and industry*. The explanation provided under the outcomes (on the Engage Vic Page) states :

Land use for research and development, professional services, creative and STEM industries will increase employment and economic activity. Areas will attract business hubs and shared office spaces within walking distance of integrated transport links.

This statement seems at odds with the strengths and opportunities Glen Waverley highlighted earlier in the Discussion Paper, particularly given the absolute strength of the Monash and Clayton precincts in the research and development and STEM areas.

It is considered critically important that the next phase of the precinct planning identifies the key roles, strengths, opportunities and differences of each precinct, in order to ensure that each precinct has the best chance for success and develops its own identity.

Clayton Precinct

Within Clayton, building on its standing as a health and research technology precinct and becoming a transport super hub are supported. As are the following opportunities:

- Growth of local jobs and services across health care and social assistance;

- Improved active and public transport links to Monash University and employment areas beyond;
- Upgrading of Clayton Road to better reflect its role as an established 'high street and the heart of the activity centre'; and
- Introducing a greater diversity of housing types.

The main reservations relate to:

- Understanding the detail around the implications of traffic movements around the station and within surrounding streets, specifically due to the likely closure of Carinish Road as part of the Project.
- Understanding the detail of how the proposed levels of employment will be accommodated within the precinct, understanding what types of employment are being considered and noting that the protection of the industrial land parcels for larger tenants should also be considered.
- Not enough emphasis on the precinct's role in being a part of the Monash National Employment and Innovation Cluster (NEIC) and the need to protect the greater interest of job creation in the research and technology sector. The continued success of the NEIC could be at risk if sensitive uses are introduced in new areas which could threaten the ability for the NEIC to further expand in size and its offer.

Monash Precinct

Within the Monash precinct, it is considered that general support should be provided for the opportunity of a new town centre surrounding the station. Council should support the opportunities relating to:

- Continuing being home to leading health, research and education facilities in the future, reinforcing its position as a globally recognised innovation precinct;
- Improving public and active transport options to live and work nearby;
- Establishing a new precinct core around retail and commercial activities among emerging innovative industries, including STEM focussed research and industry;
- Enhancing the distinctive Australian landscape character around Monash University, particularly if it can maintain the key objectives of the existing Design and Development Overlay 1 (DDO1) in protecting the Garden City Character and retaining vegetation;
- Attracting high-tech and research companies to locate in the area, supporting jobs growth; and
- Introducing new housing options in appropriate locations that support the needs of future workers, students and residents.

The key reservation relates to:

- The proposed location of any new residential areas if they displace or replace existing employment land or are located where land use conflicts could occur. This relates to the introduction of new sensitive uses in an area that may have industries that require separation and buffer distances (reverse amenity impacts). The existing residential areas of the Monash precinct, particularly to the west of the university has significant scope for redevelopment for mid-rise, quality residential apartments.

- Whilst there is a need for additional amenity and facilities to support additional employment in the Precinct, care is needed to ensure that any development is located and designed to serve the primary role of the Precinct as an education, research and health precinct, as part of the Monash National Employment and Innovation Cluster.

Glen Waverley Precinct

Within Glen Waverley, Council supports the activity centre continuing to thrive with an even better mix of businesses, retail, services and entertainment uses. The following opportunities should also be supported:

- Building on its reputation and providing more outlets for relaxation, entertainment and social gathering;
- Creation of new living, working and recreational opportunities in the town centre.
- Attract new businesses that rely on a wider catchment area.
- Upgrading of walking and cycling connections.
- Enhancing the leafy and open character of the residential neighbourhoods in prioritising walking, cycling, and creating new open spaces and greenery.

The main reservation relates to:

- The location of low-rise employment areas that the document refers to becoming more mixed-use precincts, to accommodate additional jobs. More detail is required here to understand the possible locations and whether we would support this approach.
- Understanding the detail around the implications of traffic movements around the station and within surrounding streets, specifically if the closure of Coleman Parade is pursued by the Project.
- No mention of the benefits that could be realised from the lowering the existing Glen Waverley metro station and the provision of the Myrtle Street extension (over the railway line), which has huge opportunities for the pedestrianisation of the Glen Waverley town centre and the reduction of traffic along Kingsway.

Burwood Precinct

Within Burwood, Council should support it becoming a major education precinct for Victoria, with the following opportunities also being considered appropriate:

- More diverse and affordable housing options;
- Enlarging the education precinct and providing new jobs with access to public transport;
- Enhance the green public spaces and the Gardiners Creek Corridor;
- Creation of a new core adjacent to the Gardiners Creek Trail and Burwood Highway; and
- Better walking and cycling links.

It should be noted that only the southern third of the 1.6km radial area around the proposed Burwood SRL Station is in the City of Monash.

FINANCIAL IMPLICATIONS

There are no immediate financial implications arising from this report.

POLICY IMPLICATIONS

The SRL East project and the social, economic and environmental benefits that will come from the anticipated level of investment are consistent with State Government Policy. The project is broadly consistent with Local Policies, including the Structure Plans prepared for Clayton and Glen Waverley. The City of Monash's Structure Plans that have been prepared do not make allowances for the levels of growth identified in the Business Case for the SRL Project, as they were prepared in advance of the Project.

The Structure Plans will, after 2026, be replaced by the Precinct Structure Plans (PSPs) that the SRLA is preparing.

CONSULTATION

Community consultation is being carried out at State Government level.

SOCIAL IMPLICATIONS

There are no social implications to this report.

HUMAN RIGHTS CONSIDERATIONS

There are no 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 Paper initiates the precinct planning stage for the SRL East project. Over the next few years, structure plans will be prepared for each of the SRL East station precincts and the SRLA will prepare the plans and the associated planning scheme amendments.

Noting that ongoing engagement with Monash City Council will continue, the attached submission will mark the start of our formal engagement on the Precinct Planning aspects of the SRL East project.

Council's submission will likely contribute to the Precinct Visions for each of the stations that will lead to the development of the Precinct Structure Plans (PSPs). Monash City Council will remain involved as a key stakeholder in the preparation of PSPs for Clayton, Monash, Glen Waverley and Burwood.

Whilst the Discussion Paper is a positive start and Council is supportive, subject to some further refinement, of the majority of the ambition statements, there remains a significant challenge for all parties in the precinct planning process to ensure that planning occurs in a balanced and



outwardly focused way, that recognises the current and future national and international importance of the Monash NEIC as an education, research and employment destination.

Council has been open about its reservations on specific opportunities and has invited the SRLA to continue engaging with Monash City Council around any potential issues early to find appropriate resolutions before the precinct planning proceeds to the plan development stage.

ATTACHMENT LIST

Attachment 1: SRL Precincts Discussion Paper

Attachment 2: Council's Submission on the SRL Precincts Discussion Paper



SRL Precincts: Discussion Paper

CHELTENHAM TO BOX HILL | AUGUST 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 the land and pays respect to their Elders, past and present.

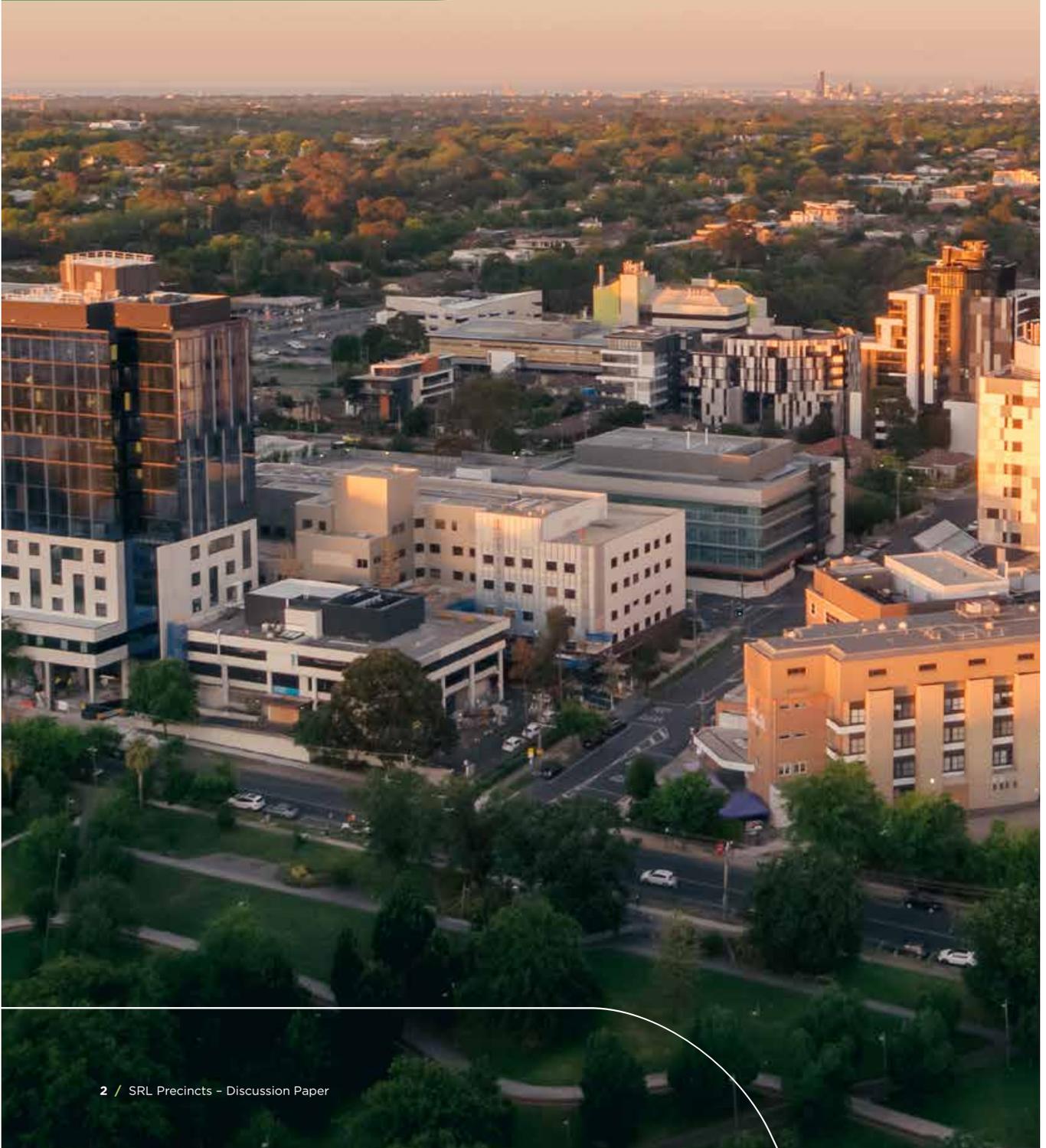
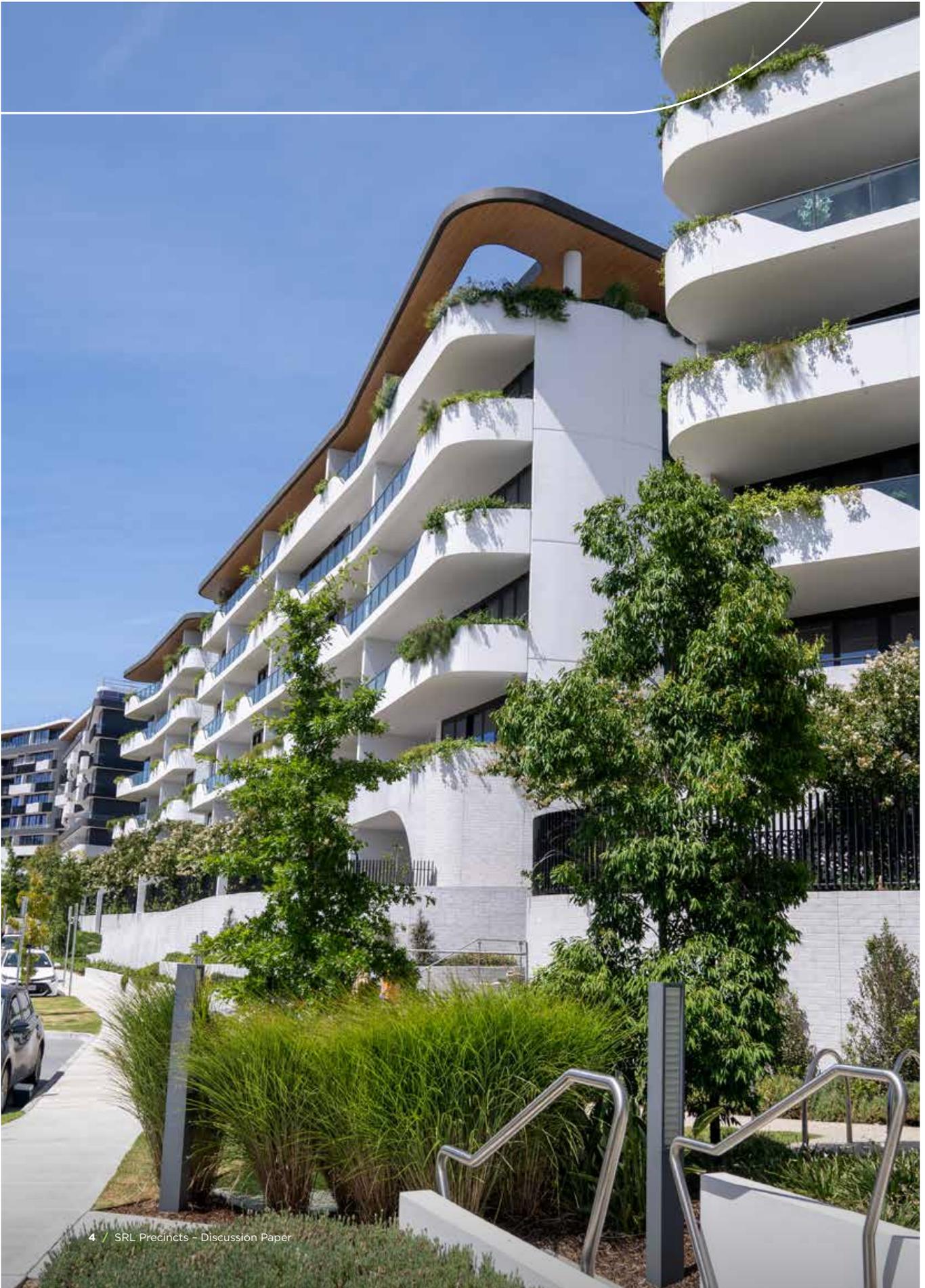


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4 / SRL Precincts - Discussion Paper

Towards a Shared Vision

Suburban Rail Loop (SRL) will lead to a more connected and efficient transport network. It will make it easier and fairer for people across Melbourne and Victoria to get around and access the jobs, health and education services, and retail and recreation facilities they rely on every day.

Melbourne and Victoria are growing strongly. To cater for this growth, Melbourne needs to move away from its traditional focus on a single Central Business District (CBD) and evolve into a city of centres – connected places where people can easily access the things they need, closer to home.

SRL is Victoria's most ambitious and forward-looking community infrastructure project. Not only will it deliver a new 90km orbital rail line across Melbourne's middle suburbs from Cheltenham to Werribee - the project will also create a corridor of linked precincts outside of the CBD.

The areas around SRL stations will be magnets for investment and catalysts for new local employment and housing opportunities. Melbourne's middle suburbs are already highly valued by their communities; they are great places to live, work and play.

SRL will mean more jobs and businesses, greater access to health, research and education opportunities, and will lead to better services to support these communities.

SRL will help shape Melbourne's future, while celebrating Victoria's rich cultural heritage - enhancing the amenity and vibrancy of the communities it connects in a way that acknowledges the State's strong Aboriginal history stretching back 60,000 years as well as creating jobs and training opportunities for the next generation.

SRL is much more than a rail line.

It is an integrated transport and precincts project that will transform daily travel for millions of Victorians and also shape how our city and state evolve as we grow. We want to seize the opportunity to enhance places for the people who live there now and others, including those who aspire to settle closer to where they grew up. Places that build on the characteristics of the existing community - vibrant, liveable, walkable, and sustainable.

SRL East is a 26km section of SRL, stretching from Cheltenham in Melbourne's south east to Box Hill in the east, consisting of twin tunnels and new underground train stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill.

We have already started to invest in the SRL East suburbs through the SRL Community Projects Fund, providing local community groups the opportunity to deliver exciting initiatives. Now we are asking the community to join us in carefully and thoughtfully planning each of the SRL East neighbourhoods, making the most of the new transport infrastructure and improving equity across communities by making jobs easier to reach, housing more affordable and other day-to-day opportunities closer to where people live.

This paper will continue our conversation with the community and is a further step in jointly planning for the future - developing a shared vision for how the six SRL East Precincts will contribute to an exciting new corridor of opportunity along the rail line. Through this discussion paper, we detail the community input we've received to date and seek further feedback on draft ambition statements and proposed priority outcomes for each area. Together over the coming years, as structure planning in each SRL East Precinct takes shape, we will achieve the very best outcomes for all Victorians.

SRL: more than a rail line

SRL is more than a transport project; it will not only change the way we move around Melbourne and Victoria – it will reshape how our city grows in the decades ahead.

One assessment suggests that Melbourne has already overtaken Sydney as Australia’s biggest city and by the 2050s we will be a city of nine million people - the size of London today. SRL will help us manage long term growth and also limit Melbourne’s expanding geographic footprint. It will help ensure we grow in the right way.

The SRL stations will be a catalyst for new housing and jobs along the rail line. These activity hubs or ‘SRL Precincts’ will be thriving communities for people to live, work, study and play; places with new housing and job options, green open spaces, and easy access to education, health and shopping. All linked by a world-class public transport network.

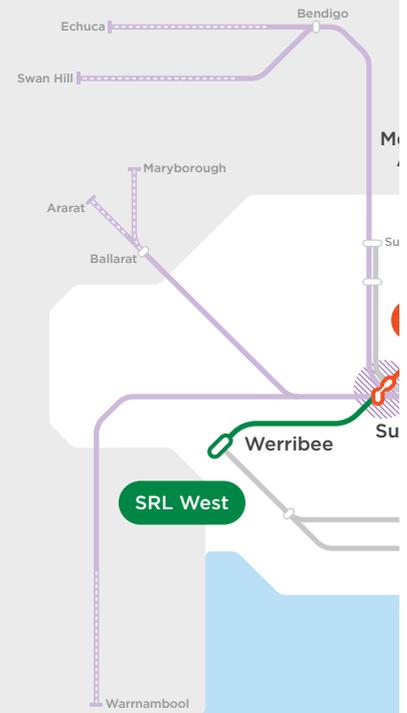


Figure 1: Suburban Rail Loop



SRL East	Regional lines
SRL North	Transport super hub
SRL Airport	Existing interchange station and customer service hub
SRL West	Metropolitan area
New interchange stations	Regional area
New SRL stations	

For illustrative purposes, subject to further detailed technical investigations and consultations



SRL Precincts - unlocking potential

A precinct is an area or group of neighbourhoods with a shared history and future role. Precincts are social and economic ecosystems with a clear identity and sense of place. Precincts can cover a large area, such as Docklands in Melbourne, or have a specific use or common purpose, like the Arts Precinct. Thriving and vibrant precincts offer great places for people to live, socialise and have fun, and for businesses to provide services and jobs.

Around the world, new rail lines and train stations consistently enhance the attractiveness of areas for people and businesses. Access to convenient, reliable transport links is a catalyst for investment and a magnet for activity; this has been demonstrated by the City Loop in Melbourne and globally by a range of projects such as London's Crossrail and the Grand Paris Express.

City Loop played a critical role in making our CBD the thriving economic and cultural heart it is today. The underground loop didn't just boost public transport with rail tunnels and new train stations. It opened up new parts of the CBD, and, along with land use policies and incentives like 'Postcode 3000', it encouraged residential and commercial developments, shopping and dining precincts and transformed the city forever.

SRL is an opportunity to plan for the broad areas around the new stations, ensuring they have the necessary services and amenities to cater for and support those who will live there as well as work, study and visit.

We want to unlock the potential of these areas and get people living closer to where they work, closer to schools and universities, closer to shops and the other places they want to be.

We want to achieve a shared vision for each of the SRL East Precincts. And we want to protect and preserve what people love about their neighbourhoods - their heritage, their open spaces, their activity centres and their multiculturalism - the characteristics that already make them special. Greater and more affordable housing choices to accommodate new residents, quality open spaces, new cycling and pedestrian links, civic squares, activity centres that cater for people's local needs, and businesses that contribute to new job opportunities.

These areas will continue to be attractive destinations in their own right, and Melbourne will evolve over time into a city of multiple centres, as opposed to a single CBD.

SRL is an unprecedented opportunity to thoughtfully plan for our future. By acting now, we will have time to do the work, to listen to the community and advice from the experts - and to get it right.

A framework for change

Planning for the neighbourhoods around SRL East stations will focus on delivering improved outcomes and innovative opportunities for the people and businesses in these areas. We will develop long-term plans that outline a shared vision for these neighbourhoods and provide a framework for how they might grow and change over time.

Structure plans will set out the goals and actions needed to achieve the shared visions. The plans will guide change in each precinct by defining the preferred outcomes important to the local area. These might include future land use, built form, and additional infrastructure, open space, car parking and the future street network, among others.

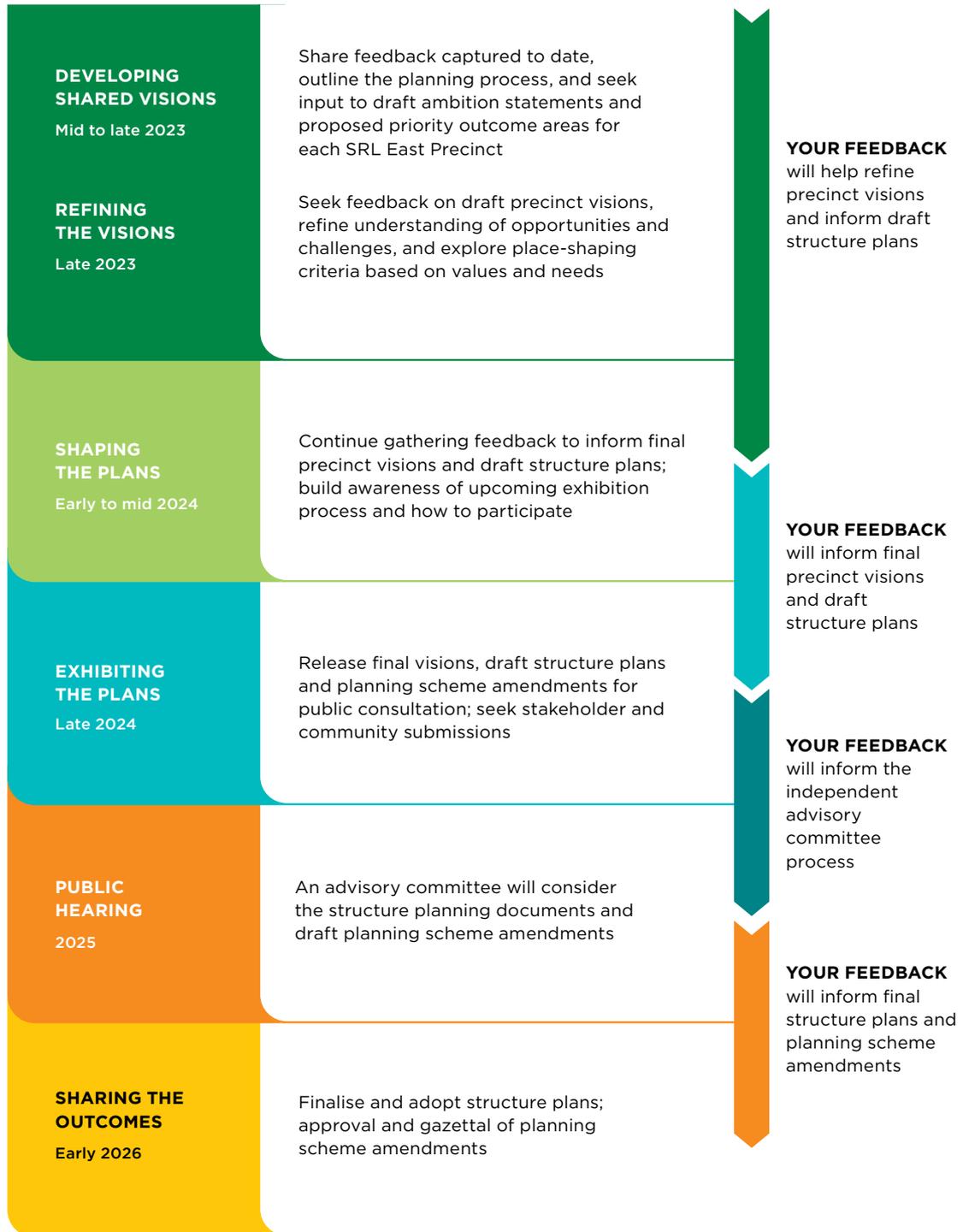
We know we're not starting from scratch.

Local governments have already worked with their communities to plan for the future. But we need to make sure these plans account for the significant boost that SRL will provide in these areas.

We want to continue to draw on the ideas, expertise, knowledge and opinions of local communities, and also other interested stakeholders. We will work with these communities and others to develop plans for the SRL East Precincts, respecting our past and building for our future. We will be engaging every step of the way to ensure the structure plans are informed by the community's feedback.

This paper provides an early opportunity to share your ideas for the future of the neighbourhoods around SRL East stations. Please go to engage.vic.gov.au/suburban-rail-loop to provide your feedback.

Figure 2: SRL East precinct planning program





Engagement and feedback opportunities

There will be multiple opportunities for the community and organisations to provide feedback as we develop plans for the neighbourhoods around SRL East stations. Some of these include:



Listening posts

Sessions for local community members to engage with, and provide feedback on, precinct planning and the SRL East project more broadly.



Community Panels

Representative groups established to deliberate on future visions and plans.



Digital storytelling

A digital platform for the community to share stories and images that capture local identity.



Kitchen table discussion guides

Guides to encourage community groups to host discussions and seek feedback from their networks.



Briefings and roundtables

Briefings and roundtable discussions with organisations and groups to discuss future challenges and opportunities around key themes.



Innovation challenge

A competition inviting pitches to generate innovative ideas for pursuing opportunities and overcoming key challenges for the future.



Online engagement

Online discussion and feedback tools such as surveys and interactive maps.



Precinct Reference Groups

The established Precinct Reference Groups for each of the SRL East Precincts will be a key forum for us to engage directly with stakeholders and community representatives.



Tailored approaches for diverse groups

Diversity is an essential element of Melbourne's character. Tools and approaches that ensure diverse communities can engage and provide feedback will be utilised. These groups will include First Nations communities, culturally and linguistically diverse communities, people with a disability, people of different ages, and LGBTIQ+ communities.

We're currently seeking expressions of interest from community members who would like to participate in our Community Panels. To find out more and submit your interest please go to engage.vic.gov.au/suburban-rail-loop

Building on conversations

We have been talking with community members, businesses and organisations for several years, capturing feedback to develop our thinking about how we can achieve the best community outcomes for SRL East neighbourhoods.

We are continuing this dialogue as part of a deliberative process to develop shared visions about the future potential for these suburbs.

As Melbourne grows over the coming decades, each SRL East Precinct will grow too, and this paper considers the changes that may be required over time while maintaining the valued characteristics of each precinct.

As we plan and build for the future, we will value Australia's rich Aboriginal heritage dating back many thousands of years, and enhance these locations as places for everyone to live in and enjoy.

We are seeking feedback as we continue to involve the community and other stakeholders in planning for the future.

Through this consultation we will build upon the early thinking for these distinctive precincts, identifying and defining their unique characteristics and highlighting specific opportunities for change as each area evolves.

To help progress the conversation we have developed draft ambition statements that summarise the individual qualities of each place, along with proposed priority outcomes for each area. Through consultation these will be refined and developed into a shared vision for each precinct.

The structure planning process for SRL East will help bring these visions to life, in cooperation with local government and communities, optimising the potential that will be unlocked by the new rail line.

Engagement to date

Through a mix of online and face-to-face engagement, we have been capturing feedback from local communities since 2019. You can read about this feedback in our engagement reports available at suburbanrailloop.vic.gov.au/engagement-reports.

In addition, workshops have been held with key stakeholder groups, including state and local government partners and key educational and health institutions in each precinct.

This feedback has been an important early input to precinct planning.

The following pages summarise input from communities about opportunities and concerns for their local areas. We've aligned the feedback to the proposed priority outcomes for each precinct, demonstrating that community input has already helped shape our thinking on what we should be focusing on in each area.



A snapshot of what we've heard so far

Cheltenham

-  **64%** visit to eat, shop and for entertainment
-  **34%** of those surveyed mostly travel by car
-  Natural and open space is greatly valued
-  Traffic congestion is a challenge
-  More walking and cycling connections are needed

Clayton

-  **34%** of those surveyed mostly travel by car
-  **26%** of those surveyed mostly travel by public transport
-  Easy access to medical services is important
-  Safer walking and cycling connections are needed
-  People value the diverse food options

Monash

-  **71%** of those surveyed work in the area
-  **40%** of those surveyed mostly travel by car
-  More public transport options are needed
-  People value the university's open spaces
-  A direct rail connection to Monash University is needed

Glen Waverley

-  **71%** visit to eat, shop and for entertainment
-  **40%** of those surveyed mostly travel by car
-  People value the diverse food options
-  Traffic congestion is a challenge
-  Safer active transport connections are needed

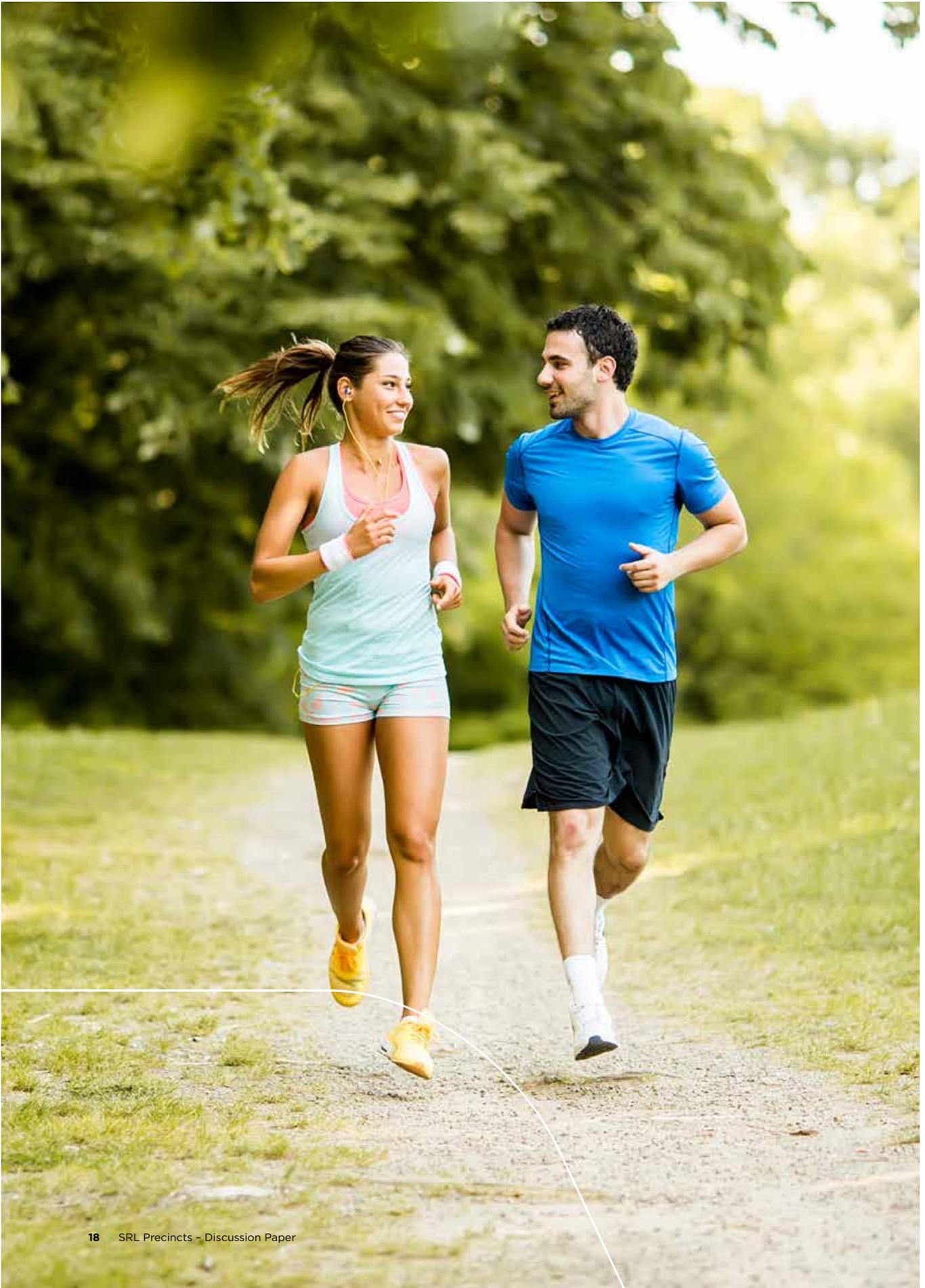
Burwood

-  **60%** use parks and open space
-  **42%** of those surveyed mostly travel by car
-  Open space is greatly valued
-  Traffic congestion is a challenge
-  People want a direct rail connection

Box Hill

-  **64%** visit to eat, shop and for entertainment
-  **36%** of those surveyed mostly travel by public transport
-  People value the diverse retail and food options
-  Improved pedestrian connections are needed
-  More open spaces are wanted





What we've heard in Cheltenham



Access to distinctive and high-quality environments

What we heard:

- 52% of survey participants go to Cheltenham to use the parks and open spaces.
- Participants love the parks (in particular Cheltenham Park and Sir William Fry Reserve), open spaces, greenery and the beach, including the wildlife and vegetation found in the parkland. Participants want to see the natural environment protected.
- Participants want to see an increase in parks, greenery and outdoor public open space, such as “community piazzas or public squares” and greater connectivity between these areas.
- Participants want to see an increase and improvement to libraries, community centres and outdoor facilities such as barbeques and seating.

“Cheltenham is a naturally green area with plenty of parks, gardens and golf courses that have very old trees that have been here for decades past. The established look of Cheltenham is part of its charm, and we need to retain that as much as we can.”

/ Survey respondent

“Improving the connection with public realm space will allow people to gather and make the precinct feel more open.”

/ Survey respondent



Social connectedness and wellbeing

“Love coffee with friends and chatting to the cafe owner at Peaberry’s - a real legend in the local community.”

/ Survey respondent

“I love the sense of community in our neighbourhood, with everyone looking out for each other and being friendly and community minded.”

/ Survey respondent

What we heard:

- 64% of survey participants go to Cheltenham to eat, shop or for entertainment.
- Participants believe the area has a “little village feel”, is family friendly, safe, quiet and community centric. They also appreciate the character of the precinct.
- Participants noted the neighbourhood is close to hospitals and other medical services.
- Participants would like to see greater community connection online, and easier access to information regarding community groups.
- Participants want to see better inclusion of the elderly population and better recognition of Aboriginal culture.
- Participants want the look and feel of the precinct to support a family friendly atmosphere.



More jobs and employment

What we heard:

- 51% of participants believe a main benefit of SRL will be improved access to employment.
- Some participants noted the precinct provides good access to local employment via the array of businesses in the area.
- Many participants want to see an increase in the number of local businesses, particularly restaurants, cafes, boutique shops and outdoor dining.
- Some participants noted the current shopping facilities need an upgrade.

“I will catch the train to work, and shopping locally is important.”

/ Survey respondent

“Cheltenham is a good local shopping strip that provides opportunity for local independent businesses.”

/ Survey respondent



Increased cycling and walking connections

“Provide ease of movement around the precinct. Bay Road and Nepean Highway are huge physical barriers that disconnect Cheltenham - this project can provide more pedestrian/bike connections to allow people to move around the area.”

/ Survey respondent

“Moving between the Cheltenham activity centre, Southland and areas close by (eg. Cheltenham Park/Sir William Fry Reserve) by foot or bike is greatly constrained by the busy roads. It would be great to have integrated walking and bike paths with overpasses or underpasses. Pedestrian and bike paths along the length of the Frankston line and the SRL route would also really help.”

/ Survey respondent

What we heard:

- 34% of survey participants currently travel around Cheltenham by car.
- 26% of survey participants mostly walk.
- Only 4% of survey participants currently use a bike as their most common mode of transport.
- Participants said Cheltenham’s walking and cycling paths are unsafe and insufficient, particularly on major roads such as Nepean Highway.
- Participants want better active transport connections within the precinct, on and across major roads, and to shopping facilities such as Westfield Southland.
- Participants also noted a lack of street lighting in Cheltenham and suggested that efforts could be made to make facilities, such as the local cinemas, more inviting after hours.



Greater use of public transport

What we heard:

- 12% of survey respondents mostly use public transport to travel to, from or around Cheltenham.
- Participants noted the need for greater connectivity between transport modes, particularly trains and buses.
- Participants find traffic congestion in Cheltenham a challenge, particularly around shops and on major roads.
- Participants noted infrequency of trains and buses, and limited public transport options to the precinct, Sandringham and outer suburbs.
- Participants want more accessible public transport facilities.
- Participants said there is a lack of parking in Cheltenham, particularly near new developments and around the train station.

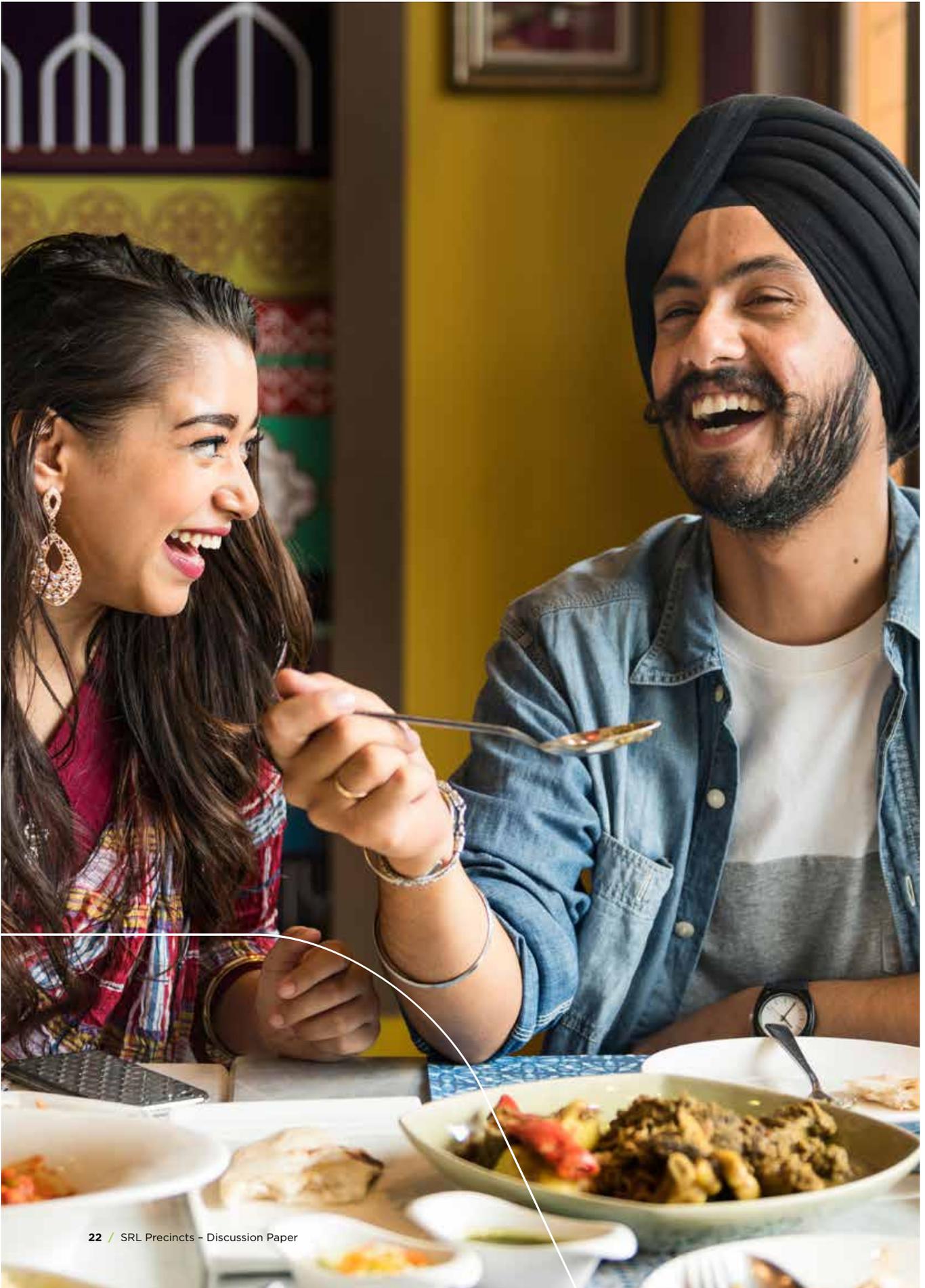
“The precinct needs a properly integrated focal point and public transport hub that is well connected to all parts of the precinct, particularly for pedestrians, cyclists and public transport movements.”

/ Survey respondent

“We need more buses, to more locations, more often. Trains are great but you have to get from the train to somewhere else. Buses are the appropriate way to do this, but they do not travel often enough.”

/ Survey respondent





What we've heard in Clayton



Equity of access to jobs, services and learning

What we heard:

- 72% of survey respondents believe a benefit of SRL will be improved access to jobs, education, or services.
- Respondents said that being close to Monash University and a mix of facilities is convenient in Clayton.
- Respondents noted that the local library, church, and other social places provide vital community services in Clayton.

“Clayton has a big employment hub that is likely to further grow and expand.”

/ Survey respondent



Capacity for future employment and industry

“There is an opportunity to build a cleaner and more cultured image of Clayton as a university / medical town precinct.”

/ Survey respondent

What we heard:

- 12% of survey respondents work in Clayton.
- Respondents identified the Monash Hospital and other medical services as what makes Clayton area special.



Clustering of economic activity

What we heard:

- Survey respondents were asked which buildings and places they value the most, with the most common response being retail and entertainment (such as the Clayton Shopping Centre), supermarkets and restaurants.
- Respondents noted that SRL will provide an opportunity to improve retail and shopping in Clayton, with some respondents seeking a better variety of shops, and more cafes and outdoor dining options.
- Respondents want to modernise the look and feel of the precinct.

“In terms of the area, it’s really boring and needs more entertainment and variety of shops and restaurants.”

/ Survey respondent

“Concerned that without considerable effort to clean up and improve the range of shops in the Clayton shopping strip that things will get worse, rather than better.”

/ Survey respondent



Access to distinctive and high-quality environments

“More native vegetation should be planted, especially in available spaces in Fregon Reserve, along the railway line and in available open public spaces - both to increase local biodiversity and to offset the urban heat island effect for Clayton since it is a major hotspot.”

/ Survey respondent

“The parks and children’s play areas are most valuable to all who have children, but they need a lot more variety of things to do. A few outdoor play spaces along the railway isn’t enough.”

/ Survey respondent

What we heard:

- Around one third of survey respondents said there are not enough green open spaces within Clayton.
- Respondents would like to see the look and feel of the area improved.
- Respondents want more landscaping and trees, more native vegetation and improved integration of the parks and new paths.
- Respondents value areas for children to play, specifically mentioning the importance of Karkarook Park, Namatjira Park and Bald Hill Park.
- Respondents would like open spaces in Clayton to include more picnic areas, barbecue facilities and more tables and chairs.
- Respondents also requested that communal areas include more shade.

Improved connectivity to regional Victoria

What we heard:

- Survey respondents referenced long commute times via bus and train when getting to suburbs not on the same train line.
- 96% of participants believe a main benefit of SRL will be improved transport connections.
- Respondents reported high traffic congestion in Clayton, noting that peak hour traffic is particularly challenging. 67% of respondents see a key benefit of SRL being less congestion on the roads in Clayton.

“It’s very hard for local residents to drive through Clayton during peak hours.”

/ Survey respondent



SRL Precincts - Discussion Paper / 25

Tim Bennett, Monash Health



26 / SRL Precincts – Discussion Paper

What we've heard in Monash



Capacity for future employment and industry

What we heard:

- 71% of survey respondents work in the Monash Precinct.
- Monash University is a major employer in Monash.
- Participants would like employment opportunities in the area to continue to expand.

“Monash can be an entrepreneurial hub that draws more young businesses and creativity to the area.”

/ Survey respondent

“It is an important meeting place for a diverse group of people from all over Greater Melbourne, particularly for study and employment. There aren't many places that so many people are dedicated to travelling so far to.”

/ Survey respondent



Strategically aligned economic development

“This is a once-in-a-generation opportunity to change the way people travel to one of the major employment and education centres in Australia.”

/ Survey respondent

“Monash is building up to be a wonderful precinct with all the transport and services one could want. The university provides education, swimming, gym, shops, food and pleasant, landscaped and treed spaces, all in one place.”

/ Survey respondent

What we heard:

- Survey respondents value the mix of facilities and services, such as hospitals, schools, industry and retail, as well as the mix of open and built-up areas.
- Respondents would like to see more retail options in the area, particularly food, entertainment services and places for visitors to stay.
- Some respondents suggested SRL support more integrated residential and commercial developments to encourage the creation of new strips around the university campus.
- 80% of survey respondents value educational buildings and places more than anything else.
- 79% of respondents value and use health care and education the most.
- 80% of respondents see improved access to employment and education as a key benefit of SRL.



Social connectedness and wellbeing

What we heard:

- Respondents said more organised events and activities such as arts activities, sports, markets, community festivals and cultural events would help improve community connection within the precinct. Respondents suggested activating spaces in the evening and on the weekend for the Monash community.
- According to respondents, improving the shopping strips and providing more retail options would support community connection.
- Respondents said the precinct is socially isolated and lacks community infrastructure, as well as public open space and green spaces.
- Respondents suggested a focus on multiculturalism, as well as improving engagement within the precinct after work hours and on weekends.

“We only see some connection with community when schools and some residents use the swimming pool. At other places around the world that I have worked there are at least a strip of cafes, restaurants and a supermarket that both university students and staff and community residents share.”

/ Survey respondent

“Having green spaces that connect to each other, so that users can easily move through a comprehensive series of safe, natural, accessible spaces is really important to gain a high-value experience.”

/ Survey respondent



Increased cycling and walking connections

“Improve the existing path so it’s suitable for cyclists and pedestrians. A separated bike path would encourage more people to ride to campus (and surrounding businesses).”

/ Survey respondent

“Please make it easier to walk and cycle so these become ways to connect. Too many people are trapped alone in their cars.”

/ Survey respondent

What we heard:

- Respondents referenced safety concerns for cycling and walking within the area including a lack of safe and suitable walking and cycle paths.
- Participants noted that the bike paths around the Monash Precinct are not well connected.
- Participants would like to see the walking and cycling infrastructure in Monash upgraded, particularly between Monash University, the Clayton shops and the train station.
- Participants also requested better connectivity between different transport modes.



Improved connectivity to jobs and services

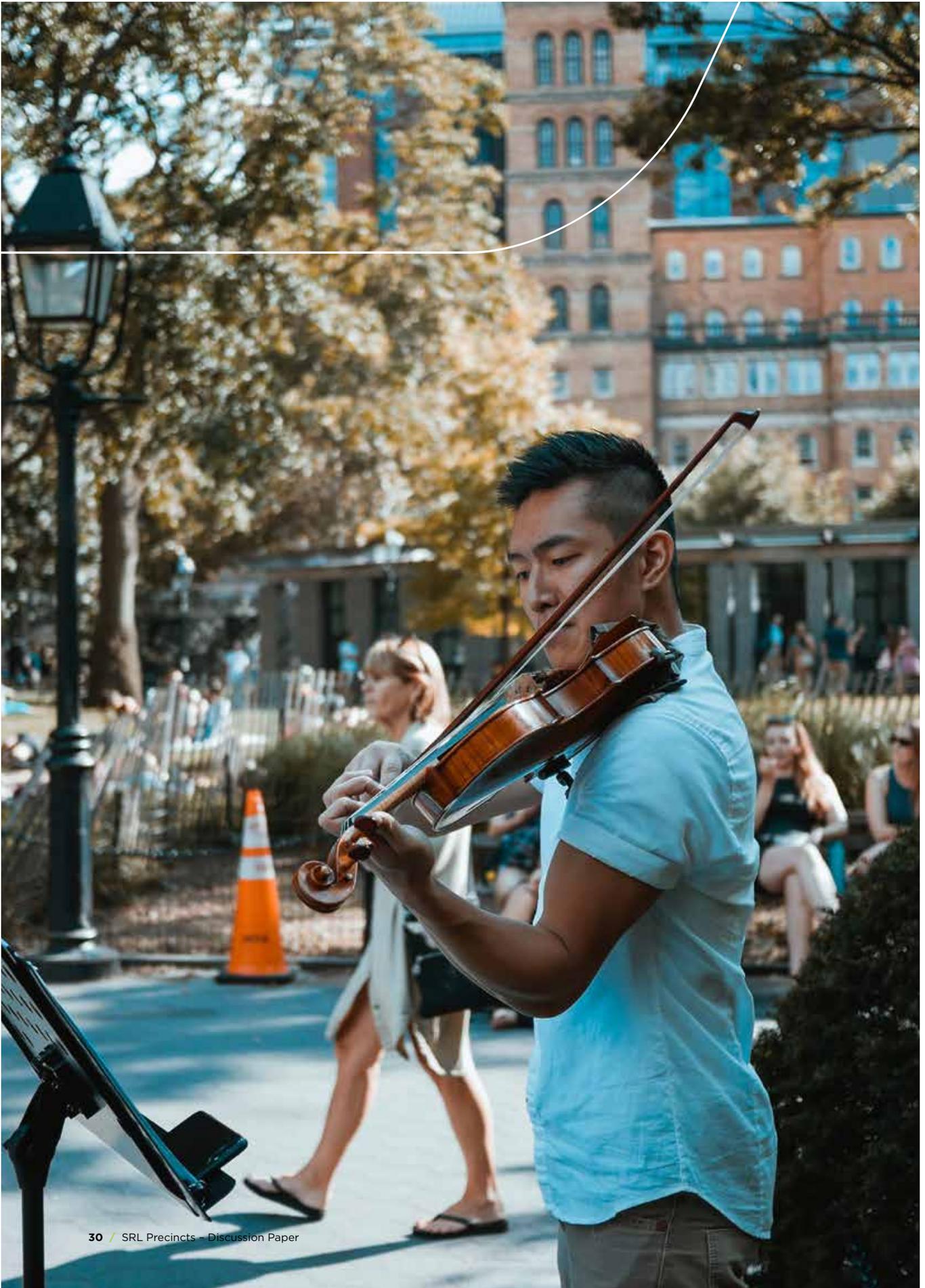
What we heard:

- Survey respondents suggested that increasing public transport options would improve community use of services and facilities.
- 40% of survey respondents mostly drive to, from and within the precinct, while 29% of respondents mostly use public transport.
- The most common reasons for respondents choosing to drive included limited and unreliable public transport, as well as lengthy commute times when using public transport (often due to lack of direct connection or delays).

“Would happily use public transport more frequently except it adds an hour onto my travel time. By the time I get the train to Clayton station and wait for the bus to the campus, and then walk to my office, I’ve added considerable time onto my journey.”

/ Survey respondent





What we've heard in Glen Waverley



Social connectedness and wellbeing

What we heard:

- Survey respondents value the community facilities in Glen Waverley, particularly the library and the RSL.
- Respondents want to protect and enhance the parks and natural environment.
- Respondents suggested that improvements to the public realm and more public open spaces for people to gather would better support community connection.
- Some respondents said the local library should be updated and expanded to better support community connection.
- Some respondents requested spaces, events and activities that specifically celebrate different cultures.

“Please give us a town square that is a space for relaxation, gatherings, can act as a live site, a central space for Lunar New Year and plenty of other events.”

/ Survey respondent

“I would love to see some open, green community space with shade, trees, and a water feature. An environmentally friendly space.”

/ Survey respondent



Capacity for future employment and industry

“I’d like more high-rise offices and residential buildings.”

/ Survey respondent

“I’d like greater job density and high-rise offices.”

/ Survey respondent

What we heard:

- 55% of survey respondents see improved access to employment as a key benefit of SRL.
- 47% of respondents see improved access to education as a key benefit of SRL.
- Respondents would like to see more commercial spaces and greater job density in Glen Waverley.
- Respondents suggested adding more all-day parking for commuters to make it easier for locals to use their nearest station to travel to employment.



Strategically aligned economic development

What we heard:

- Survey respondents suggested that improving the retail and shopping options in Glen Waverley would improve community connection, with some examples including bars, coffee shops, clubs, and gaming lounges.
- 77% of respondents value the existing retail and entertainment infrastructure, including the shops, restaurants, cafes, and The Glen Shopping Centre.
- 47% of respondents see improved access to education as a key benefit of SRL.

“Work in collaboration with Monash City Council, government agencies and private developers to deliver a station and shopping precinct that provides seamless inter-modal connectivity between the station and shopping centres.”

/ Survey respondent

“Take inspiration from some of the great squares of Seville, Florence or Venice and create a space that is surrounded by restaurants and culture.”

/ Survey respondent



Increased cycling and walking connections

“Encourage more walking and cycling around stations and shopping centres.”

/ Survey respondent

“Can we please have a bike path along High Street and Springvale Road? The roads are busy and not bike friendly. The sidewalks are also very awkward to cycle on.”

/ Survey respondent

What we heard:

- Survey respondents said that improving pedestrian and cycling access and connectivity would help improve community connection.
- Respondents noted poor pedestrian infrastructure and connectivity in the precinct, describing narrow footpaths, issues crossing roads and poor streetscape around the station and Kingsway.
- Respondents requested safer pedestrian and cycling paths.



Improved connectivity to jobs and services

What we heard:

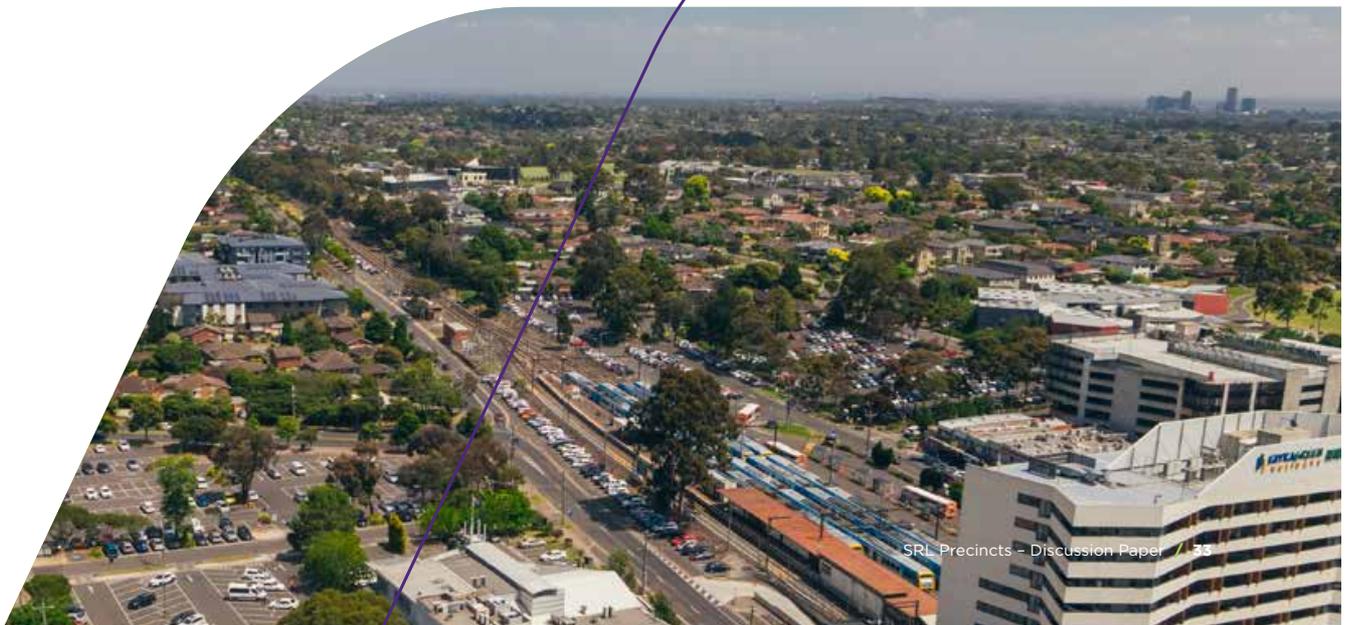
- Survey respondents noted issues with public transport including the time it takes to travel on public transport, infrequent bus and train services, issues with buses getting stuck in traffic and lack of coordination between train and bus services.
- Respondents said there is too much traffic on the roads within the precinct and suggested that lack of public transport options is a contributing factor to increased road congestion.
- Traffic volumes were also noted as having flow-on effects for pedestrian and road safety.
- 40% of respondents noted driving as their main form of transport in Glen Waverley, while 29% use public transport.
- Respondents noted a lack of car parking and parking restrictions, particularly at the station, as key challenges for using public transport from Glen Waverley.

“Public transport and services are not sufficient - we need more trains running more often. Trains are already crowded enough going to and from the city, while the population in Glen Waverley is increasing.”

/ Survey respondent

“Parking at all the stations and parking restrictions in nearby streets is ridiculous. People should be encouraged to catch the trains, not given parking fines for parking within walking distance of stations.”

/ Survey respondent





What we've heard in Burwood



Diverse housing options

What we heard:

- 69% of survey respondents currently live in Burwood.
- Respondents want to see more balanced housing density and development.
- Some respondents want to see a balanced approach between development and conservation of homes in the area.

“More tree canopy and more open space to compensate for increased housing density.”

/ Survey respondent

“Keep the large apartment buildings on the main roads.”

/ Survey respondent



Enhanced environment and biodiversity

“Gardiner’s Creek Reserve is a breathing, biodiverse, natural pathway for animals, birds, and plants. We are the better for keeping it that way.”

/ Survey respondent

“This area is a great open space which should be improved with native vegetation to support wildlife in the area.”

/ Survey respondent

What we heard:

- 60% of survey respondents travel to Burwood to use the parks and open spaces.
- 49% of respondents value the open spaces in Burwood, including the parks, greenery, trees, bushland, local fauna, and creeks. Respondents specifically mentioned Gardiner’s Creek, Wattle Park, South Surrey Park, Lynden Park, and Burwood Community Garden.
- Respondents expressed that native vegetation and wildlife should be maintained and enhanced in the reshaping and development of the precinct.
- Respondents suggested open spaces need more toilets, bins and drinking fountains, and could be more dog friendly.



Capacity for future employment and industry

What we heard:

- 38% of survey respondents go to Burwood to use services, such as health care and recreation.
- 19% of survey respondents work in Burwood.
- Respondents said that Burwood has good access to a variety of major shopping centres, local shops, cafes and restaurants. Respondents also value the local schools and business centre.
- Respondents said better connections are needed to connect the community to Deakin University.
- 56% of survey respondents see improved access to education as a key benefit of SRL.

“Burwood Brickworks is a great sustainable development. It provides essential services like supermarkets and a medical centre, with great cafes and restaurants.”

/ Survey respondent

“Putting the station close to shops will allow better business for the shops.”

/ Survey respondent



More diverse, high-value jobs

“There is no conveniently located station. The current Burwood station is too far away, and the Surrey Hills station on the Box Hill line is often packed in the morning peak hour.”

/ Survey respondent

What we heard:

- 51% of survey respondents see improved access to employment as a key benefit of SRL for Burwood.
- Respondents noted that unreliable and/or limited public transport options extend commute times for travel to jobs in the city.

Increased cycling and walking connections

What we heard:

- Survey respondents noted a lack of cycling paths, describing that current paths are unsafe due to being on main roads and require an upgrade.
- Respondents also said pedestrian infrastructure needs to be improved.
- Respondents noted a need for better connectivity of infrastructure, describing the precinct as spread out.
- Respondents want shared user paths extended within the precinct and to outer suburbs, and greater connectivity between active transport, public transport, and the wider precinct.
- 17% of survey respondents said walking is their main mode of transport within the Burwood Precinct, and 8% said they ride their bike.

“We need better bike routes – my wife, daughter and I all battle the FAST car traffic.”

/ Survey respondent

“Burwood Brickworks – it’s been said before, but more bike / walking accessibility to here would be good. Direct links from the station to here would be great for the area as well.”

/ Survey respondent





What we've heard in Box Hill



Access to distinctive and high-quality environments

What we heard:

- 39% of survey respondents go to Box Hill to use the parks and open spaces.
- The existing parks and open spaces in Box Hill are highly valued by respondents, including Gardiner's Creek and Box Hill Gardens. Respondents appreciate the native flora and fauna and bushland existing in Box Hill and are eager to see it retained.
- Respondents also appreciate the trees in the local area.
- Respondents would like to see an increase in the number of activities and amenities available within open/public realm spaces, such as communal seating and live events.
- Respondents also wanted to see more greenery 'trees and plants' in public realm spaces.
- Many respondents noted that buildings and facades in Box Hill require updating to improve the look of the precinct.

"This series of connected parks with Gardiner's Creek running through are perhaps the nicest green spaces in the Box Hill area and are loved by the community. The parks are also home to a variety of species, including frogs, lizards and birds that aren't commonly found in other areas of Melbourne."

/ Survey respondent

"Improve the usage of parks and gardens in the area by adding other activities into what people can do there, eg. outdoor fitness exercise stations, or oversized games, eg. chess, checkers, hopscotch, etc."

/ Survey respondent



Capacity for future employment and industry

"Provide opportunities of alfresco dining and drinking and create an open-air community."

/ Survey respondent

"I think Box Hill needs a masterplan to incorporate all the differently owned shopping centre buildings into something much better to navigate, use and look at."

/ Survey respondent

What we heard:

- 64% of survey respondents go to Box Hill to eat, shop or for entertainment.
- 45% of respondents go to Box Hill to use services such as health care and recreation.
- Respondents value the variety and good accessibility of food, restaurants, and shops at Box Hill, with many specifically mentioning the Asian food options.
- Respondents want greater variety of shops and restaurants, and for Box Hill Central and strip shops to be upgraded. Some respondents would like to see more entertainment options within Box Hill Central such as cinemas and music venues.
- Respondents suggested that local business would be supported by upgrading precinct infrastructure to be easier to navigate and more aesthetically attractive.



More diverse, high-value jobs

What we heard:

- 13% of survey respondents currently work in Box Hill.
- Respondents appreciate the high density of jobs in Box Hill, deeming it a “hub for work”.
- 51% of respondents see improved access to employment as a key benefit of SRL.

“The higher job density will further decentralise jobs from Melbourne’s CBD.”

/ Survey respondent



Increased cycling and walking connections

“Even the back streets are dangerous and busy to ride on. A radial network of off-road paths could help relieve the challenges of travelling to the precinct.”

/ Survey respondent

“Box Hill needs to be made much more friendly and safe for people walking and riding bikes. Separated bike lanes, wider footpaths, bus lanes, better interchange facilities, etc. are all essential for a major centre like Box Hill. More cars will simply not fit into the precinct.”

/ Survey respondent

What we heard:

- Survey respondents said the precinct is unsafe and difficult to navigate when walking or cycling.
- Several respondents noted car travel is the mode of transport most supported by infrastructure in the area, particularly on main roads, and would like an increase in safe road cycling lanes.
- Respondents noted that safety concerns for pedestrians and cyclists are often due to a lack of lighting, limited access to train station platforms, narrow footpaths, and crime.
- Respondents want to see increased connectivity between different transport modes.
- 13% of respondents currently walk as their main mode of transport to, from or within the precinct, while 9% ride their bike.



Greater public transport

What we heard:

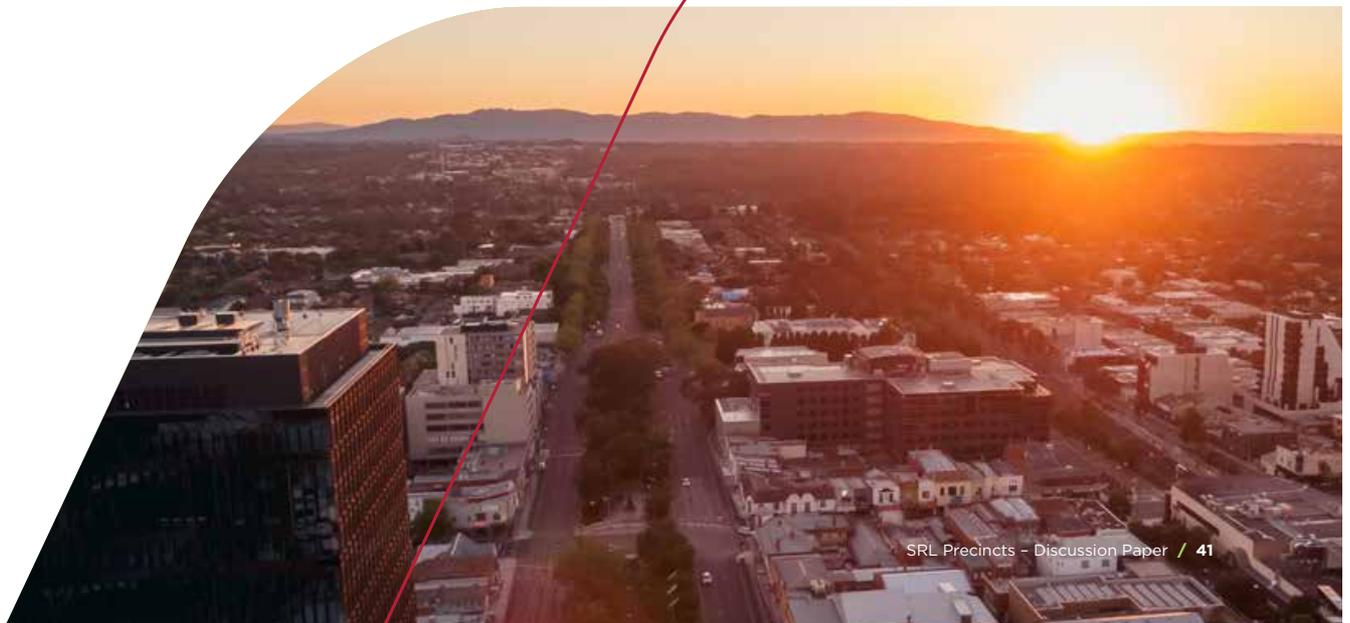
- Survey respondents noted a lack of connectivity and integration between public transport modes as a challenge, describing the precinct as confusing.
- Respondents also commented on the infrequency and crowded nature of public transport including trains, trams, and buses.
- Some respondents feel there is a lack of public transport when travelling from Box Hill to nearby suburbs.
- Many respondents described road traffic congestion as a challenge in Box Hill, particularly on major roads such as Station Street and Whitehorse Road.
- 36% of respondents currently use public transport as their main mode of transport to, from or around the Box Hill Precinct.

“Box Hill is a nightmare to travel to or through; I avoid it as much as possible as the congestion is appalling, and it takes forever to get anywhere. Too much built environment and people crammed in without the supporting infrastructure to facilitate the movements needed.”

/ Survey respondent

“We need better bus priority in and around the precinct, improved transfers between trains and buses, and improved public transport access that is sufficient to accommodate the expected growth in the precinct’s population.”

/ Survey respondent



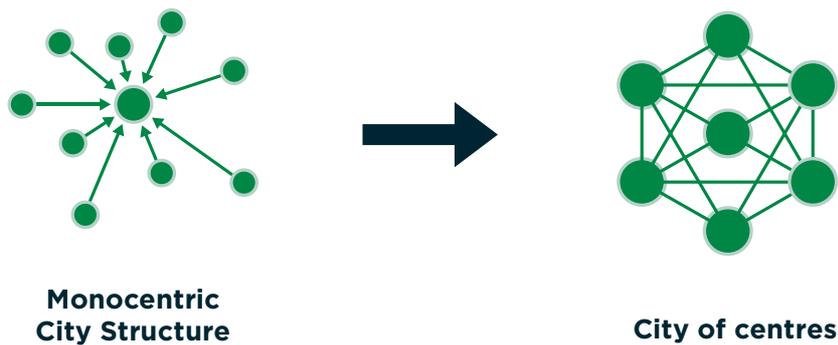
Creating a city of centres

Since its first release in 2014, Plan Melbourne has been progressively updated in an effort to guide the integration of long term land use, infrastructure and transport planning to meet our population, housing and employment needs into the future.

Plan Melbourne 2017-2050 updated key planning strategies to guide the city's sustainable growth and development, and an Addendum released in 2019 responded to rapid population growth, and important new transport infrastructure commitments such as SRL, that will help manage that growth more sustainably.

SRL will enable Melbourne to grow in strategic areas along the project corridor, with a focus on strengthening places that offer great liveability, productivity and connectivity. It will connect Melbourne's middle suburbs to growth precincts, and link all Victorians to major health, education and employment centres, helping to create a city of centres linked to regional Victoria.

Figure 4: Moving to create a city of centres or polycentric city structure



Delivering liveable cities

Planning and delivery of SRL Precincts will be underpinned by key hallmarks of liveable cities.



Managing growth

Targeting growth in the right locations, with good access to jobs and services



Creating 20-minute neighbourhoods

People can access most of their daily needs within a 20-minute journey, with priority for walking and cycling



Growing the economy

More jobs closer to where people live and opportunities to strengthen key medical, research and education precincts



Improving transport

Investing in our transport network and connecting major infrastructure



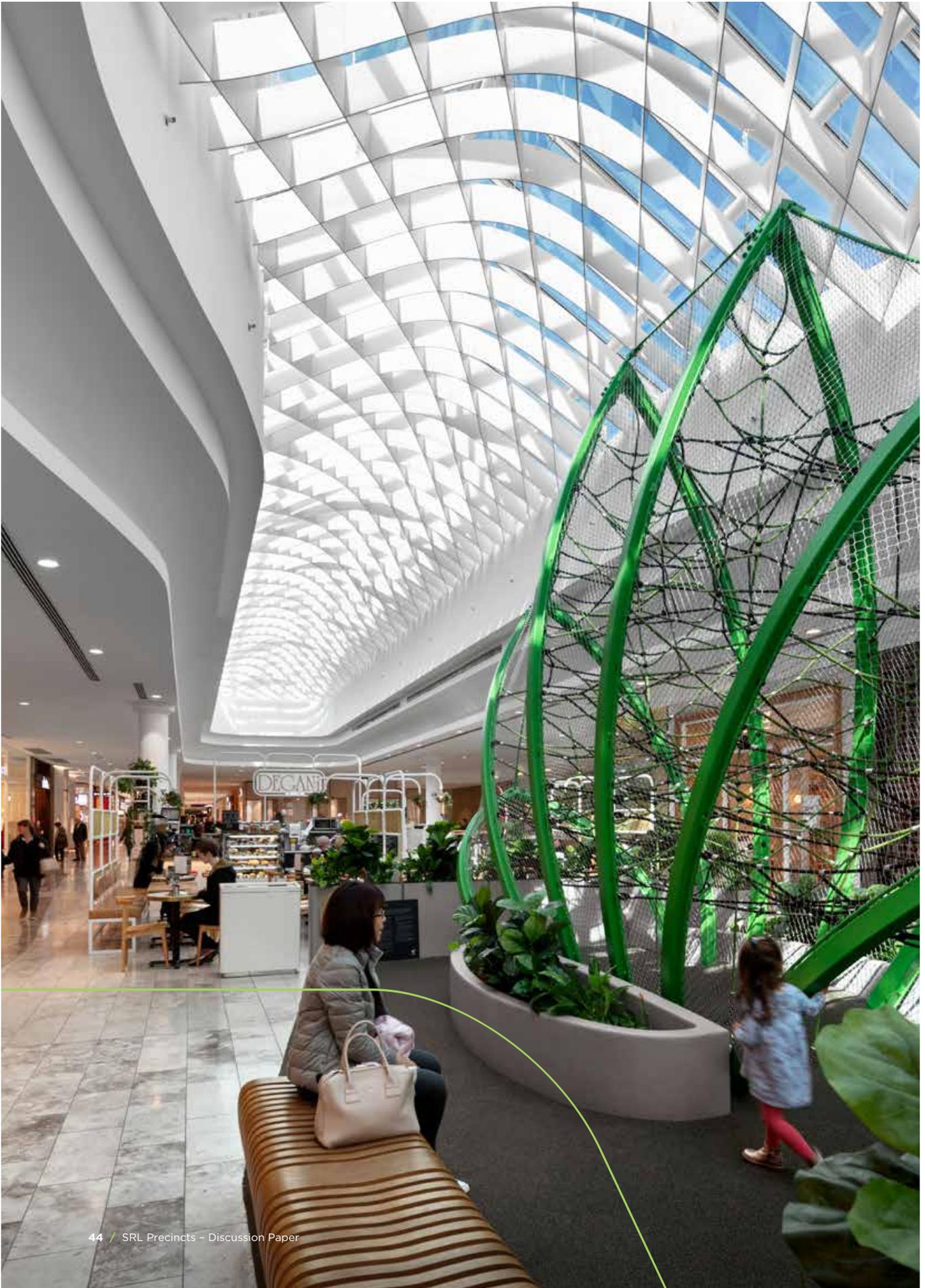
Providing more housing choice

Creating more affordable housing options in the right places



Responding to climate change

Reducing greenhouse gas emissions by 45-50% by 2030 and 75-80% by 2035; delivering net zero greenhouse gas emissions by 2045



How we grow matters

Creating even greater places to live, work and visit requires a multi-faceted approach. The planning for SRL East Precincts is being guided by three objectives drawn from Plan Melbourne:

- Productivity
- Connectivity
- Liveability

These objectives are very closely interrelated – and more positive outcomes can be achieved for the community when they are considered together.

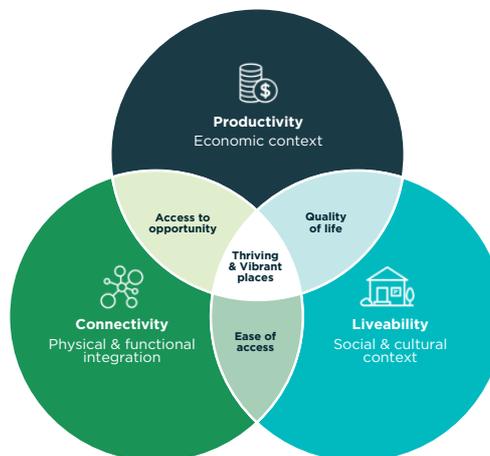
For example, improving active (walking and cycling) and public transport access will mean enhanced connectivity, and also productivity by encouraging businesses to locate close to these services generating greater economic activity. If accompanied by improvements in liveability, such as creating new open spaces, retail, dining, live performance and event spaces, then thriving and vibrant places are created.

While the major benefits of SRL East will start to flow in 2035 when the rail line opens to passengers, improvements to the areas surrounding the stations will start sooner and continue to accumulate over time. Melbourne 30 years ago was a city of just 3 million people – barely any of whom lived in the CBD. Docklands was still a former port and Southbank was a brand new suburb. Federation Square was still an idea, and CityLink was also years away.

Local neighbourhoods or precincts should meet the needs of the people who live, work, study and socialise in them. For SRL, that means planning for future generations, as well as residents and workers today. That’s why it’s so important to consider the long-term ambition and vision for SRL Precincts and the people who will access these suburbs in the future.

We don’t have all the answers, and we know that things will continue to change; that’s why our planning for SRL Precincts will involve the feedback of the community every step of the way, and does not come with an end date.

Figure 5: Intersection between the three SRL objectives



SRL East Precincts

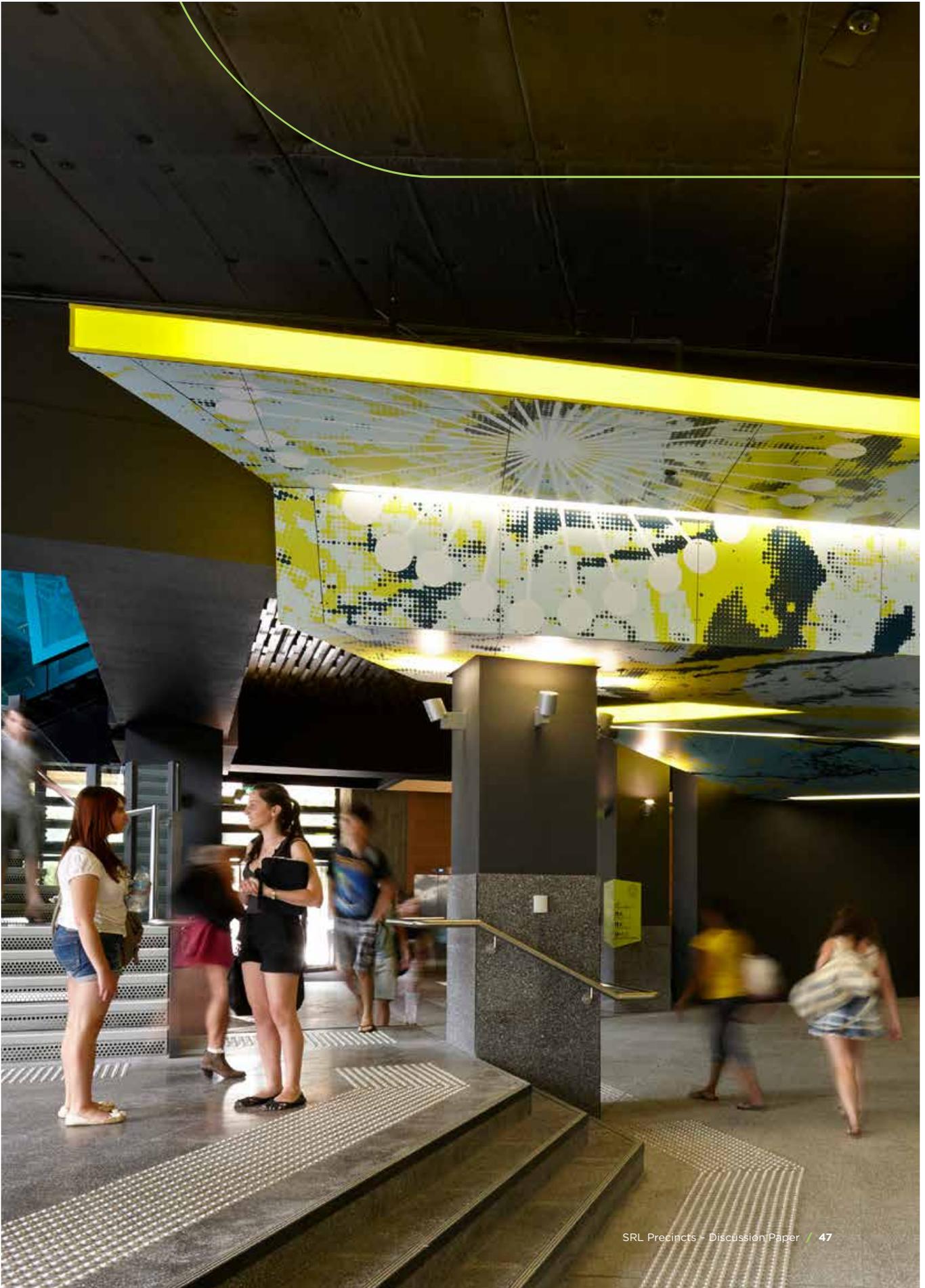
SRL will result in a significant reconfiguration of the city's urban structure. It provides the opportunity to address many of Melbourne's most complex challenges, including sustainability, housing affordability, equitable access to facilities, economic growth, liveability, and accessibility.

The areas, or precincts, around the new SRL East stations will be vibrant, convenient and well connected places to live, work, study and visit.

These areas will attract investment and development. To ensure that development happens in the right way, we will work with local councils, stakeholders and most importantly, local communities, on what development occurs in the areas around each SRL station.

Central to this vision is the idea of a 20-minute neighbourhood.

This means creating neighbourhoods that support local living, with people able to access most daily needs, including health and education services, recreation and job opportunities, a short walk or bike ride away from home.



Characteristics of a successful precinct

Good precincts are built up from many different neighbourhoods. Each already has its own personality and strengths that make them great places to work, study, live or visit. As precincts grow and develop over time each neighbourhood will change in different ways. Good planning will encourage different kinds of change in different areas, collectively generating great outcomes as a whole.

Achieving the best outcomes requires long-term and innovative thinking about uses, spaces, amenities and facilities that serve both current and future communities. This includes things like access to quality public transport, employment opportunities, housing and recreation and leisure activities.

Planning for SRL East Precincts

The first step in planning for SRL East Precincts is to develop a shared vision for each area. To guide this discussion we have developed draft ambition statements and five proposed priority outcome areas for each precinct.

These are aligned with the objectives of productivity, connectivity and liveability, as well as SRL Precinct Principles (detailed over the page).

The draft ambition statements and proposed priority outcomes are detailed later in this paper.



48 / SRL Precincts – Discussion Paper

Figure 6: 20-minute neighbourhood attributes, Plan Melbourne

20-minute neighbourhoods

Research shows that less than 20 minutes' journey is a preferable travel time for local residents to meet most of their everyday needs.



SRL Precinct Principles and outcomes

The SRL Precinct Principles have been developed following feedback from local communities. The Principles will help guide the planning, design and development of SRL Precincts and ensure the benefits of SRL are fully realised.

These Principles align with the objectives of productivity, connectivity and liveability, support the development of 20-minute neighbourhoods, and draw on lessons learned from local and international precinct developments.

As we develop shared visions for SRL East Precincts we will seek to achieve a broad range of these outcomes as hallmarks of successful precinct development.

Figure 7: SRL Precinct Objectives, Principles and Outcomes.

PRINCIPLE OBJECTIVE

Connectivity

Strong connectivity to and from major innovation, employment and service precincts outside of the CBD, providing Victorians with greater access to jobs and services closer to home and alleviating pressures on the existing transport network.

PRINCIPLE



Transport supports a city of centres

Precinct transport options support greater access to opportunities

OUTCOME

Improved connectivity to jobs & services

Improved connectivity to regional Victoria

PRINCIPLE



Attractive and active connections

Precinct is highly walkable, cyclable and accessible, facilitating community interaction

OUTCOME

Increased use of active transport modes

Increased cycling & walking permeability

PRINCIPLE



A connected public transport network

Precinct public transport is integrated, encouraging the use of more sustainable and efficient transport options

OUTCOME

Greater use of public transport

More resilient & efficient transport network

Liveability

Improving liveability is fundamental to thriving communities and connecting people to where they want to live and the services they need to access.

Productivity

Driving Victoria's economic growth through greater investment, job creation and productivity across Melbourne's key innovation, employment and service precincts outside of the CBD, providing jobs closer to where people live.



Sustainable, green & resilient

Precinct supports sustainability and biodiversity and is designed to last and adapt to climate change



Leveraging strengths

Precinct supports anchor institutions and leverages its competitive strengths

Climate resilient communities & places	Enhanced environment & biodiversity	Strategically aligned economic development	Increased competitiveness & resilience of Melbourne
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Centres of gravity

Precinct has identifiable areas of activity that support a range of services, attract people, and provide lifestyle amenities for the community



Employment and industry pathways

Precinct facilitates engagement in current and future jobs

Social connectedness & wellbeing	Access to distinctive & high quality environments	More future relevant & diversity of jobs	More people engaged in work
---	--	---	------------------------------------



Accessible & inclusive

Precinct provides access to opportunities for a range of people in different circumstances and stages of life



Agglomeration

Precinct supports clustering of business activity to maximise collective potential

Diverse & affordable housing options	Equity of access to jobs, services & learning	Clustering of economic activity	Capacity for future employment & industry
---	--	--	--

More jobs and affordable homes

SRL will unlock the potential of the already thriving SRL Precincts.

Today, despite the increase in working from home, job opportunities remain concentrated in the central city. SRL provides the opportunity to shift to a new distributed approach to employment growth in Melbourne to increase choice and equitable access to jobs for all those living in Melbourne and Victoria.

SRL East Precincts will host thousands of new jobs by 2056. These jobs will be within a 20-minute walk from an SRL station, making them easy to access for local residents. "Job growth is expected to accelerate further once the rail line opens in 2035. By 2056, the number of jobs across SRL East and SRL North (Box Hill to Melbourne Airport) will be equivalent to the number of jobs in the central city today.

Thousands more people will call SRL East Precincts home by 2056. We will need more housing choice near good transport links in these suburbs, reducing traffic congestion and pollution and giving more people the opportunity to live in the places they want to or closer to where they grew up.

New housing choices

As more people choose to live in these communities, we need to plan to provide more affordable housing options close to the new stations. In these areas, easier access from good public transport will mean that road trips are reduced and local congestion and parking impacts on the area will be minimised.

As they grow, SRL Precincts need to deliver a more diverse mix of homes, improving housing choices now and into the future. Families seeking homes closer to their relatives and older people who wish to downsize need options for different kinds of housing to what is usually found in suburban areas. Without options to rent or buy more affordable or appropriate properties, they will be unable to move. A greater choice of smaller, easier to maintain properties allows for ageing in place, and supports community networks.

In the longer term, the children of current residents may want to live close to where they grew up but may find it challenging due to the lack of affordable homes. Housing diversity helps new and established residents who would like to call these areas home.

Good planning will provide new housing options, providing more townhouses, semi-detached dwellings and apartments for people to live in locations close to transport, stations and services.



Harnessing today's potential for the future

The jobs of the future will be built on the strengths of the present. Each SRL Precinct already has thriving businesses and institutions that will continue to grow with the support of SRL. In addition, as centres for innovation and change, many new kinds of jobs will find their place within SRL Precincts. Planning for the future of these precincts needs to support this change and growth in jobs.

Better access to and from the regions

SRL East will mean that Victorians travelling on public transport from Gippsland into Melbourne will have better access to education, healthcare, jobs and retail in the middle suburbs.

SRL will create new opportunities for more direct and convenient journeys for regional passengers. As one of three transport super hubs, the SRL station at Clayton will provide regional passengers with a direct transfer to SRL services. This will enable connections to all of Melbourne's major radial metropolitan rail lines without the need to travel to and from the central city. It will be easier to travel by public transport to important destinations including Melbourne Airport, Monash, Deakin and La Trobe universities, Box Hill Institute, the Monash Medical Centre, Monash Children's Hospital, Box Hill Hospital and the Austin Hospital.

Improved travel times between the regions and Melbourne's middle suburbs will make a number of regional centres and towns more attractive for investors, residents, businesses and tourists. Regional businesses will be able to reach larger pools of workers and new customers, suppliers and markets.

More sustainable and resilient

SRL Precincts will become even more sustainable and resilient as they support the transition to a low carbon economy.

Tree planting to cool and green these neighbourhoods will be an important feature as we construct SRL East, with around 4000 trees to be planted in SRL East Precincts. This will mean that for every tree impacted by construction, we will plant at least three - doubling the tree canopy coverage.

Liveability and access

Global cities offer excellent transport choices that reduce the cost of living and increase productivity. SRL is not intended to be simply another railway line - the ambition is to create a network of seamless transport choices that provide for everyone's diverse needs: this is what a sophisticated 21st century city looks like.

The consolidation of the city's growth into well-served precincts where active and public transport is prioritised is essential to managing the city's ongoing liveability. The cost of not concentrating development into well-designed precincts is significant, impacting community health, exacerbating congestion, reducing the city's productivity and competitiveness, and exacerbating climate change. This is a clear opportunity to fundamentally shift movement patterns in and around the city, supporting healthy, sustainable communities.

SRL East Precincts - now and in the future

This section presents the six SRL East Precincts – as they are today, and as they could be in the future.

Building on our previous conversations, we're seeking input from people who live, work, study in and visit these areas, as well as those who aspire to. This will help shape thriving and vibrant places.

To have your say, please visit engage.vic.gov.au/suburban-rail-loop.

We are seeking feedback on people's thoughts about the future of the SRL East Precincts, including the draft ambition statements and corresponding proposed priority outcomes that have been developed.

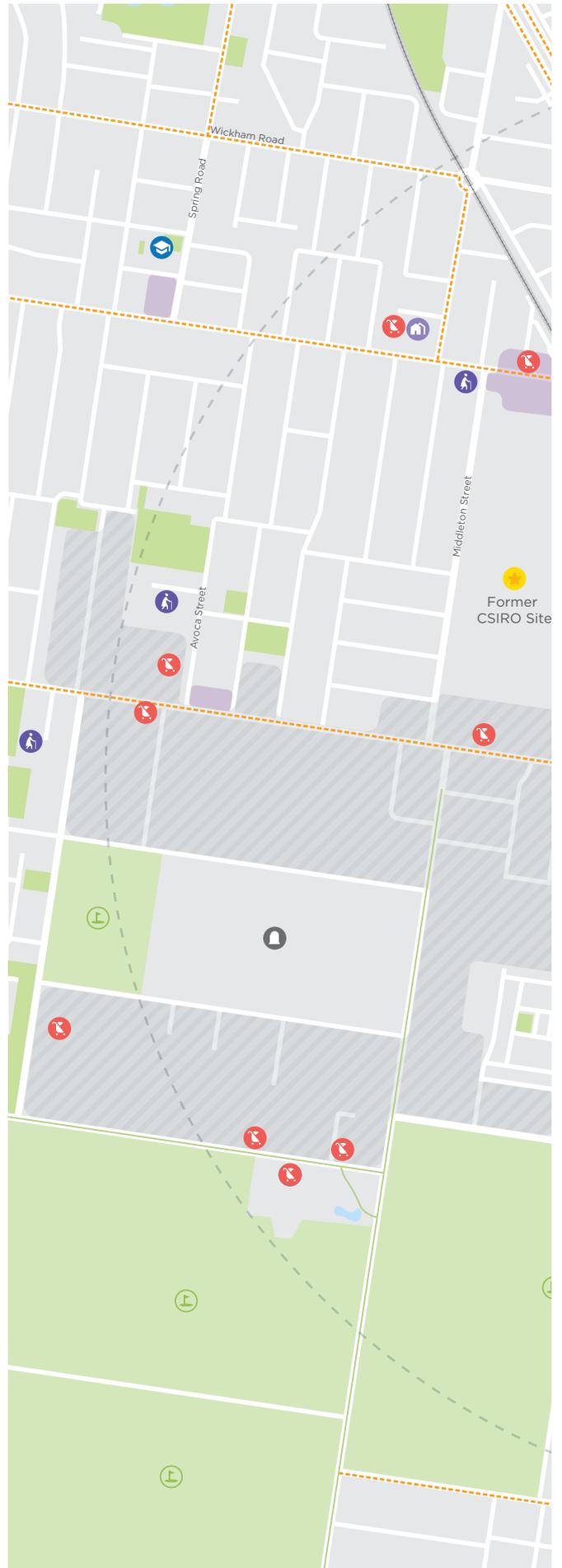




Cheltenham

CURRENT STATE

-  SRL East Station
-  Underground Station
-  SRL East Alignment
-  1600m radius around SRL Station
-  Existing Metro Rail Line
-  Existing Metro Station
-  Bus Network
-  Bicycle Network
-  Public Open Space
-  Water Course
-  Employment Area
-  Retail/Commercial Area
-  Key Feature Area
-  Key Feature
-  Shopping
-  Education
-  Early Learning Childcare
-  Aged Care
-  Community Centre
-  Municipal Office
-  Library
-  Park
-  Golf Course Area
-  Recreation & Aquatic Centre
-  Cemetery





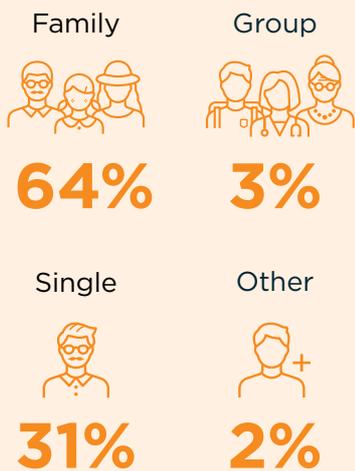
Cheltenham

CURRENT STATE

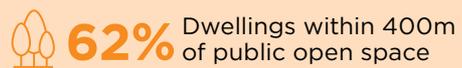
Primary travel mode share



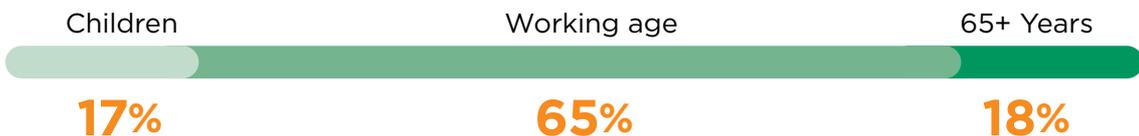
Household composition



Dwelling type

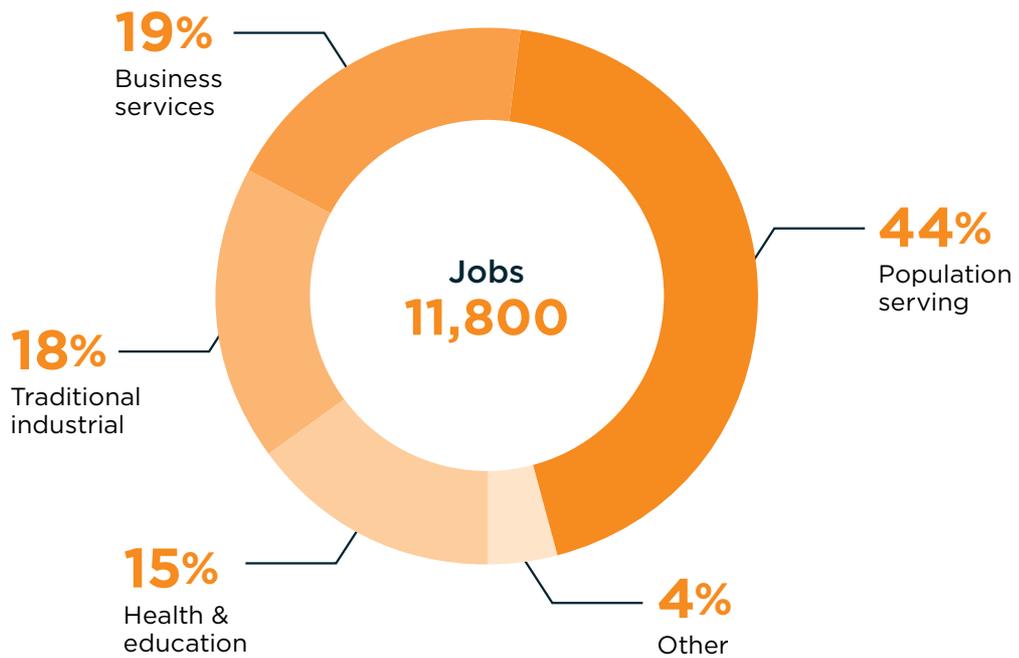


Residents by age group



Sources:
 - ABS Census Data 2021
 - Victorian Integrated Transport Model 2022

Jobs by industry sector



Workers living within 5km of the SRL station site





Current state

The Cheltenham Precinct today is valued for its bayside location, green open spaces, convenient access to retail and entertainment and its family atmosphere.

Three centres of activity

The Nepean Highway and Frankston train line run through Cheltenham with key centres of activity around the three train stations within the precinct. Established neighbourhood centres are located in the streets around Highett and Cheltenham stations, providing local access to daily needs. Southland Station is on the western edge of Southland Shopping Centre, a major regional retail destination which occupies two large sites on either side of the Nepean Highway connected via a bridge. The centre is one of the largest in Australia with hundreds of retailers. Cheltenham has a comprehensive bus network with 13 different bus routes operating within the precinct, all of which pass through a bus interchange at Southland Shopping Centre. Other big box retailers are concentrated along the highway to the south of the shopping centre.

Crossing the spine is often inconvenient, with patchy walking and cycling networks impeding east-west movement and making access to the area's open spaces difficult. Traffic congestion and road infrastructure are challenges for Cheltenham.

Higher density residential development is occurring in pockets between these centres, with larger scale apartment buildings along Nepean Highway and smaller apartment and townhouse developments becoming more common in the surrounding areas.

Suburban streets

Outside the activity centres, industrial areas and larger open spaces, the precinct has a generally suburban character. Native and exotic species are found in tree lined streets and gardens although there are lower levels of canopy cover in residential areas to the east. Housing is predominantly 1-3 storeys and includes original housing stock mixed with contemporary infill, unit developments,

townhouses and low-rise apartments.

Industrial areas

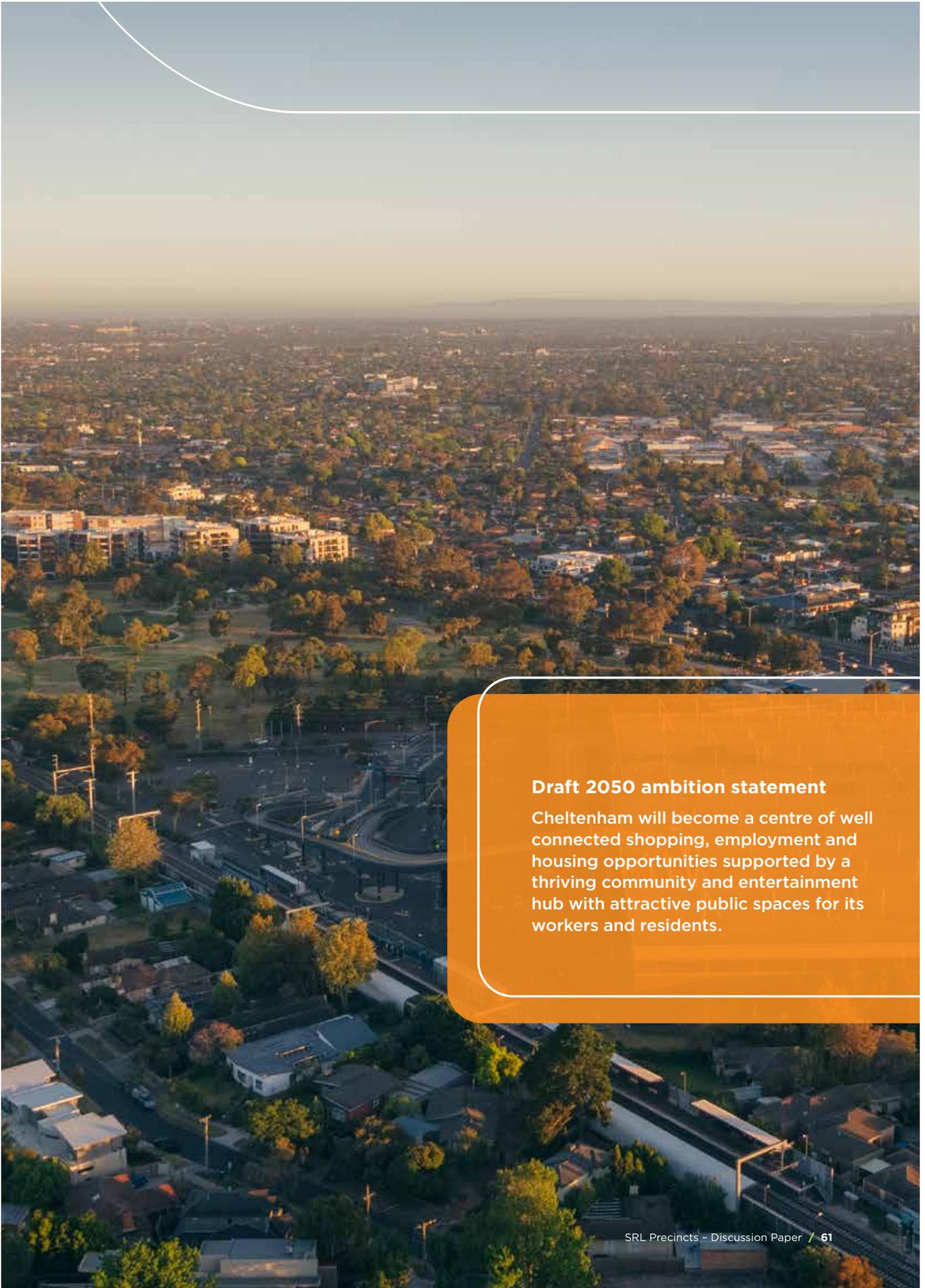
The Cheltenham Precinct includes two significant parcels of industrial land. The Moorabbin Industrial Area is located to the north-east of the precinct and includes a mixture of light industrial and big box commercial uses. The Bayside Business District is located to the west of Southland Station and includes light industrial, manufacturing and distribution uses.

Places and services for a diverse community

Various community facilities and services are found within the precinct. The City of Kingston Municipal Offices are located on Nepean Highway. Cheltenham Community Centre is located further to the north on Chesterville Road with the Highett Neighbourhood Community House located just to the west of the centre in Highett. The Moorabbin Magistrates Court is located on Nepean Highway just to the north of Sir William Fry Reserve. There is a range of early learning centres, kindergartens and primary and high schools in the area.

A network of open spaces

Larger open spaces are provided at Sir William Fry Reserve, Cheltenham Park Reserve and Highett Reserve with multiple sports fields and supporting amenities. There are few smaller open spaces within the precinct. A significant portion of the precinct to the south is comprised of restricted green space with private golf courses and the Cheltenham Cemetery. While the precinct is generally flat and low lying with sandy soils, relative high points offer distant views to the Dandenong Ranges and Melbourne CBD. Port Phillip Bay is approximately four kilometres west of the precinct centre.



Draft 2050 ambition statement

Cheltenham will become a centre of well connected shopping, employment and housing opportunities supported by a thriving community and entertainment hub with attractive public spaces for its workers and residents.



Beautiful parklands and natural reserves, great dog park. Love the green belt, public access to golf courses and the heritage cemetery.

/ Local resident

Future opportunities

SRL East could facilitate a thriving community and a retail and entertainment hub for Cheltenham's workers and residents and better connect Melbourne's south.

Linking Cheltenham to major employment precincts along SRL will create new opportunities for employment. SRL will reduce the journey time between Cheltenham and Clayton by train to less than 10 minutes.

Other opportunities in Cheltenham could include:

- A new mixed-use town centre around the SRL station, providing a destination for people working and living in the area integrated with green spaces
- Well-designed public spaces with better infrastructure to support walking and cycling, linking to surrounding neighbourhoods and key destinations
- Changing Sir William Fry Reserve's landscape and recreation role over time to serve more residents and visitors, including enhancing walking and cycling connections to the reserve and throughout the precinct
- Building on the emerging creative industries in the area, leading to exciting new employment, arts and cultural opportunities to attract both workers and visitors
- Better connecting industrial land in the precinct with surrounding areas to make them more easily accessible
- Introducing a diverse range of affordable housing to cater for a variety of needs, allowing more families and households to live closer to parks, jobs and services in green and leafy streets.

Proposed priority outcomes for Cheltenham



Access to distinctive and high-quality environments



Increased cycling and walking connections



Social connectedness and wellbeing



Greater use of public transport

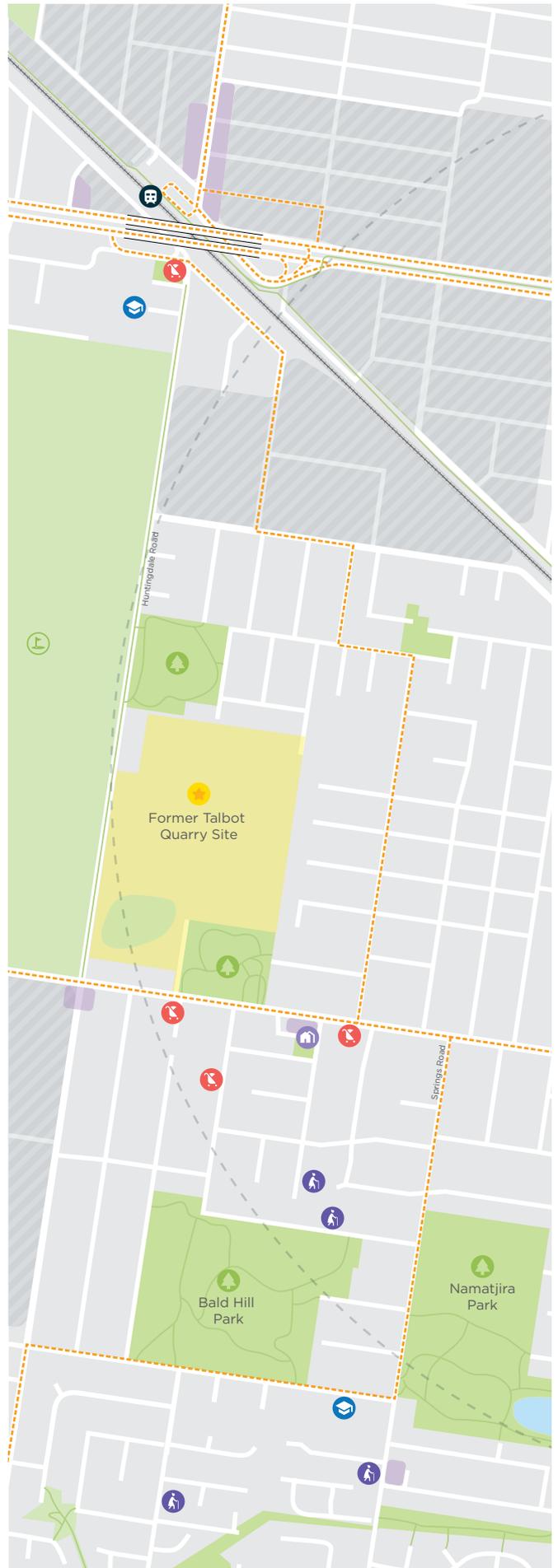


More jobs and employment

Clayton

CURRENT STATE

-  SRL East Station
-  Underground Station
-  SRL East Alignment
-  1600m radius around SRL Station
-  Existing Metro Rail Line
-  Existing Metro Station
-  Bus Network
-  Bicycle Network
-  Public Open Space
-  Water Course
-  Employment Area
-  Retail/Commercial Area
-  Tertiary Area
-  Hospital Area
-  Key Feature
-  Shopping
-  Education
-  Early Learning Childcare
-  Aged Care
-  Community Centre
-  Library
-  Park
-  Recreation & Aquatic Centre
-  Cemetery
-  Medical Facility





Clayton

CURRENT STATE

Primary travel mode share



Household composition

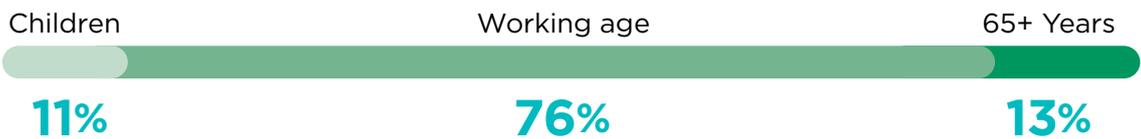


Dwelling type



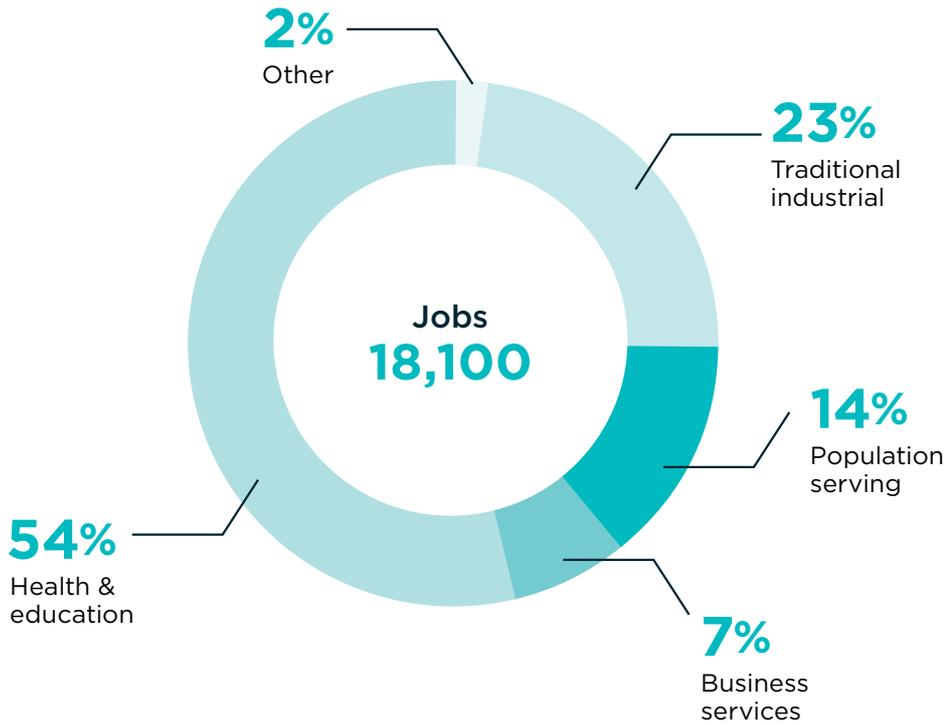
64% Dwellings within 400m of public open space

Residents by age group



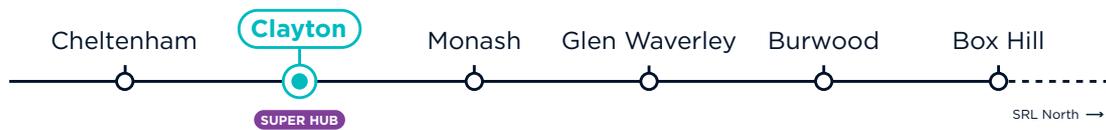
Sources:
 - ABS Census Data 2021
 - Victorian Integrated Transport Model 2022

Jobs by Industry Sector



Workers living within 5km of the SRL station site





Current state

Clayton is a major centre of the Monash National Employment and Innovation Cluster (NEIC) and is home to more than 21,000 jobs across multiple industries. The Monash NEIC is of strategic national significance in health, education and employment.

A vibrant shopping strip

Clayton Road forms the traditional core of the area, characterised by a busy mix of shopfronts with multicultural shops and restaurants south of the existing train station and quieter, more health-focused enterprises immediately north.

The level crossing removal also removed a barrier, providing improved green spaces and active links connecting neighbourhoods throughout Clayton.

Clayton Station provides services between the City Loop and Cranbourne or Pakenham train lines, as well as being a stop for regional V-Line services. Immediately outside the station, an extensive network of bus services provides connections to surrounding areas including Monash University.

Health services

Just north of the Clayton Road shopping strip is a key medical precinct which includes the Monash Medical Centre and Emergency Department, Monash Children's Hospital and the Monash Health Translation Precinct which strengthens links between education and training, basic and clinical research, and patient care.

While in places the campus is internally focussed, multiple health related uses spill into adjoining streets. Many houses in the area have been converted for medical uses. Major arterial roads add a physical barrier between the Monash medical institutions and the precinct's other key anchor - the Monash University Clayton Campus.

Places and services for a diverse community

Various community facilities and services are found within the precinct. Located near the southern end of the shopping strip, the Clayton Community Centre includes an aquatic and health club, kindergarten and library. Further north at the

Monash Medical Centre, the Dixon House Neighbourhood Centre provides a range of programs and services as well as room hire. The Clayton North and St Peter's Primary School, as well as the Monash Children's Hospital School are all located within the precinct.

Suburban streets

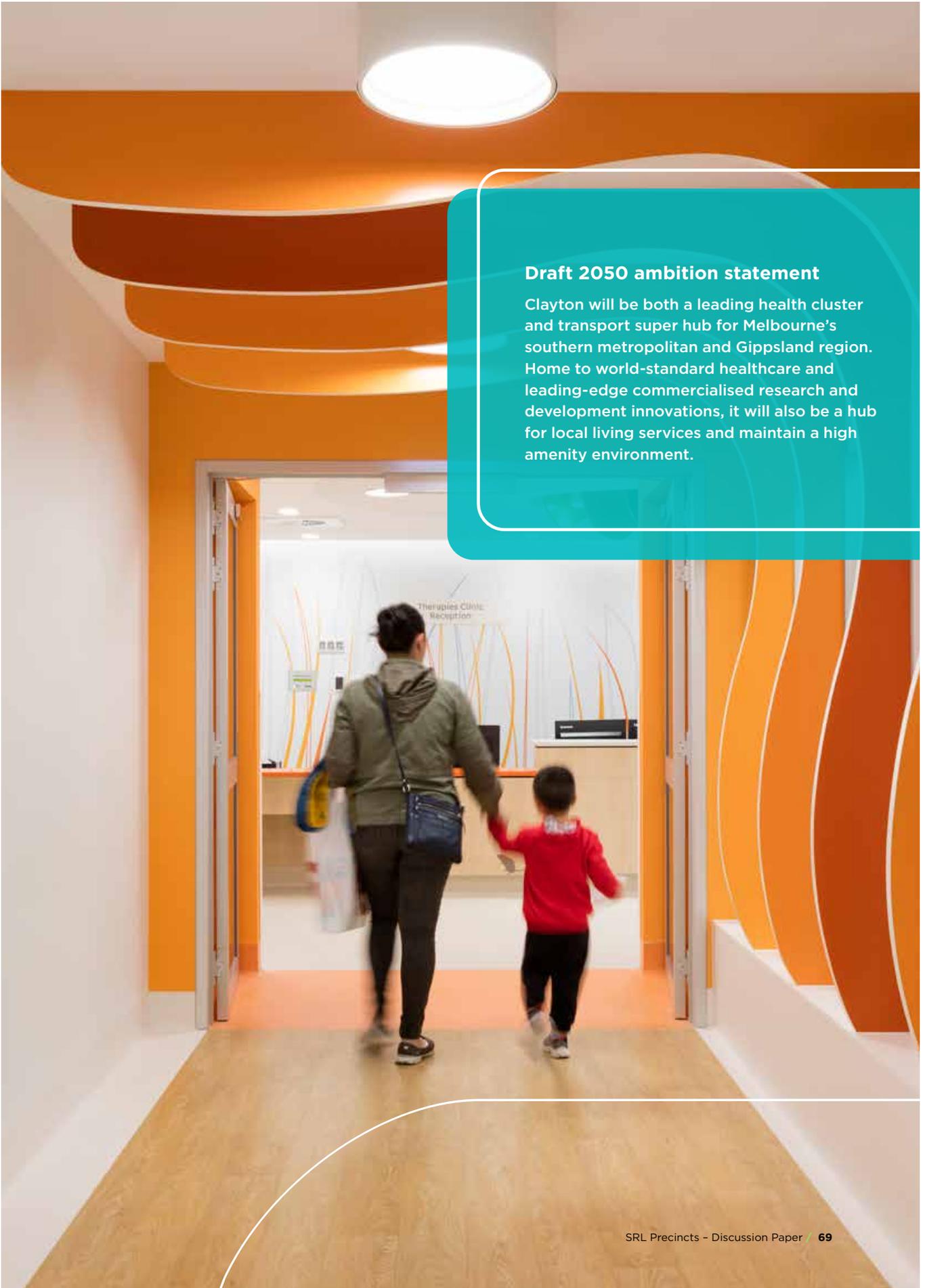
Residential areas in Clayton are already changing. Townhouses and apartment developments are becoming more common, concentrated mostly along major roads but also in smaller streets. In streets close to Princes Highway, many post-war detached residences are being redeveloped for student accommodation and townhouses. Larger sites along Browns Road and Centre Road have been progressively redeveloped, featuring more prominent apartments in places. Sites such as PMP Printing will add to the mixed use renewal over time.

A network of open space

The linear community park and Djerring Trail along the Caulfield to Dandenong line is a recreational focal point across central Clayton. The linear park provides an open space link to surrounding suburbs and caters for a variety of active and passive recreational pursuits, including skate parks, fitness stations and multi-use sports courts. Sports and recreation grounds, as well as some smaller parks and gardens are dispersed throughout the precinct. Talbot Park, Keeley Park Reserve, Namatijira Park and Bald Hill Park provide open space with natural and semi-natural values. Open spaces with restricted access include the Monash University Campus and Huntingdale Golf Club.

Industrial areas

The Clayton Precinct includes two significant parcels of industrial land. The Clayton Industrial Precinct and Business Park is located on the eastern edge of the precinct with a frontage to Dandenong Road, while the Huntingdale Industrial Precinct is located towards the north-west edge of the precinct with a frontage to North Road.



Draft 2050 ambition statement

Clayton will be both a leading health cluster and transport super hub for Melbourne's southern metropolitan and Gippsland region. Home to world-standard healthcare and leading-edge commercialised research and development innovations, it will also be a hub for local living services and maintain a high amenity environment.



“

Clayton is the multicultural and medical hub of Melbourne and the gateway to the bayside and outer south eastern suburbs.

/ Local resident

Future opportunities

A major opportunity for Clayton exists in providing medical services for a growing metropolitan catchment. Clayton is well placed to become home to world-standard healthcare, high-impact commercialised research and development and leading-edge innovations in health technology. SRL East could support this future by creating a busy population centre and service hub.

By co-locating with the existing bus, metro and regional train interchange, the SRL station at Clayton would elevate the interchange to a transport super hub, connecting passengers from regional Victoria. This would see a significant increase in commuter numbers, supporting the long-term growth of local jobs and services in the precinct across the health care and social assistance sectors.

Other opportunities in Clayton could include:

- Building on active and public transport links to Monash University and employment areas beyond, providing better access to first-class healthcare and opportunities for growth based on health and research interaction and collaboration

- Attracting more visitors and workers to the area, sharing the benefits of growth across the Clayton Precinct by increasing the vibrancy of local retail and services
- Expanding activity to suit the different working hours and service needs of residents, health workers and students
- Evolving existing commercial and industrial enterprise precincts in the broader area to diversify the range of jobs available
- Upgrading Clayton Road to better reflect its role as the established ‘high street’ and heart of the activity centre
- Introducing a greater diversity of housing types that meets the needs of the growing future Clayton community.

Proposed priority outcomes for Clayton



Equity of access to jobs, services and learning



Clustering of economic activity



Access to distinctive and high-quality environments



Improved connectivity to regional Victoria

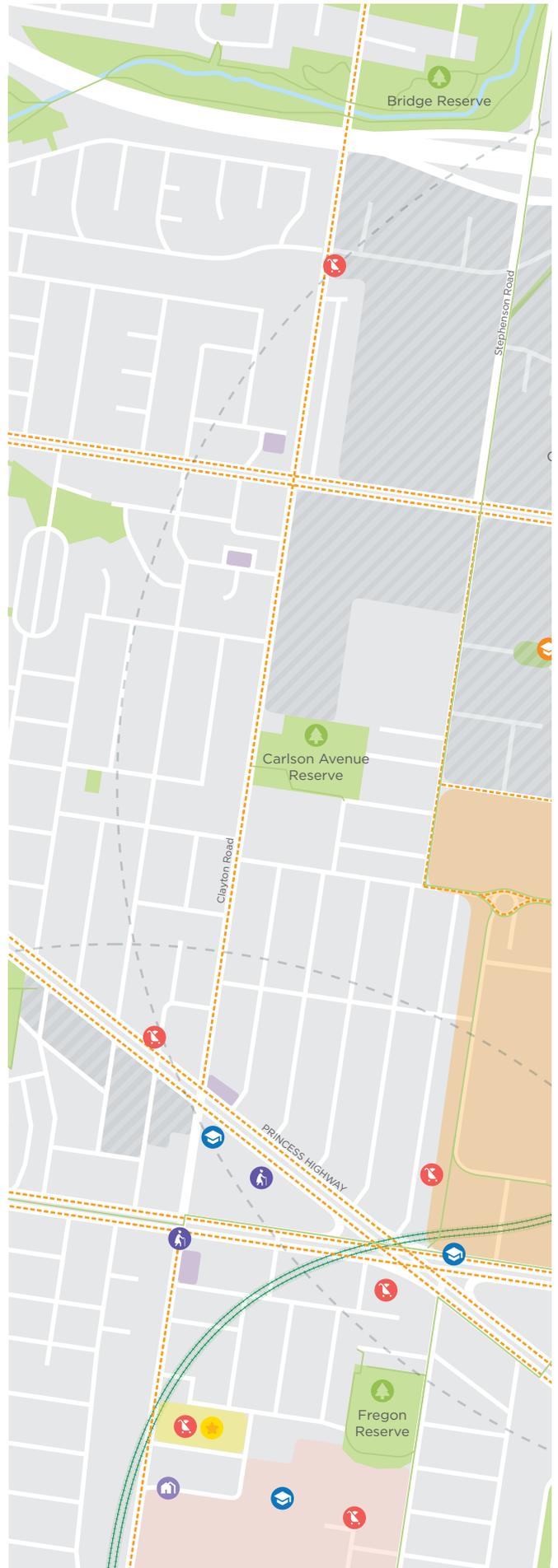


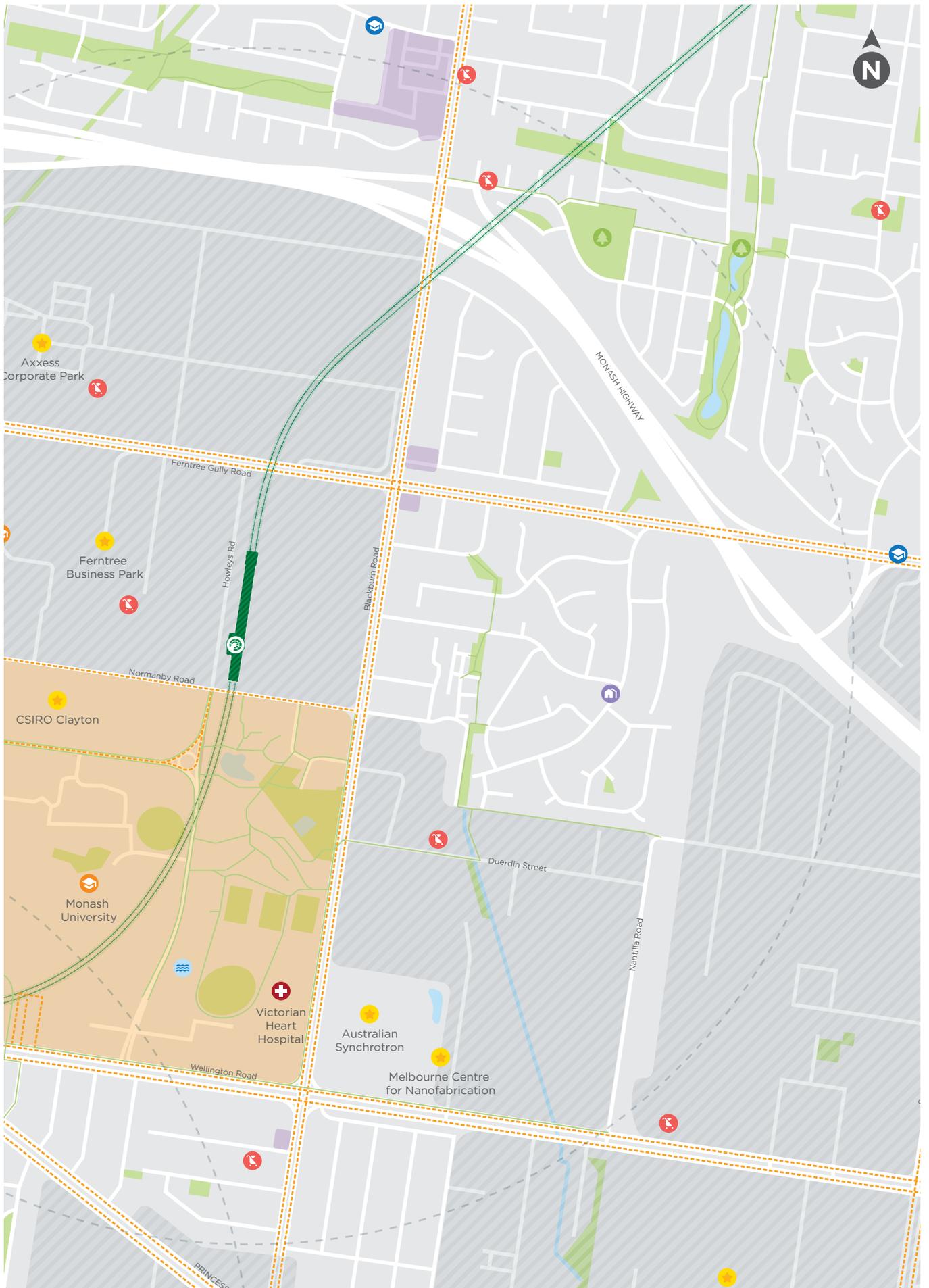
Capacity for future employment and industry

Monash

CURRENT STATE

-  SRL East Station
-  Underground Station
-  SRL East Alignment
-  1600m radius around SRL Station
-  Existing Metro Rail Line
-  Existing Metro Station
-  Bus Network
-  Bicycle Network
-  Public Open Space
-  Water Course
-  Employment Area
-  Retail/Commercial Area
-  Tertiary Area
-  Hospital Area
-  Key Feature
-  Shopping
-  Education
-  Tertiary Education
-  Early Learning Childcare
-  Aged Care
-  Community Centre
-  Library
-  Park
-  Recreation & Aquatic Centre
-  Cemetery
-  Medical Facility





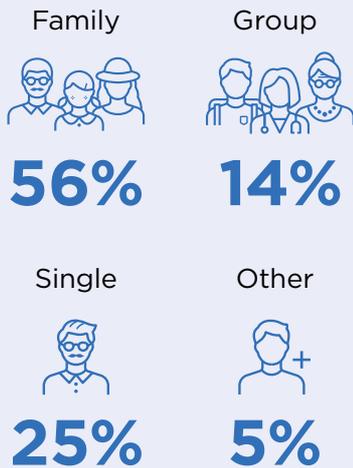
Monash

CURRENT STATE

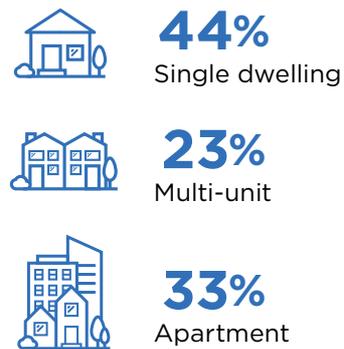
Primary travel mode share



Household composition

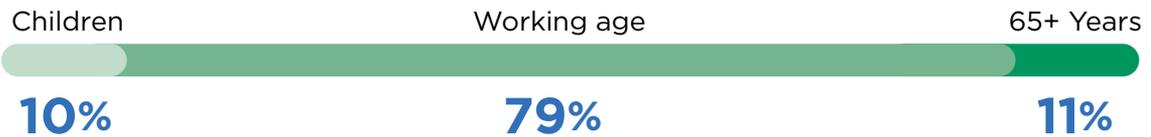


Dwelling type



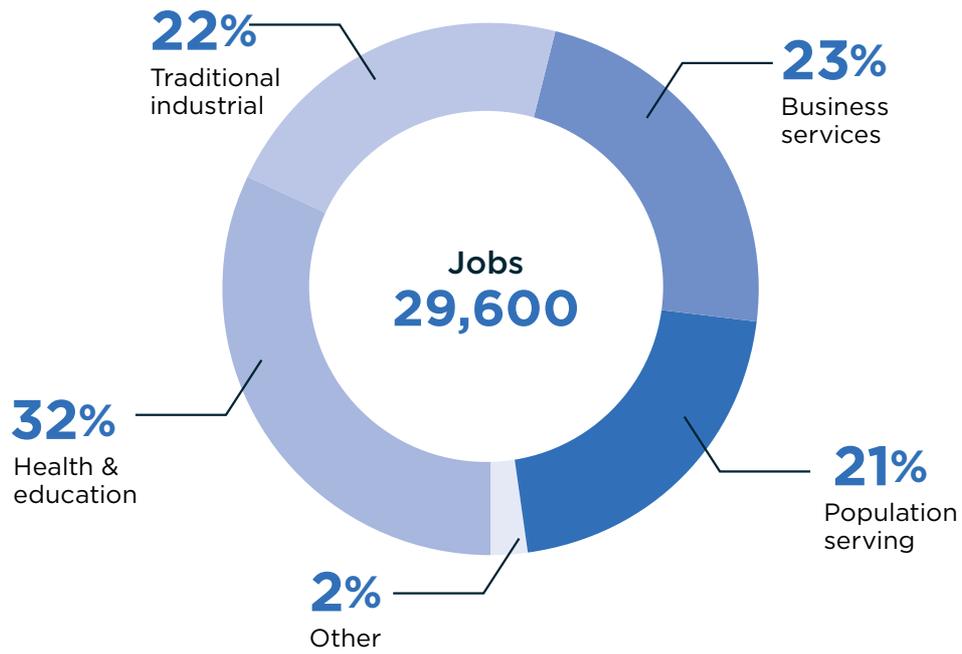
75% Dwellings within 400m of public open space

Residents by age group



Sources:
 - ABS Census Data 2021
 - Victorian Integrated Transport Model 2022

Jobs by Industry Sector



Workers living within 5km of the SRL station site





Current state

The Monash and Clayton precincts intersect and form part of the Monash National Employment and Innovation Cluster (NEIC). The Monash NEIC is a globally significant concentration of health, education and research institutions, with associated business opportunities. It is the largest concentration of jobs in Victoria outside central Melbourne. Monash today is home to more than 35,000 jobs.

Employment and innovation

Monash University is one of Victoria's major tertiary education institutions, with a range of faculties including Arts, Business and Economics, Education, Engineering, IT, Law, Medicine, Nursing and Health Sciences, and Science. Its main campus in Clayton forms the primary element of the Monash Precinct educating more than 30,000 students, several thousand of whom also live on the campus, which covers 100 hectares.

Located within the broader Monash NEIC, the university is at the forefront of ground-breaking research spanning health, sustainable development, public policy and data science. The nearby CSIRO Victorian headquarters, the Australian Synchrotron, the Australian Manufacturing and Materials Precinct and the established health precinct (including Monash Health and the Hudson Institute of Medical Research) at Clayton positions the university as a leading destination for research expertise and commercialisation of medical research, advanced manufacturing and materials technologies.

The university holds established business and research relationships, most notably with CSIRO, the Melbourne Centre for Nanofabrication, and across the health precinct at Clayton which all play a key role in facilitating innovation and employment opportunities. With the recent completion of the Victorian Heart Hospital, the campus has also become an extension of the established health precinct at Clayton.

Transport and connections

Transport options in the area are limited. Monash has an existing network of bus services providing access to key sites within the precinct and to nearby suburbs. Buses also connect to train stations on the Cranbourne, Pakenham and Glen Waverley lines.

Major arterial roads present significant physical barriers between key institutions within the Monash Precinct, and to the nearby Monash Medical Centre and Children's Hospital.

Local centres and suburban streets

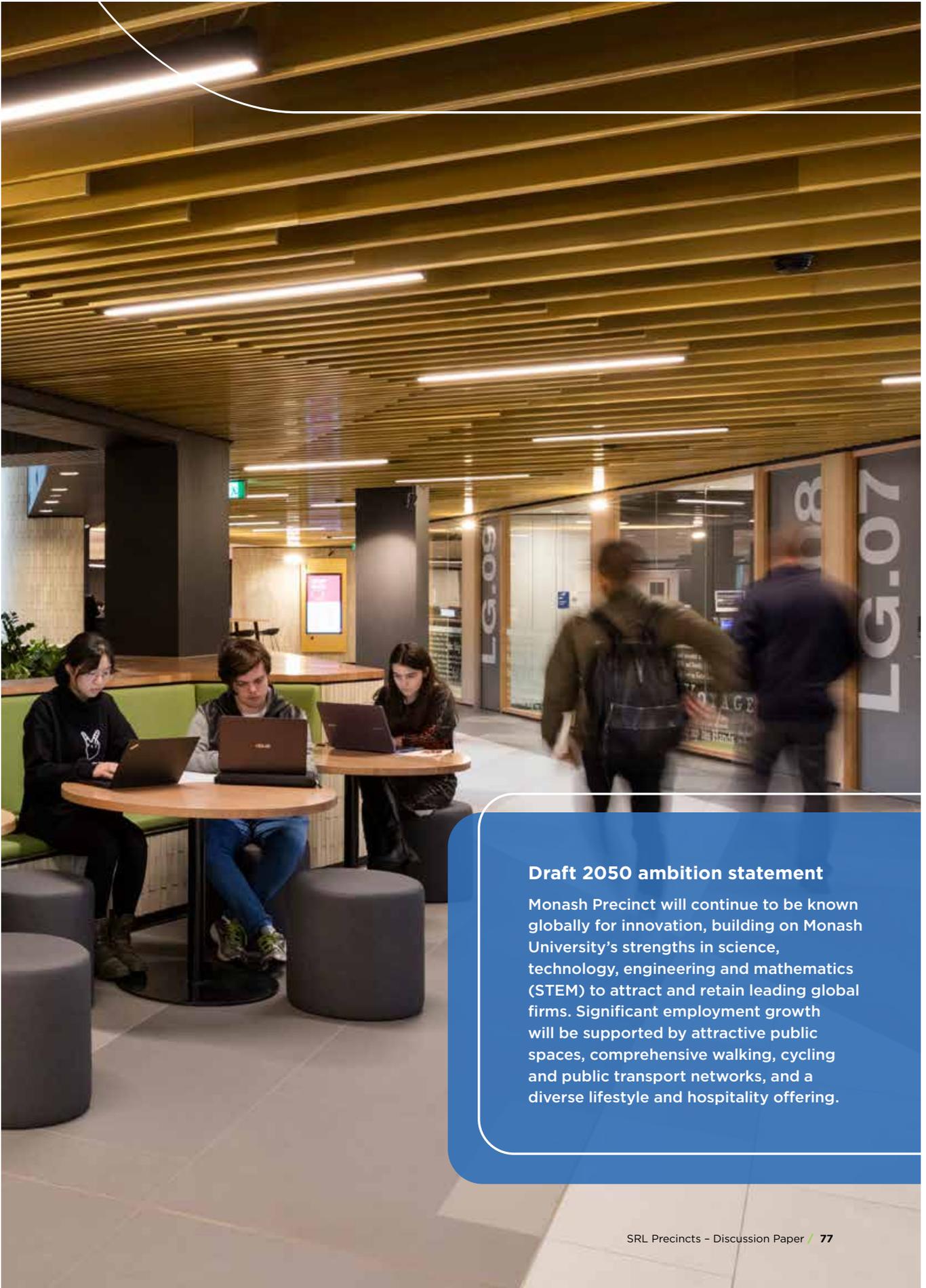
The future SRL station sits close to distinct student housing neighbourhood, including on-campus accommodation to the west of Blackburn Road, and off-campus accommodation and private higher-density housing to the east.

Residential areas on the fringes of the station area are typically leafy and low density, although many areas to the south and west of Monash University are under transformation in response to demand for more student accommodation. The university campus has a range of open spaces and facilities; while these are often available for use by the wider community, they are not public facilities.

Situated within these suburban areas are smaller neighbourhood centres that provide local access to daily needs. The most substantial of these centres is Pinewood Shopping Village at the northern edge of the precinct. Smaller centres are also found around the intersection of Blackburn and Ferntree Gully roads, as well as Dandenong and Clayton roads.

Industrial areas and business parks

Large areas of business parks and industrial and manufacturing land are found north of Normanby Road and east of Blackburn Road. These areas have distinct geographic boundaries from adjacent residential and education areas. There is a mix of older manufacturing sites, large storage sites and newer business parks with large setbacks and low-level vegetation. These areas are primarily accessed via private vehicle, with the larger land parcels and limited street network restricting walking and cycling access. Mature native trees can be found along property boundaries and major streets, in particular along the leafy, tree-lined Wellington Road, Ferntree Gully Road and Blackburn Road.



Draft 2050 ambition statement

Monash Precinct will continue to be known globally for innovation, building on Monash University's strengths in science, technology, engineering and mathematics (STEM) to attract and retain leading global firms. Significant employment growth will be supported by attractive public spaces, comprehensive walking, cycling and public transport networks, and a diverse lifestyle and hospitality offering.

“

Monash is a centre of
learning and innovation.
A very vibrant and
invigorating place
to work.

/ Local worker



Future opportunities

Monash will continue to be home to some of Australia's leading health, research and education facilities in the future, reinforcing its position as a globally recognised innovation precinct. Building on the existing facilities in the area, the SRL station at Monash will help connect and support both the Monash NEIC and nearby Clayton Activity Centre.

Other opportunities in Monash could include:

- Creating a new town centre around the new SRL station, incorporating improved public and active transport options and opportunities to live and work nearby
- Establishing a new precinct core, enabling new and enhanced opportunities for mixed uses, including retail and commercial activities, among emerging, innovative industries including STEM-focused research and industry
- Celebrating the distinctive Australian landscape character found in and around Monash University, creating a vibrant place that encourages informal interactions and collaborations
- Attracting workers from a larger catchment area, cementing the position of Monash University, CSIRO and other nationally significant research infrastructure as national leaders
- Attracting high-tech and research companies to locate in the area, actively supporting jobs growth
- Introducing new types of housing options that meet the needs of future workers, students and residents.

Proposed priority outcomes for Monash



Capacity for future employment and industry



Increased cycling and walking connections



Strategically aligned economic development



Improved connectivity to jobs and services

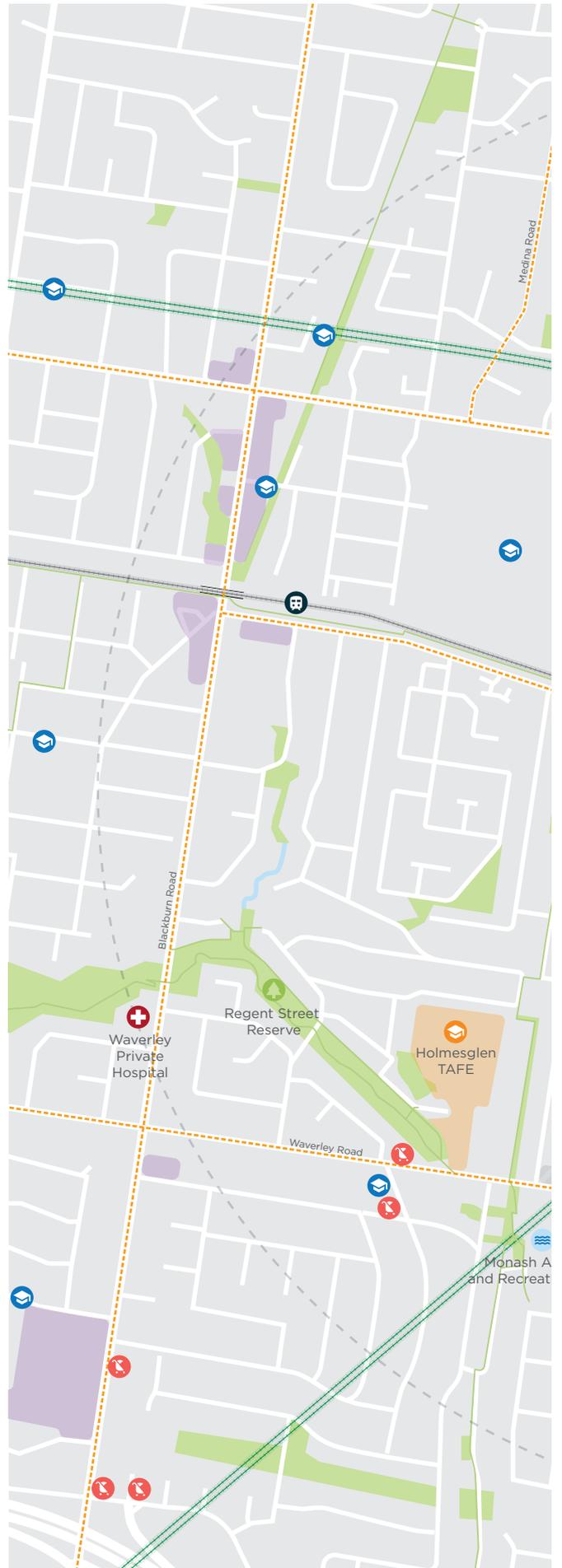


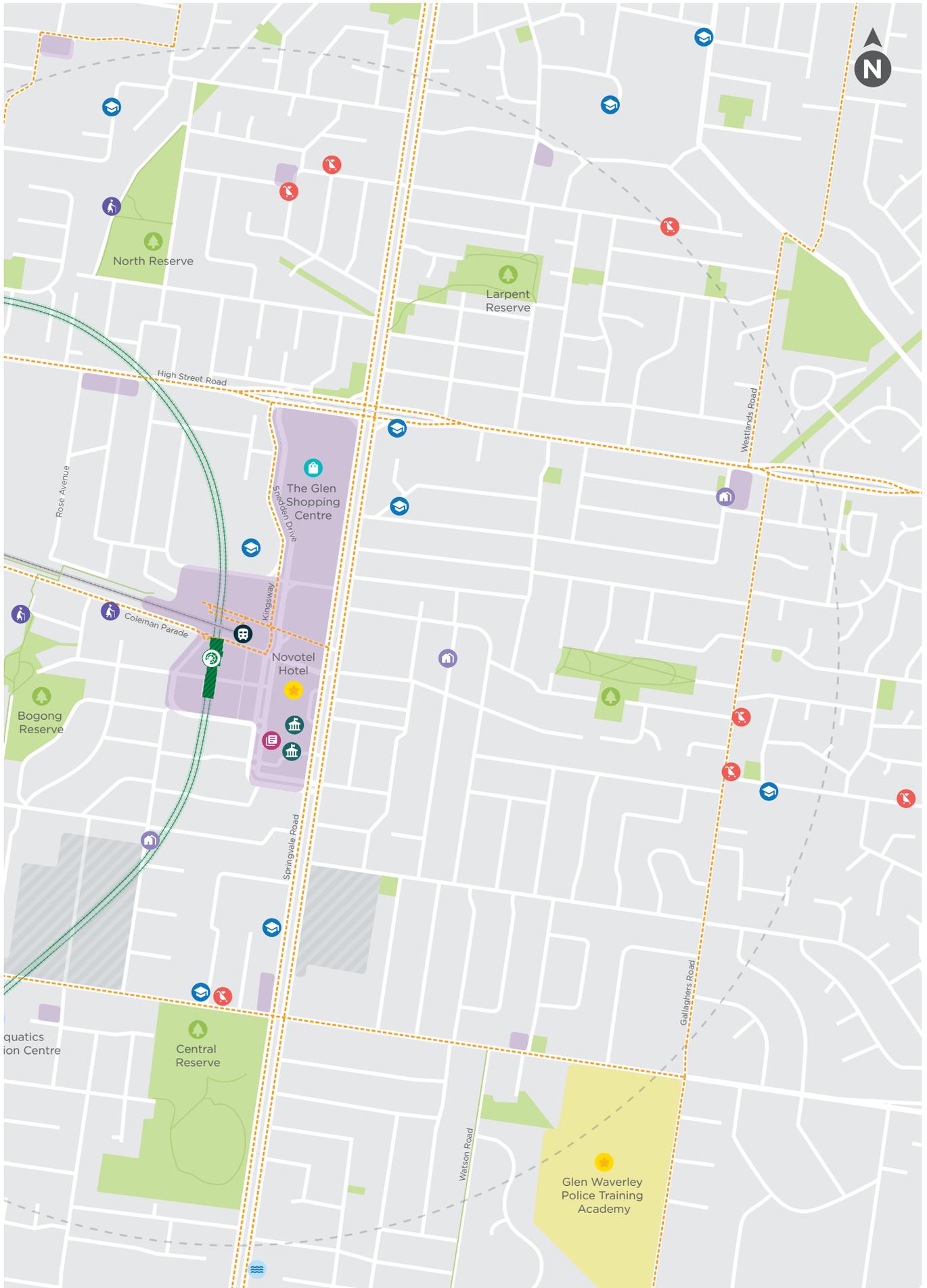
Social connectedness and wellbeing

Glen Waverley

CURRENT STATE

-  SRL East Station
-  Underground Station
-  SRL East Alignment
-  1600m radius around SRL Station
-  Existing Metro Rail Line
-  Existing Metro Station
-  Bus Network
-  Bicycle Network
-  Public Open Space
-  Water Course
-  Employment Area
-  Retail/Commercial Area
-  Tertiary Area
-  Hospital Area
-  Key Feature
-  Shopping
-  Education
-  Tertiary Education
-  Early Learning Childcare
-  Aged Care
-  Community Centre
-  Library
-  Park
-  Recreation & Aquatic Centre
-  Cemetery
-  Medical Facility





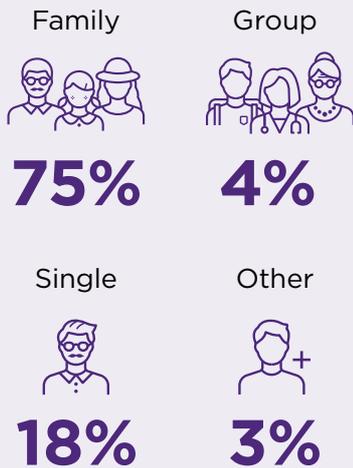
Glen Waverley

CURRENT STATE

Primary travel mode share



Household composition



Dwelling type



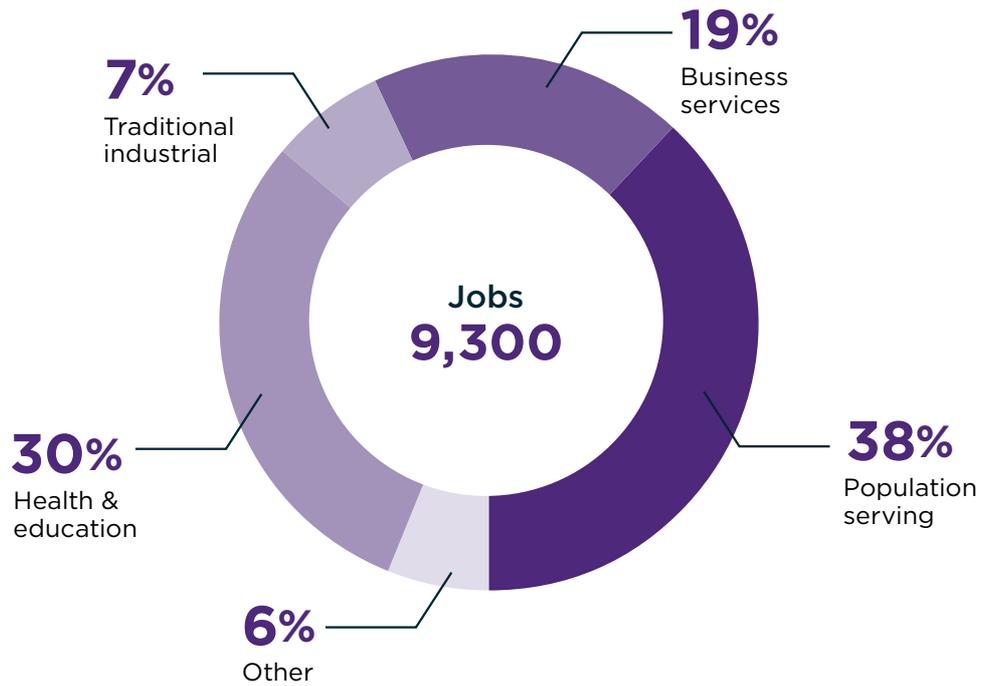
78% Dwellings within 400m of public open space

Residents by age group



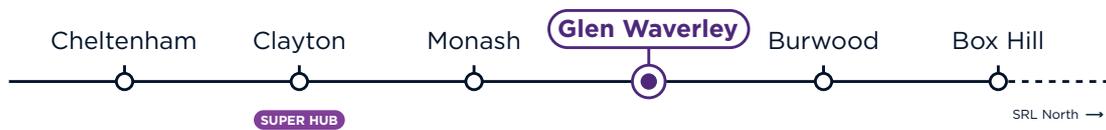
Sources:
 - ABS Census Data 2021
 - Victorian Integrated Transport Model 2022

Jobs by Industry Sector



Workers living within 5km of the SRL station site





Current state

Glen Waverley is a thriving retail, hospitality and community hub with good public transport and a range of cherished open spaces.

A retail and commercial hub

The centre of the precinct is a vibrant retail and commercial hub extending to the north and south of Glen Waverley Station. The Glen is a significant shopping centre at the northern end of the precinct. Following a major redevelopment, The Glen is home to major retail names, specialty stores, a fresh food market hall and a major dining precinct. The redevelopment also included more than 500 apartments built above the shopping centre.

Located along Kingsway to the south of The Glen, numerous small shops and businesses provide a multicultural offering including restaurants and cafes. This supports a strong night-time economy, attracting residents and workers as well as visitors. This area of the precinct also has several accommodation options.

Transport and connectivity

While Glen Waverley is well-served by public transport with train and bus services, significant areas of the precinct centre comprise of parking structures and areas of surface car parking. Traffic congestion and road infrastructure are key challenges in Glen Waverley; as is the hilly terrain and the physical barrier presented by the metro line, which both present walking and cycling challenges. As the last Metro train station on the Glen Waverley line, Glen Waverley station performs an important role connecting the wider eastern suburbs to the city and beyond.

Education

Glen Waverley provides a range of educational options with early learning centres, kindergartens, primary and high schools, including Glen Waverley, Mount Waverley and St Leonards primary schools along with Glen Waverley Secondary College and Wesley College Waverley Campus. There are also specialist education providers such as the Cerebral Palsy Education Centre and Glenallen School which caters for students with physical disabilities and severe health impairments.

The Holmesglen Institute of TAFE has a campus on Waverley Road with a range of courses including animation, screen and media, construction, community services and justice, and education.

Places and services for a diverse community

Various community facilities and services are found within Glen Waverley. Several council buildings are located at the southern end of Kingsway, including Monash City Council, Monash Civic Centre and Glen Waverley Library. Located on Waverley Road at the northern end of Central Reserve, the Glen Waverley Community Centre has halls, a lounge and meeting room for hire.

A network of open space

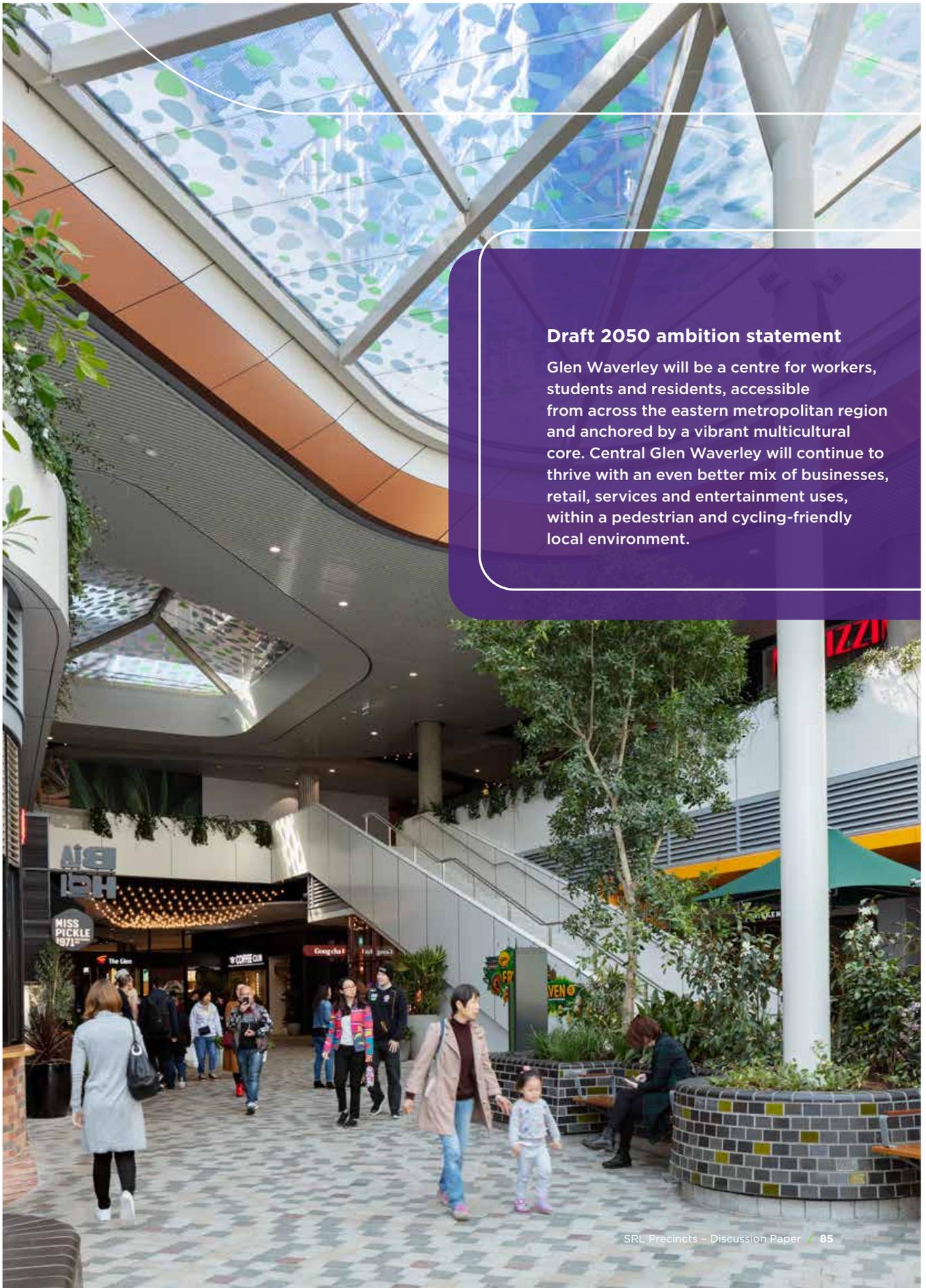
There are a variety of open spaces from smaller parks and gardens, through to sporting grounds and reserves dispersed through the precinct including Glen Waverley North Reserve, Bogong Reserve, Hinkler Reserve and Central Reserve. A ridgeline running north to south-east through the precinct provides views of the Dandenong Ranges. The land has a gradual slope down to Dandenong Creek in the east and Scotchmans Creek in the west. Scotchmans Creek Trail is a significant green corridor that extends west to Malvern East where it joins Gardiners Creek Trail.

Suburban streets

In the surrounding neighbourhoods, low density residential areas are typified by undulating hills and established tree canopies. This, accompanied by primary and secondary schools of choice, has dramatically increased housing demand and prices within the eastern region over the past two decades.

Industrial areas

The southern edge of the precinct features a range of light industrial areas, as well as education, community and recreation facilities dotted along Waverley Road. These include schools, the Holmesglen TAFE campus, Monash Aquatic and Recreation Centre and Central Reserve.



Draft 2050 ambition statement

Glen Waverley will be a centre for workers, students and residents, accessible from across the eastern metropolitan region and anchored by a vibrant multicultural core. Central Glen Waverley will continue to thrive with an even better mix of businesses, retail, services and entertainment uses, within a pedestrian and cycling-friendly local environment.

“

Glen Waverley is one of the best local shopping centres in Melbourne.

/ Local resident



Future opportunities

Glen Waverley could build on its reputation as a major retail and experiential destination and provide more outlets for relaxation, entertainment and social gatherings. The SRL station at Glen Waverley will be adjacent to the existing Metro train and bus interchange and could create new and exciting living, working and recreational opportunities in the heart of a revitalised town centre.

Glen Waverley's role as a transport hub for the eastern suburbs would attract new workers and visitors to the area. SRL will enhance the competitiveness of Glen Waverley as a location for businesses that rely on a wider catchment for customers and staff. Residential and commercial areas close to the SRL station and other transport connections could experience further transformation due to the increased value of the area attracting more jobs, families and visitors to the precinct.

Other opportunities in Glen Waverley could include:

- Upgrading walking and cycling connections, improving accessibility and allowing for future enhanced walking and cycling links from the wider eastern suburbs
- Improving the streetscapes, curating new experiences and connecting to the wider activity centre
- Enhancing the already leafy and open character of Glen Waverley's residential neighbourhoods, prioritising walking and cycling, and creating new public open space and greenery
- Extending the growth of the existing centre to accommodate future residents and jobs
- Transitioning lower-rise employment areas to more mixed-use business precincts, attracting more jobs to the area.

Proposed priority outcomes for Glen Waverley



Social connectedness and wellbeing



Increased cycling and walking connections



Capacity for future employment and industry



Improved connectivity to jobs and services

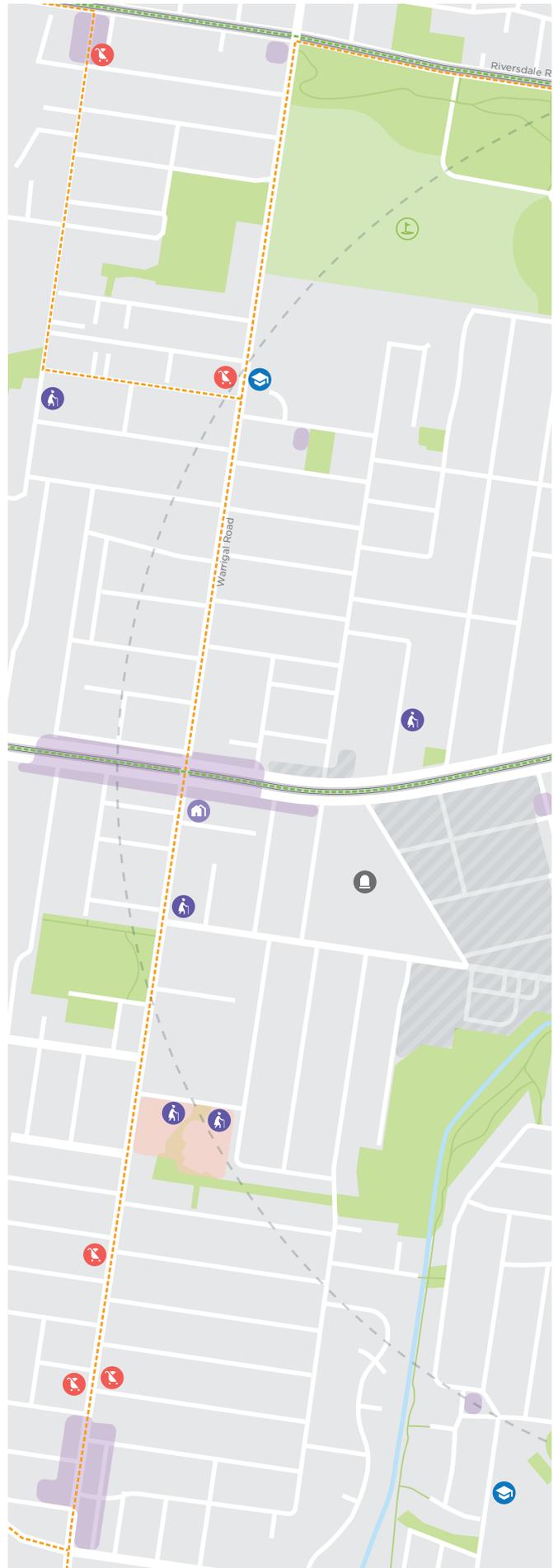


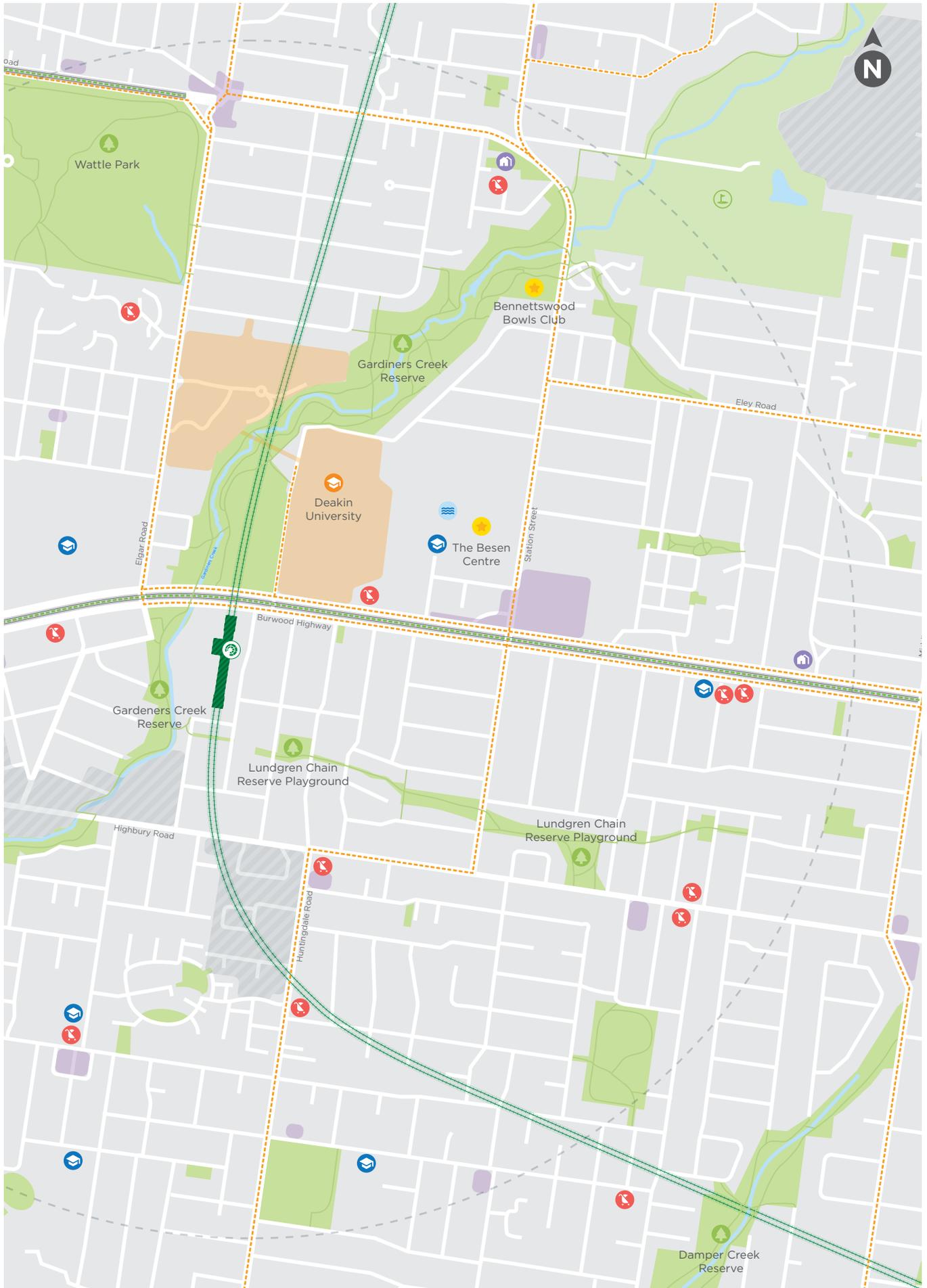
Strategically aligned economic development

Burwood

CURRENT STATE

-  SRL East Station
-  Underground Station
-  SRL East Alignment
-  1600m radius around SRL Station
-  Existing Metro Rail Line
-  Existing Metro Station
-  Bus Network
-  Bicycle Network
-  Tram Network
-  Public Open Space
-  Water Course
-  Employment Area
-  Retail/Commercial Area
-  Tertiary Area
-  Hospital Area
-  Key Feature
-  Shopping
-  Education
-  Tertiary Education
-  Early Learning Childcare
-  Aged Care
-  Community Centre
-  Library
-  Park
-  Recreation & Aquatic Centre
-  Cemetery





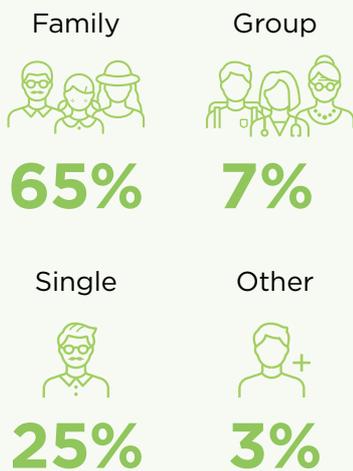
Burwood

CURRENT STATE

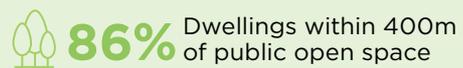
Primary travel mode share



Household composition



Dwelling type

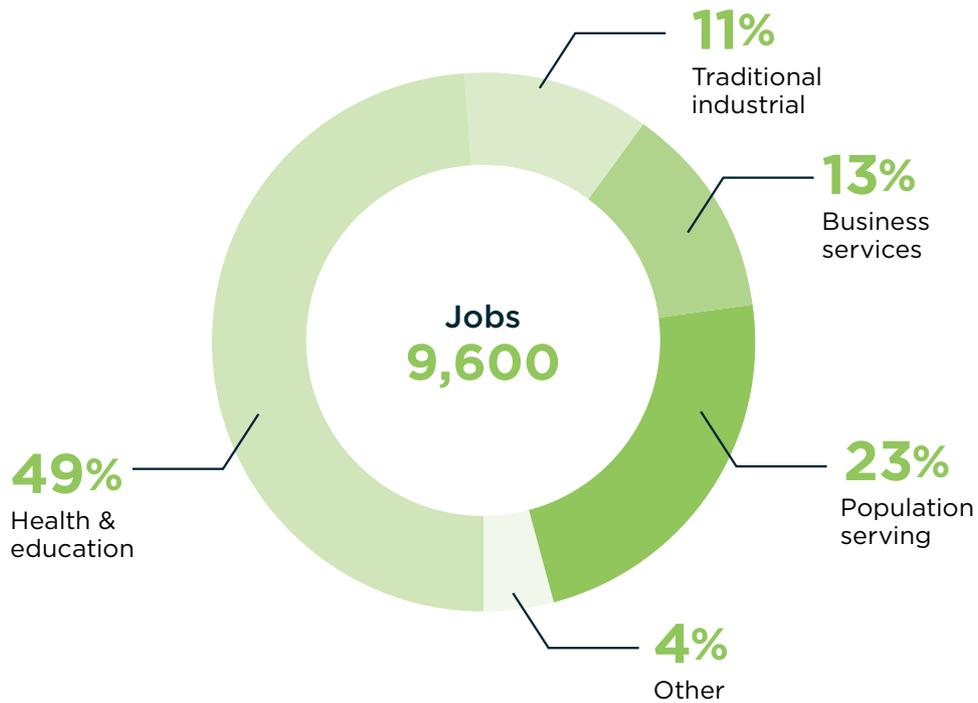


Residents by age group



Sources:
 - ABS Census Data 2021
 - Victorian Integrated Transport Model 2022

Jobs by Industry Sector



Workers living within 5km of the SRL station site





Current state

Burwood is a green, leafy residential area that features major education institutions. The SRL station at Burwood will be located on the eastern edge of the Gardiners Creek valley alongside Burwood Highway.

Gardiners Creek

From high points at the edge of the precinct providing views to Box Hill and Melbourne CBD, the land falls towards the low-lying valley of the Gardiners Creek (called Kooyongkoot Creek by the Wurundjeri Woi Wurrung). A regionally significant waterway, the creek and linking parklands provide a continuous north-south open space corridor that connects to surrounding suburbs via the Gardiners Creek Trail, along with other public spaces such as the Local History Park and Bennettswood Reserve located on the western edge of Deakin University.

A network of open space

The precinct benefits from a wide range of open spaces. A linear public open space runs east-west from McComas Grove Linear Reserve through to Lundgren Chain Reserve. Wattle Park is a larger park to the north of the precinct that includes a variety of recreation and sporting facilities. Other parks and gardens are dispersed throughout the precinct providing opportunities for sports, recreation and play. Larger green spaces, but with restricted access, are located at Wattle Park Public Golf Course and Deakin University.

Education

Deakin University's Burwood Campus provides a range of learning opportunities, including nursing, health sciences, engineering and IT combined with research institutes. There is student accommodation and various on-site facilities that can also be used by the local community. The recent announcement to create a world-first battery facility and a regional hydrogen hub at the campus, is helping advance clean energy research and manufacturing at the university.

Together with several large schools, including Presbyterian Ladies College and Mount Scopus Memorial College, the university is located north of Burwood Highway. These education facilities play a key role in bringing the area to life, particularly on weekdays.

Transport and Burwood Highway corridor

The area's hilly nature, especially along Burwood Highway, and lack of pedestrian and cycling crossings over major roads, affects the ability to walk and cycle through the area. The route 75 tram runs along Burwood Highway, providing access to other centres to the east and west.

Overall, the lack of alternative transport means the areas around these facilities are car-dominated.

Industrial areas

Light industry serving the needs of local residents and businesses (warehouse, trade and light manufacturing) is contained in two small industrial areas north and south of Highbury Road, abutting Gardiners Creek Reserve.

Suburban streets and local centres

Outside of the centre, the precinct has a generally suburban character, with native and exotic species found in tree lined streets and gardens. Housing is predominantly 1-2 storeys in a variety of architectural styles. Some of the original housing stock from the 1940s and 1950s is in the western half of the precinct, with newer housing including contemporary infill, unit developments and aged care found across the precinct.

Situated within these suburban areas are smaller neighbourhood centres that provide local access to daily needs, including at Yertchuk Avenue, Essex Road, and the intersection of Elgar and Riversdale roads. Pockets of industrial land are located along Burwood Highway and Highbury Road with a diverse mix of businesses.



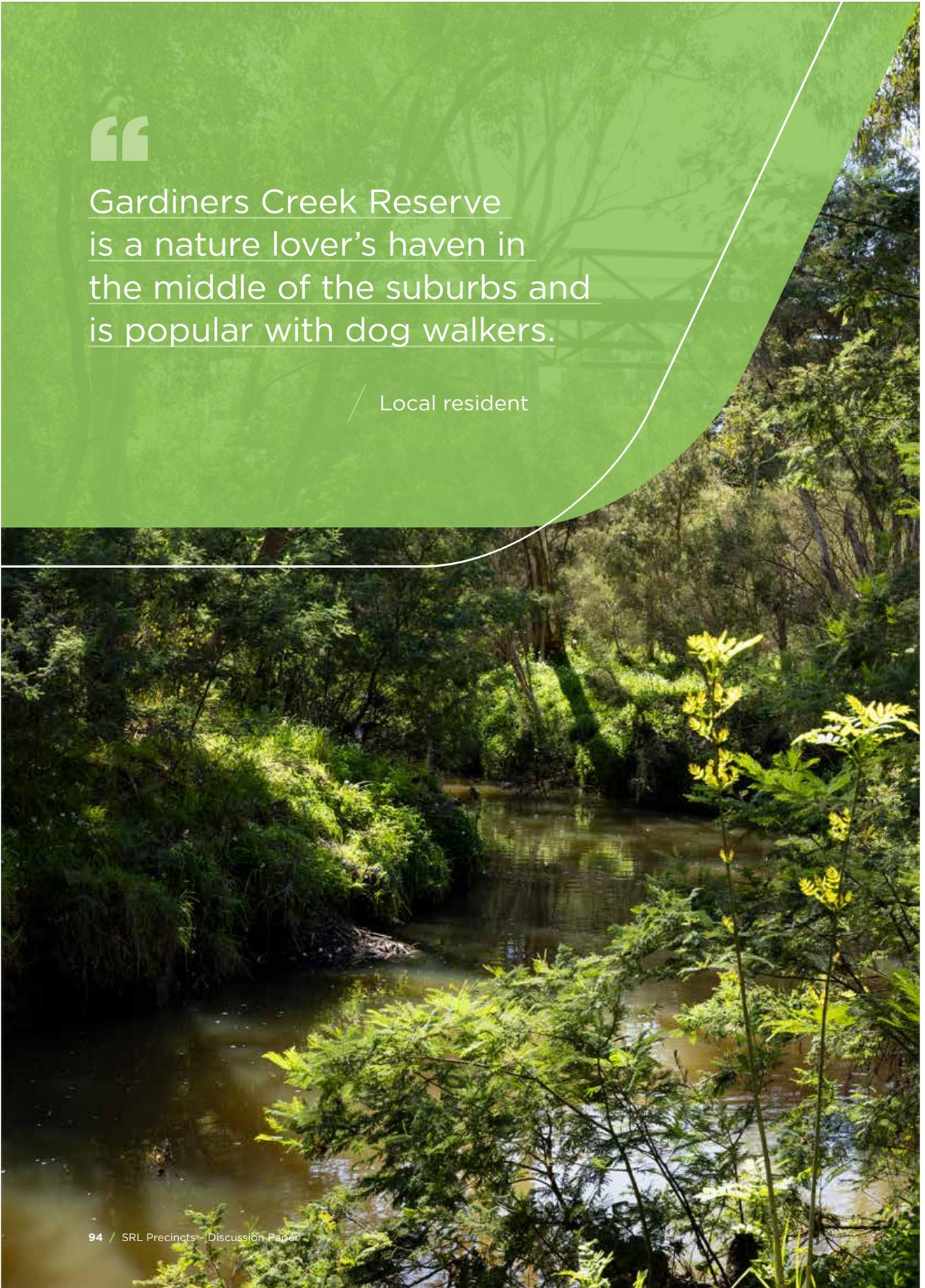
Draft 2050 ambition statement

Burwood will be a thriving centre of activity and be a major education precinct for Victoria, anchored by Deakin University's strengths as a leader in technology and commerce. Well designed public spaces with shops, restaurants and cafes along the Burwood Highway corridor will support more jobs and residents and access to Gardiners Creek will be supported by convenient walking and cycling links.

“

Gardiners Creek Reserve
is a nature lover’s haven in
the middle of the suburbs and
is popular with dog walkers.

/ Local resident



Future opportunities

In the future, Burwood could retain its green and leafy residential character while offering new and affordable living options. This would be integrated with a growing education precinct and new jobs, all with direct and well-designed access to public transport. The residential population could benefit from enhanced green public spaces and an enhanced Gardiners Creek corridor.

Other opportunities in Burwood could include:

- Creating a new mixed-use retail, service and commercial core adjacent to the Gardiners Creek trail and Burwood Highway
- Transforming industrial areas over time to deliver new kinds of employment as the precinct evolves
- New green spaces, improved streetscapes and easy connections to nearby schools and Deakin University
- Better walking and cycling links, helping to reduce demand for car parking and provide sustainable active transport options for those living, studying and working in the area
- More diverse and affordable housing options enabling more families to call Burwood home.

Proposed priority outcomes for Burwood



Diverse housing options



More diverse, high-value jobs



Enhanced environment and biodiversity



Increased cycling and walking connections

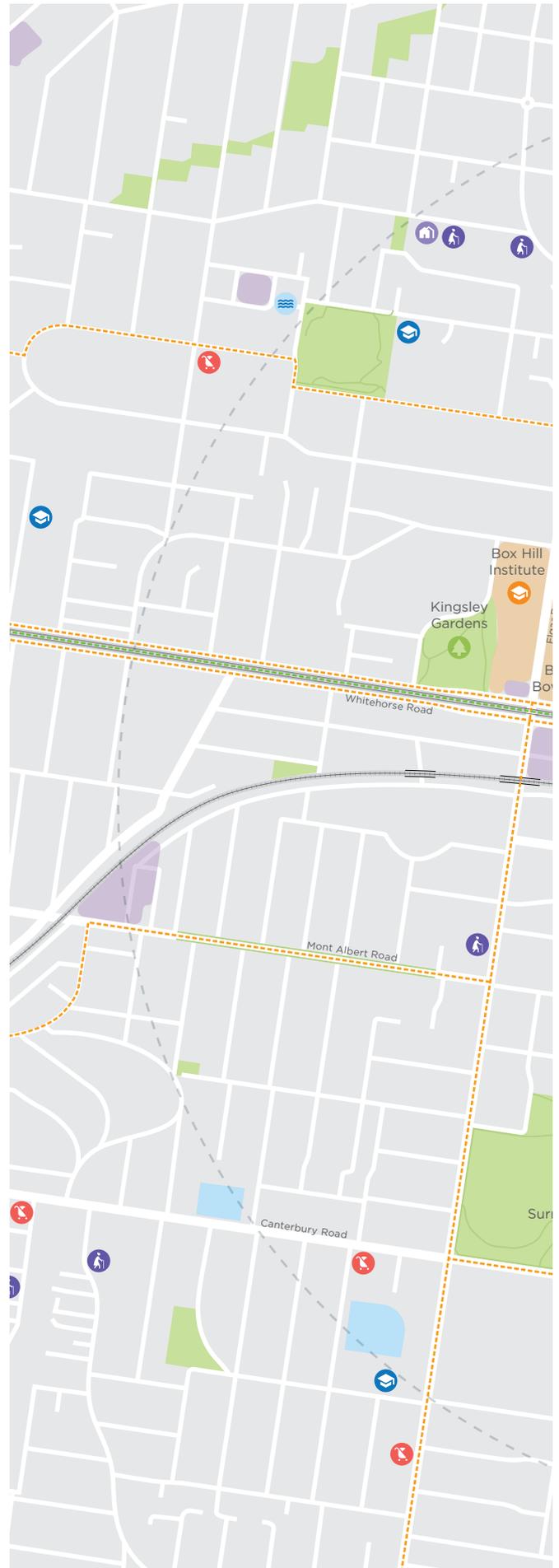


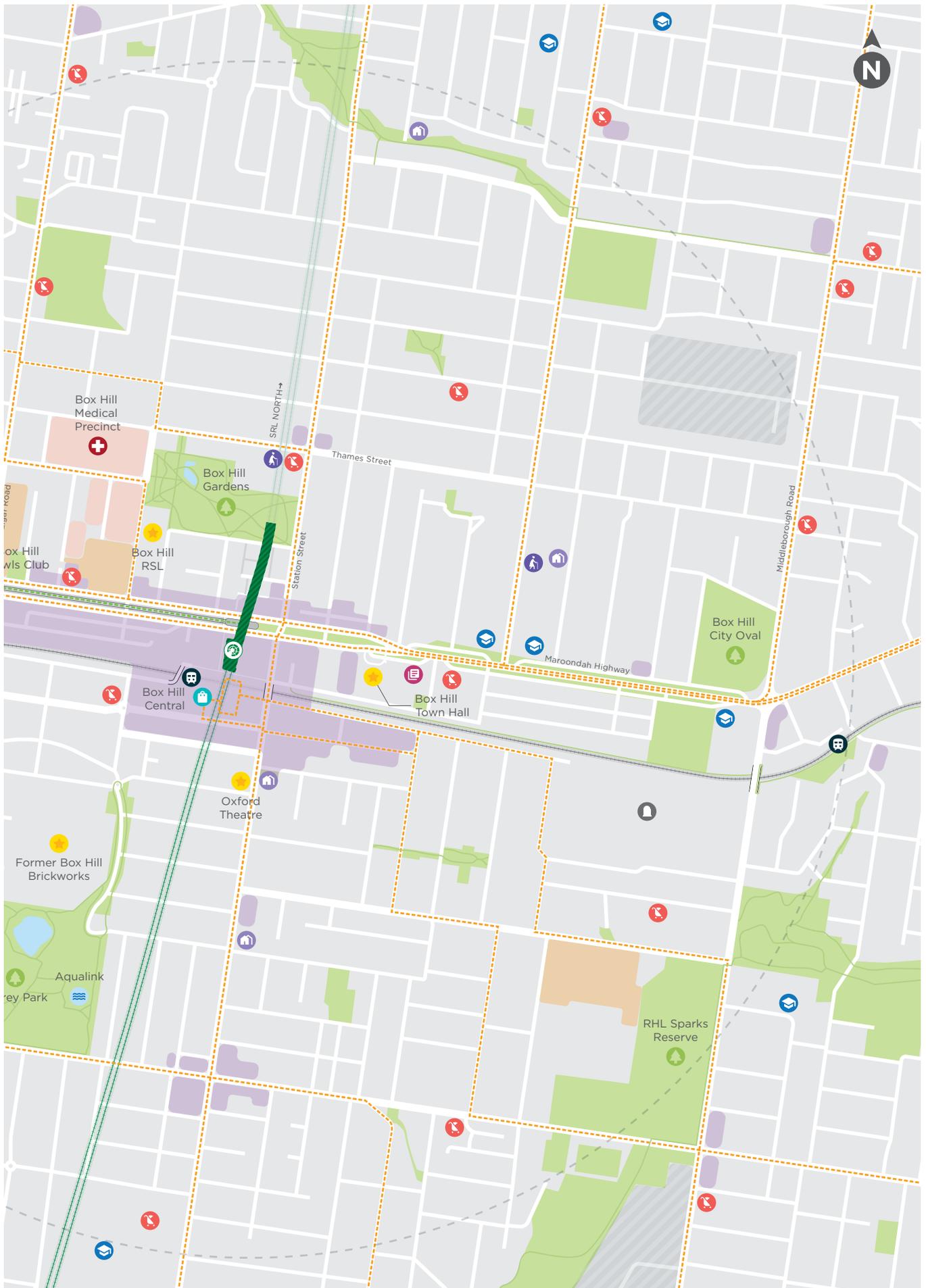
Capacity for future employment and industry

Box Hill

CURRENT STATE

-  SRL East Station
-  Underground Station
-  SRL East Alignment
-  1600m radius around SRL Station
-  Existing Metro Rail Line
-  Existing Metro Station
-  Bus Network
-  Bicycle Network
-  Tram Network
-  Public Open Space
-  Water Course
-  Employment Area
-  Retail/Commercial Area
-  Tertiary Area
-  Hospital Area
-  Key Feature
-  Shopping
-  Education
-  Tertiary Education
-  Early Learning Childcare
-  Aged Care
-  Community Centre
-  Library
-  Park
-  Recreation & Aquatic Centre
-  Cemetery
-  Medical Facility





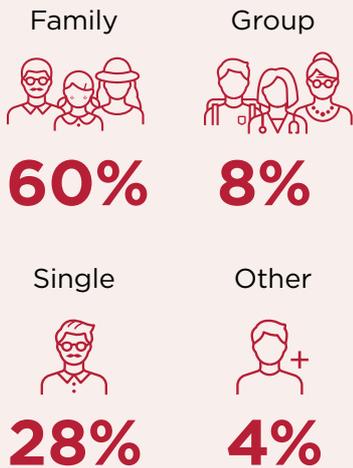
Box Hill

CURRENT STATE

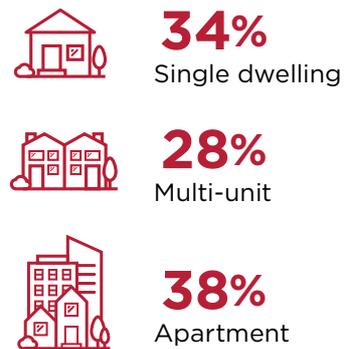
Primary travel mode share



Household composition



Dwelling type



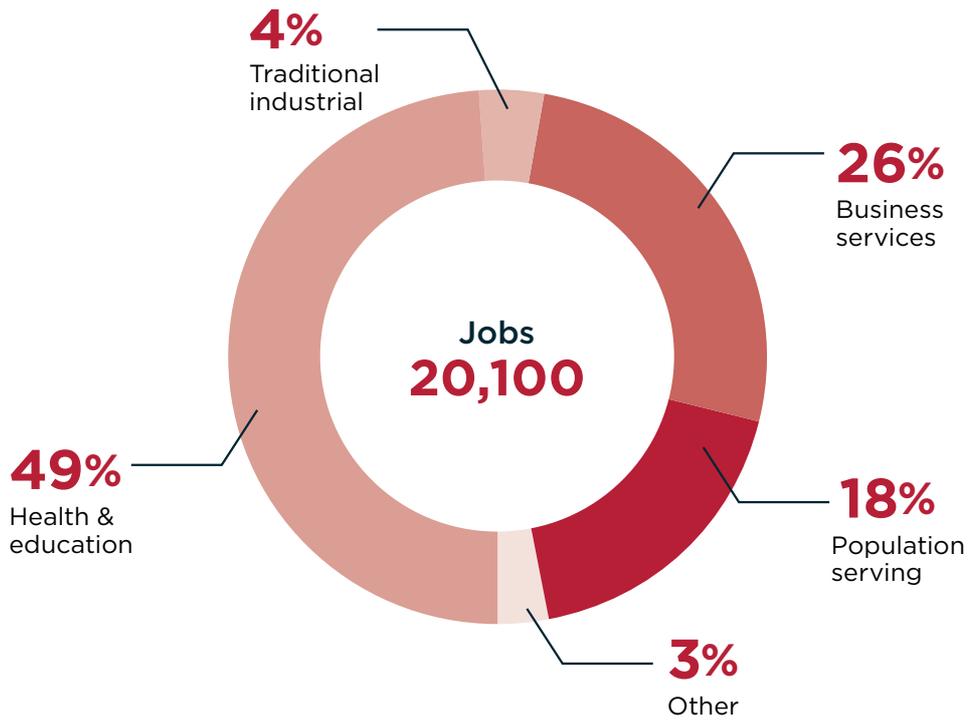
89% Dwellings within 400m of public open space

Residents by age group

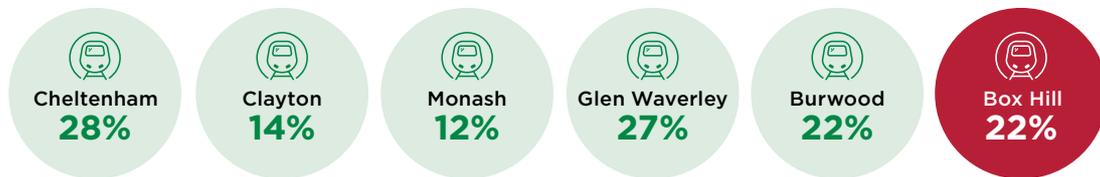


Sources:
 - ABS Census Data 2021
 - Victorian Integrated Transport Model 2022

Jobs by Industry Sector



Workers living within 5km of the SRL station site





Current state

Box Hill is a Metropolitan Activity Centre and a growing hub of employment, residential and commercial services for its culturally diverse local population. As a major transport interchange, Box Hill connects a high number of commuters using the 109 tram route, existing Box Hill Station and bus interchange.

A vibrant activity centre

The centre of Box Hill is a vibrant place that has developed along Whitehorse Road and Station Street, and around Box Hill Station.

Box Hill Central is the retail heart of the activity centre. There is strong demand for high density living in this central area, with several major residential and mixed-use developments recently completed and planned. A combination of commuters, workers, students and residents creates a vibrant town centre.

Transport and connectivity

Box Hill is already highly accessible by public transport. Many services have a frequency that allows passengers to turn-up-and-go. Train services run between the City Loop and Belgrave or Lilydale lines. The 109 tram terminates on Whitehorse Road, travelling to Port Melbourne via the Melbourne CBD. A major bus interchange at Box Hill Central provides services throughout Box Hill and into the surrounding suburbs.

Traffic congestion is an issue in Box Hill, particularly along major routes such as Whitehorse Road and Station Street. Options for walking and cycling are hindered by a lack of crossings over major roads and the railway line.

Health and education

Box Hill has an established health precinct centred around Box Hill Hospital. The hospital provides a range of healthcare services including emergency care, general and specialist medicine, intensive care and maternity services, as well as teaching and research. This is complemented by further specialist health services located in the surrounding area.

Box Hill Institute has two campuses in the precinct. The Nelson Campus is a hub for creative learning, including music, performance, design, photography, fashion and IT. The Elgar Campus has an automotive workshop, carpentry workshop, an integrated

technical hub, a nursing ward and computer labs.

Places and services for a diverse community

Various community facilities and services are found within the precinct including Box Hill Town Hall, Box Hill Library and Box Hill Community Arts Centre, multicultural community centres, places for older people and activities for youth. There is access to early learning centres, kindergartens, primary and high schools within the precinct, with many located along Whitehorse Road and Station Street.

Suburban streets, local centres and industrial land

Outside of the centre, the precinct has a generally suburban character, with native and exotic species found in tree lined streets and gardens. Housing is predominantly 1-2 storeys and includes a mix of original housing stock with contemporary developments including some townhouses.

Situated within these suburban areas are smaller neighbourhood centres that provide local access to daily needs, including at Mont Albert Station and the intersection of Station Street and Canterbury Road. A pocket of industrial land on the north-eastern edge of the precinct houses a mix of businesses.

A network of open space

There is a network of open spaces across the precinct. Box Hill Gardens and Surrey Park, which includes the Aqualink leisure centre, are the largest open spaces. There are several smaller parks and reserves located across the precinct including Box Hill City Oval, Kingsley Gardens and Springfield Park.

The activity centre features a wide central median that divides Whitehorse Road, which contains most of the centre's trees and greenery. The 109 tram terminus is part of this median, forming a hub of activity. The median extends east towards Box Hill City Oval, creating a distinctive linear reserve, however access is limited due to the separated traffic lanes in each direction, limited crossing points and car parking areas located here.

Topography and natural features strongly influence the character of the precinct. Many streets provide distant views of the area and connections to the natural landscape corridors of Gardiners Creek in the south-east and Bushy Creek Parklands in the north.



Draft 2050 ambition statement

Box Hill will be a significant Metropolitan Activity Centre (MAC) and strategic multi modal hub for Melbourne’s east. It will see growth in health and public sector jobs, anchored by Eastern Health, Box Hill Institute and government offices. This will be balanced by a leafy and permeable central area with mixed use development, providing a multicultural hub and community infrastructure for its diverse population.

“

I shop and dine in Box Hill, especially inside the shopping centre and I love everything it has to offer.

/ Local resident



Future opportunities

Box Hill will reaffirm its role as one of Melbourne's most important Metropolitan Activity Centres with the new SRL station at its heart. Opportunities to reinforce the broader precinct's green and leafy character could also support better links for people to walk and cycle to leading health and education jobs and services.

Other opportunities in Box Hill could include:

- A revitalised linear reserve along Whitehorse Road, providing high-quality green public space
- New walking and cycling paths connecting to public transport
- Removing barriers across the local area, enabling better access for residents and people working, studying and visiting
- Increased housing opportunities, enabling more families to make Box Hill their home close to a bustling employment and entertainment hub.

Proposed priority outcomes for Box Hill



Access to distinctive and high-quality environments



Increased cycling and walking connections



Capacity for future employment and industry



Greater public transport



More diverse high-value jobs



suburbanrailloop.vic.gov.au



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2364_SRL

27 September 2023

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Dear Mr Carroll

**RE: Suburban Rail Loop East Precincts Discussion Paper
Monash City Council - Submission**

On behalf of Council, I thank you for the opportunity to comment on the Suburban Rail Loop (SRL) Precincts Discussion Paper. This letter is Council's formal submission to the consultation.

I would firstly like to reiterate our support for the project and advise that Council welcomes the detail around the anticipated Precinct Planning stage of the Project. As you are aware, Council has long advocated for the commencement of precinct planning to enable the commencement of detailed planning to capture the most benefit possible for this project. We hope that the Precinct Planning will provide effective and clear direction to all parties for future directions and enhancements in and around the activity centres, as customarily, the planning would precede the tunnel design and engineering solution to ensure the key objectives and best overall planning outcomes are captured in the earliest stages of the project. Council feels that some of the engineering solutions may well preclude the best planning outcomes, and these points are reiterated throughout this submission for clarity.

Officers understand that the Authority will be talking to Council over the coming weeks about how you intend to engage with us across this phase of the project. We appreciate the offer of this and look forward to understanding the details.

SRL Precinct Planning

Whilst the SRL Precincts: Discussion Paper is the first step in the precinct planning process it is prudent of Council to now flag some of the outstanding issues or questions that will need to be resolved through the precinct planning process. Council considers this of particular importance given that many of the directions of the Discussion Paper relate more to land use planning and urban design of the precincts more broadly than the development of an underground railway line, which has been the case until now. These include:

- How the precinct planning process will be informed by and consider the existing Structure/Precinct Plans prepared for Clayton and Glen Waverley;

- How the project fits into the wider role of protecting the interests of the Monash National Employment and Innovation Cluster (NEIC) and fulfilling the growth of employment uses within the broader area of the cluster;
- How the project addresses 20-minute neighbourhood principles when it defines the precincts at double that distance, being 1.6km radius. Does this constitute the actual SRL Station Precinct area for planning and increased development, an investigation area as part of precinct planning, or a hybrid of the two.
- Whether effective transport movement can be maintained through the activity centres and around the stations;
- What is the preferred or likely form and development intensity proposed to achieve the forecasts;
- How appropriate development will be provided to ensure the ability to deliver the additional homes and jobs stated by the SRLA;
- How the SRLA will ensure adequate provision of community infrastructure and open space;
- How the upgrading of public realm and other required sustainable transport infrastructure will be provided;
- What, if any, funding mechanisms and contributions will be proposed for the delivery of community infrastructure and open space; and
- What SRLA proposes to ensure adequate car parking will be provided during the lengthy construction phase and post-SRL construction to serve the existing and growing centres.

Whilst Council is encouraged that the initial work has commenced, we reiterate our concern around the potential reduction or removal of planning authority status that Council will have across these SRL precincts, particularly as the Precincts form such a substantial portion of land across the City of Monash. In light of these concerns, Council requests involvement throughout all stages of the plans development, that the Authority communicates openly with the Council on its findings and Council is funded appropriately with resources to undertake the work to input as its main stakeholder. Council looks forward to ongoing discussion with the SRLA on these issues as we work through the development of the detailed SRL Precinct Plans.

The balance of this letter comprises the Monash City Council submission to the SRL Precincts: Discussion Paper. These considerations and the submissions raised in this letter are not exhaustive and Council reserves the right to expand on new issues and matters that become apparent throughout the precinct structure plans development.

1. Current Consultation – SRL Precincts: Discussion Paper

Council welcomes this current consultation on the Precincts Discussion Paper, it will assist in testing whether the visions and statements made within it are representative of our communities. It will also allow the public to present on other issues and opportunities about the areas that they live, work and visit, particularly now that attitudes may have changed since the COVID-19 pandemic.

Council would appreciate it if the SRLA is able to share the results of the current consultation. In turn Council will share details of any public consultation that Council conducts that is relevant and representative of community views on the project and precinct planning.

Council notes the proposed methods of consultation include only one in person session per station precinct. This may limit community involvement and we suggest that additional face-to-face events may be helpful to increase community attendance.

2. Project Timeline

The project schedule follows a standard Precinct Structure Plan programme and without understanding the full scope, the timeframes seem realistic.

What is unclear to Council is where the preparation or input from any specialist background reports would fit into this programme. Councils are an essential stakeholder in informing the development of background material to ensure the scope of the background reports are adequate and the most accurate information is captured in their investigations. It would be useful to understand where the SRLA is at regarding the preparation of this material as this will enable Council to understand what key inputs are forming the basis for the Precinct Planning process.

The other matter that is unclear is whether there is an intended levy or development contributions to be captured from new development within the precinct boundary. Council would expect that contributions will need to be collected from new development in order to fund important infrastructure needed to support the additional population within and around the precincts.

3. Previous SRLA consultations

Information captured in the Discussion Paper represents what respondents said during previous consultations, but it appears there were small numbers of respondents and the small sample size may therefore not be representative of the population. Further, much of the consultation was completed prior to or during the COVID-19 pandemic and in some cases may be up to four years old. The pandemic has changed many of the ways in which we live, work and socialise and this has likely influenced people's attitudes on how their areas should function.

4. SRL East Precincts Characteristics

The high-level principles and outcomes as set out within the document appear broadly consistent with Council policies and strategies and generally align with the key outcomes expected across our existing structure plans and precinct plans.

Page 49 of the Discussion Paper notes the attributes of the 20-minute neighbourhood, an excerpt from Plan Melbourne policy. The 20-minute neighbourhood is a widely adopted approach, backed by research that an approximate 800 metre walk from home and back

again, or a 10-minute walk to the destination and back again represents a liveable and healthy neighbourhood.

It is noted that although the Discussion Paper references the 20-minute neighbourhood principles, it then defines the precincts at double that distance, being 1.6km radius. It remains unclear to Council whether this constitutes the actual SRL Station Precinct area for planning and increased development, an investigation area as part of precinct planning or a hybrid of the two.

Across each of the Station precincts there are different topographical, physical and environmental characteristics that will have an impact on the ultimate catchment and sphere of influence of the Station precincts. This is likely to result in a reduction of that 1.6km radius in some areas.

5. SRL Precincts - Future opportunities

Council notes the ambition statements and proposed priority outcomes in the Discussion Paper and supports many of the opportunities identified, particularly where they align with current Council policy. Whilst it is acknowledged that they are for the most part high-level statements, with the detail to be worked through as part of precinct planning, it is important that they are specific enough to be relevant to the individual station precinct, its relative competitive strengths, are relatable to the community and industry and can be readily translated into action.

To this point it is noted that the Discussion Paper contains a series of statements of "Proposed priority outcomes for *Station Precinct*". In the Discussion paper, these statements only provide a short statement with no further detail. However, the Engage Victoria page provides more information on each of the outcomes. Although in many instances the additional explanation appears generic and does not appear to align with the strengths and opportunities of the Station precinct.

By way of example, a proposed priority outcome for Glen Waverley is; *Capacity for future employment and industry*. The explanation provided under that outcomes (on the Engage Vic Page) states:

Land use for research and development, professional services, creative and STEM industries will increase employment and economic activity. Areas will attract business hubs and shared office spaces within walking distance of integrated transport links.

This statement seems at odds with the strengths and opportunities Glen Waverley highlighted earlier in the Discussion Paper, particularly given the absolute strength of the Monash and Clayton precincts in the research and development and STEM areas.

It is considered critically important that the next phase of the precinct planning identifies the key roles, strengths, opportunities and differences of each precinct, in order to ensure that each precinct has the best chance for success and develops its own identity.

Where there is currently council support on the high-level opportunities, this does not prejudice any future Council submission on the detailed proposals that arise during the precinct structure plans development.

The submissions relating to each of opportunities and the ambition statement are set out in the following table:

Clayton	
Stated Future Opportunities	Council's Submissions
<p>Draft 2050 ambition statement:</p> <p><i>Clayton will be both a leading health cluster and transport super hub for Melbourne's southern metropolitan and Gippsland region. Home to world-standard healthcare and leading-edge commercialised research and development innovations, it will also be a hub for local living services and maintain a high amenity environment.</i></p>	<p>Agree with the intent of this statement, however reference to Clayton's role as part of the Monash National Employment and Innovation Cluster (NEIC) is recommended to emphasise the importance of jobs in the health sector at this location. Supportive of Clayton becoming a transport super hub.</p> <p>The Clayton SRLA Station precinct only covers a small portion of the Monash NEIC and the numbers suggested in the Business Case around the station only represent a small portion of the potential in this area.</p> <p>There is further discussion regarding the NEIC and the importance of getting precinct planning right in the Monash section of this submission.</p>
<p>To become a world-standard healthcare, commercial research and leading-edge health technology precinct.</p>	<p>Support this opportunity. Generally aligns with Council's Clayton Precinct Plan 2020. We request that this statement is rephrased along the lines of maintaining its role as a world-standard commercial research and leading-edge health and technology precinct, commensurate with its current value as a nationally significant employment cluster.</p>
<p>Elevate the interchange to a transport super hub, by co-locating the existing bus, metro and regional train interchange with the SRL Station</p>	<p>Support this opportunity, subject to the detail around the impacts of traffic movements around the station, within the surrounding streets.</p> <p>Council has advocated for and continues to have a strong preference for the closure of Houghton Road instead of Carinish Road.</p>

	<p>Providing the southern entrance of the SRL Station within the public realm this creates will provide a direct pedestrianised connection to the Clayton Road shops and main activity centre. As significant numbers of pedestrians will be heading south, this avoids the conflict of large numbers of pedestrians crossing Haughton Road with the increases in vehicular traffic once the closure occurs. It also reduces rat-running through the residential area to the north and west, and will improve accessibility to pick-up/drop-off (PUDO) parking at the station. Council maintains that this is a superior outcome for the Activity centre and the SRL station.</p>
<p>Supporting growth of local jobs and services across the health care and social assistance sectors.</p>	<p>Support this opportunity, although we feel that this could be rephrased to include reference to the importance of playing its part within the greater Monash NEIC. This generally aligns with Council’s Clayton Precinct Plan 2020, but it should be expanded to include growth of its role in STEM and innovation. .</p>
<p>Improved active and public transport links to Monash University and employment areas beyond.</p>	<p>Support this opportunity. Aligns with Council’s Clayton Precinct Plan 2020.</p>
<p>Evolve existing commercial and industrial enterprise precincts in the broader area to diversify the range of jobs.</p>	<p>Support the need for additional commercial precincts in order to provide the level of jobs required in the activity centre.</p> <p>It is not clear whether this statement indicates that nearby industrial areas will be pro-actively identified for redevelopment or it is more a statement of what is likely to occur given growth and investment.</p> <p>Many of the industrial areas fall near the edge of the 1.6km radial catchment. Council supports the upgrading of industrial areas for further development of health and technology uses, however we wish to protect larger parcels to attract future health and technology research that will likely require larger parcels of land, along</p>

	<p>with the ability to collaborate with the University and the Monash Medical Centre and other large enterprises.</p> <p>The industrial areas east of the activity centre are a long distance from the station, less convenient and less desirable than potential office jobs located closer to the station</p>
<p>Upgrading of Clayton Road to better reflect its role as the established ‘high street’ and heart of the activity centre.</p>	<p>Support this opportunity. Aligns with the Clayton Precinct Plan and request SRLA’s support in advocating for the Westall Road extension that would enable heavy vehicle movements to be removed from Clayton Road, as they currently make it an unpleasant pedestrian environment.</p>
<p>Introducing greater diversity of housing types.</p>	<p>Support this opportunity.</p>

Monash	
Stated Future Opportunities	Council’s Submissions
<p>Draft 2050 ambition statement:</p> <p>Monash Precinct will continue to be known globally for innovation, building on Monash University’s strengths in science, technology, engineering and mathematics (STEM) to attract and retain leading global firms. Significant employment growth will be supported by attractive public spaces, comprehensive walking, cycling and public transport networks, and a diverse lifestyle and hospitality offering.</p>	<p>Agree with the intent of this statement, however we recommend adding reference to the nearby health precinct also in attracting leading global firms.</p> <p>However, we believe that the Monash NEIC deserves more recognition, as well as highlighting that any change to planning controls needs to be well considered and measured so as not to adversely affect this significant employment area. The Monash NEIC is the second largest employment generator outside the City of Melbourne and the rhetoric here seemingly devalues its contribution and importance as an existing nationally significant employment precinct that provides over 83,000 jobs across the wider area. Whilst Council appreciates that the SRLA is dealing and planning for a smaller area within the NEIC, Council believes that it is important that</p>

	<p>policy/ambition statements and precinct planning occur in the context of the broader NEIC and potential impacts upon it.</p> <p>The existing and possible employment numbers suggested in the Business Case around the station only represent a small portion of what currently exists and what is the future potential in this area and across the entire NEIC. We request the SRLA be mindful to not lose sight of this bigger picture and the role that the NEIC offers. Specifically, due consideration will be required regarding reverse amenity issues. The continued success of the NEIC could be at risk if sensitive uses are introduced in new areas which could threaten the ability for the NEIC to further expand in size and its offer.</p> <p>Although we agree that there should be some additional residential development within the precinct, and in particular in the existing residential areas, we wish to raise that the continued success of the entire precinct should be protected and its success could be undermined if a mix of uses/ sensitive uses are introduced into new areas particularly when reverse amenity issues are factored in.</p> <p>The NEIC is bigger and far wider-reaching than the proposed SRL Precinct Area. Placing additional residential development in the wrong places could undermine the employment potential of this area.</p>
<p>Continue to be home to leading health, research and education facilities in the future, reinforcing its position as a globally recognised innovation precinct.</p>	<p>Support this opportunity.</p>
<p>Creation of a new town centre around the new SRL station, incorporating improved public and active transport options to live and work nearby</p>	<p>Support this opportunity in principle.</p> <p>Whilst there is a need for additional amenity and facilities to support additional employment in the Precinct, care is needed to ensure that any development is located</p>

	<p>and designed to serve the primary role of the Precinct as an education, research and health precinct.</p> <p>To this end it is likely that a town centre in the Monash Precinct would have a very different form and role to a town centre in Clayton or Glen Waverley. At this stage Council is supportive in principle of the concept of a new convenience centre around the SRL station.</p> <p>It should also be recognised that Monash precinct differs from other station precincts as it has a strong employment and student base that primarily operates around business hours. Other precincts operate at longer hours through the day serving different needs of their communities.</p> <p>As discussed earlier, Council will likely have concerns regarding new residential areas if they are located where land use conflicts could occur. This relates to the introduction of new sensitive uses in an area that may have industries that require separation and buffer distances (reverse amenity impacts). We reiterate that this precinct only forms a small portion of the greater role of the NEIC and the Council is keen to protect its interests in ensuring that the NEIC can maintain its role and ability to attract large enterprises and provide for additional employment opportunities as its main role and function.</p>
<p>Establish a new precinct core, enabling opportunities for mixed uses, including retail and commercial activities among emerging innovative industries including STEM-focussed research and industry</p>	<p>See previous comment</p>
<p>Celebrating the distinctive Australian landscape character in and around Monash University</p>	<p>Support the concept of quality landscape areas.</p> <p>Much of the existing Industrial and Commercial area is covered by Design and</p>

	<p>Development Overlay 1 (DDO1). Its key objectives relate to protecting the Garden City Character and retaining vegetation. The overlay sets a series of setbacks to encourage and allow for substantial vegetation to be included in new development. This gives the area a distinctive character and provides a point of difference which the Council hopes will be maintained with the introduction of new or different planning controls. These form a good basis that could be further developed to enhance the landscape character of the area.</p>
<p>Attracting workers from a larger catchment area, cementing Monash University, CSIRO and other significant research infrastructure anchors.</p>	<p>Support this opportunity in principle and agree that the SRL provides an additional mode of transport to improve wider connections to the Monash NEIC.</p>
<p>Attracting high-tech and research companies to locate in the area, actively supporting jobs growth</p>	<p>Support this opportunity.</p>
<p>Introducing new types of housing options that meet the needs of future workers, students and residents.</p>	<p>Support this opportunity in principle provided it does not propose the intrusion of residential uses directly into employment areas. This relates to the introduction of new sensitive uses in an area that may have industries that require separation and buffer distances (reverse amenity impacts) and need to be protected as they form part of the Monash NEIC.</p> <p>The existing residential areas of the Monash precinct, particularly to the west and south of the university have significant scope for redevelopment for mid-rise, quality residential apartments and we would prefer to see these areas realised prior to new residential areas being identified.</p>

Glen Waverley	
Stated Future Opportunities	Council's submissions:
<p>Draft 2050 ambition statement:</p> <p>Glen Waverley will be a centre for workers, students and residents, accessible from across the eastern metropolitan region and anchored by a vibrant multicultural core. Central Glen Waverley will continue to thrive with an even better mix of businesses, retail, services and entertainment uses, within a pedestrian and cycling-friendly local environment.</p>	<p>Support the intent of the statement, however we feel that the precinct is a lost opportunity that will not be realised unless the future lowering of Glen Waverley Station and extension of Myrtle Street over the railway line occurs. This will enable improved vehicular traffic circulation around the town centre, removing traffic from Kingsway and the lowering of the station provides for a large parcel of developable land.</p>
<p>To build on its reputation for retail and experience to provide more outlets for relaxation, entertainment and social gathering.</p>	<p>Support this opportunity. Aligns with the Glen Waverley Structure Plan 2016.</p> <p>As mentioned above, Council wishes to in future look at widening the footpaths along Kingsway, which is the heart of the activity centre, providing larger areas for gathering, dining, socialising and entertaining. We feel that unless an additional vehicular road is provided, this opportunity may need to be reconsidered, and would most certainly not be as effective as it could otherwise be.</p>
<p>The SRL station will create new living, working and recreational opportunities in the heart of a revitalised town centre.</p>	<p>Support this opportunity, but please refer to previous comment.</p>
<p>To attract new businesses that rely on a wider catchment area for customers and staff.</p>	<p>Support this opportunity.</p>
<p>Residential and commercial areas close to the SRL station could experience further transformation due to the uplift in value.</p>	<p>This is not really an opportunity but more a statement of what is likely to occur. Needs to provide more guidance around what might be appropriate development in light of that uplift.</p>
<p>Upgrading of walking and cycling connections and allowing for future enhanced links from the wider eastern suburbs.</p>	<p>Support this opportunity.</p> <p>Development of the Myrtle Street extension (over the railway line) will enable the</p>

	<p>successful circulation of vehicular traffic around the centre away from Kingsway and facilitates the widening of footpaths and improved public realm. Further, the lowering of the station (along with adjacent acquired properties) provides the potential for up to approx. 4.5ha additional development (almost double the developable area that would be currently available) above the station and greater levels of pedestrian circulation across it. We feel that without these interventions and with the additional closure of Coleman Parade, vehicles will dominate the main shopping strip even further and the ambition for a pedestrian and cycling friendly environment will not be realised.</p> <p>In terms of enhanced links to the east, given the steep sloping nature of the residential areas to the east of Springvale Road, enhanced links to the east should also consider improved bus services through the residential areas to ensure accessible and appropriate sustainable transport links with the station are provided in this general area.</p> <p>This statement needs to be tempered by the reality of the topography and the existing road network, particularly Springvale Road and what is meant by the “wider eastern suburbs”</p>
<p>Enhancing the already leafy and open character of the residential neighbourhoods prioritising walking and cycling and creating new open spaces and greenery.</p>	<p>Support this opportunity. Aligns with the Glen Waverley Structure Plan 2016.</p> <p>We reiterate our concerns that by not including the allowance for the Myrtle Street ring road and lowering of the station, this opportunity will be compromised by the larger levels of vehicular traffic moving through the area.</p>
<p>Extending the growth of the existing centre to accommodate future residents and jobs.</p>	<p>Support this opportunity in principle. This statement needs much more detail on the preferred form, building typology and location of growth.</p>

<p>Transitioning lower rise employment areas to more mixed-use business precincts, attracting more jobs to the area.</p>	<p>Support this in principle but would like further clarity on where this is intended.</p> <p>Mixed use precincts, through zoning changes invariably gravitate to residential development as highest and best use, eventually undermining employment.</p> <p>Is the intention for the Aristoc Road area to transition to a business precinct? Although we support the upgrading of the industrial land, it is still located a long distance from the station and we would encourage looking at greater densities within and immediately surrounding the activity centre in the first instance. This is also one of the only Industrial areas that provide for services to the Glen Waverley area, including where uses such as motor mechanics and panel beaters are able to locate, with other Industrial areas being further away. .</p>
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Burwood	
Stated Future Opportunities	Council's Submissions
<p>Draft 2050 ambition statement:</p> <p>Burwood will be a thriving centre of activity and be a major education precinct for Victoria, anchored by Deakin University's strengths as a leader in technology and commerce. Well designed public spaces with shops, restaurants and cafes along the Burwood Highway corridor will support more jobs and residents and access to Gardiners Creek will be supported by convenient walking and cycling links.</p>	<p>Support the intent of the statement.</p>
<p>Providing new and affordable living options</p>	<p>Support this opportunity.</p>
<p>Enlarge the education precinct and provide new jobs with direct access to public transport</p>	<p>Support this opportunity. This is not within the City of Monash.</p>

Enhance the green public spaces and the Gardiners Creek Corridor.	Support this opportunity.
Create a new mixed-use retail, service and commercial core adjacent to the Gardiners Creek trail and Burwood Highway	Support this opportunity. This is not within the City of Monash.
Transform the industrial areas over time to deliver new kinds of employment as the precinct evolves.	There are no industrial areas within the City of Monash within this precinct.
New green spaces, improved streetscapes and improved connections to schools and Deakin University	Support this opportunity.
Better walking and cycling links	Support this opportunity.
More diverse and affordable housing options enabling families to call Burwood home.	Support this opportunity.

We thank you for the opportunity to provide our initial thoughts on the Precincts Discussion Paper, including the high-level ambition statements and opportunities. Along with ongoing engagement with Monash City Council, this submission marks the start of our formal engagement on the Precinct Planning aspects of the SRL East project.

The Discussion Paper is a positive start, with Council supporting most of the ambition statements, subject to a few opportunities identified which require further detail to enable better understanding.

Council has been open about its reservations on specific aspects of the proposed Precinct Planning process and now invites the SRLA to engage with the Council around these potential issues early to find appropriate resolutions before the precinct planning proceeds to the plan development stage.

Kind regards,

Mayor Tina Samardzija

Monash City Council