

## 7.1.6 SRL EAST UPDATE - PRECINCT PLANNING DRAFT VISIONS, CLAYTON LANEWAY DISCONTINUANCE AND CLAYTON HALL ACCESS RAMP

<b>Responsible Manager:</b>	Sean McNamee, Manager Strategic Planning
<b>Responsible Director:</b>	Peter Panagakos, Director City Development

### RECOMMENDATION

That Council:

1. Notes the contents of the Suburban Rail Loop East Draft Precincts Visions documents released by the Suburban Rail Loop Authority (SRLA) for: Clayton, Monash, Glen Waverley and Burwood SRL Precincts.
2. Endorses the submission to the SRL East Draft Precincts Visions in accordance with this report.
3. Request that the SRLA clarify the Precinct Planning process and develop a Terms of Reference that commits to including Monash City Council as a key stakeholder of the Precinct Planning process.
4. Notes that to facilitate the construction of the Clayton SRL Station, the SRLA intend to remove the road status and assume ownership of part of the laneway located between Madeleine Rd and Clayton Rd, Clayton.
5. Notes that SRLA has agreed to fund, and that Council will construct, an additional permanent accessible ramp to the Clayton Hall western entrance to maintain the access and operations of Clayton Hall during SRL utility works in adjacent Remembrance Gardens.

### INTRODUCTION

The purpose of this report is to update Council on activities associated with the Suburban Rail Loop project and to consider and respond to the SRL East Draft Precinct Visions.

This report includes discussion on the:

- Suburban Rail Loop (SRL) planning area declaration that was published in the Victoria Government Gazette on 7 December 2023. The declaration area documents are provided at **Attachment 1**.
- Draft Precinct Visions for Burwood, Clayton, Glen Waverley and Monash SRL Precincts. The four Vision documents are provided at **Attachment 2**.
- Proposed lane way closure in Clayton; and
- Accessible ramp construction at Clayton Hall.

### 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**

### **Draft Precinct Discussion Paper, August 2023**

In late August 2023, the Suburban Rail Loop Authority (SRLA) released SRL East Precincts Discussion Paper (Paper) which initiated the 'Precinct Planning' phase of the project. This stage focuses on the development of areas around each of the proposed SRL stations to attract greater levels and diversity in housing, jobs and facilities.

The Discussion Paper provided high level draft ambition statements and proposed priority outcomes for the areas at each of the stations that set out the broad long-term direction for the Precincts to guide the structure planning process.

The discussion paper noted that each of the Precincts broadly covered an area of 1.6km radius from each of the proposed stations.

In addition, approximately one third of the 1.6km radial catchment for the proposed Burwood SRL station falls within the municipality.

A submission to the SRLA was endorsed at the Council meeting on 26 September 2023. The submission supported much of the content within the Discussion Paper, subject to further detail and clarification of the next steps of the process.

## **DISCUSSION**

### **Overall comment**

Overall, the draft Precinct Plans are supported. There are some specific issues that require attention or changes. These are set out under the relevant station precinct response.

### **Draft Precinct Visions, December 2023**

The high-level principles and outcomes as set out within the Vision documents appear to generally align with the key objectives of Council's relevant structure plans and precinct plans.

The Vision Papers set the aspirations for strategic planning across each of the precincts to build on the ambitions first set out in the *SRL Business and Investment Case*, which is part of the coordinated Victorian Government Plan to manage growth and change across Melbourne and Victoria by focussing growth within a 'city of centres'.

The planning process aims to build on previous strategic planning work undertaken in the past to develop new structure plans around the station precincts. A draft planning scheme amendment (PSA) will be exhibited alongside the structure plan to introduce a suite of new controls for future development within the precincts. It is proposed that planning will occur in a staged way and the structure plan will initially focus on the area within a 10-minute walk of the station. The full declared precinct area (extends approximately 1.6km radius from each station or more) will evolve over the long term and will be guided by the precinct visions.

### **Discussion on the Vision Statements**

The SRL Draft Precinct Visions consist of four key theme areas:

- The Vision Statements – set the aspiration for planning for each precinct
- The Draft Precinct Plan with indicative built form scale cross-sections – suggest key land uses, enhanced connections, and an indication of building densities, form and height
- The Preliminary Ideas – key elements to deliver the Vision and Precinct Plan
- The Opportunity Areas – focussing on key opportunity areas with the Precinct Plan area

Key issues under each thematic area are provided in this report, whilst a more detailed response is provided in the submission at **Attachment 3**.

A challenge for the SRLA is to recognise that the Precinct Planning process extends well beyond the delivery of an underground rail line and station forecourts. There are significant above ground infrastructure changes or additions that, whilst not within the authority of the SRLA, are critical to the success of Precinct areas. This is particularly true for improvements or changes to road networks such as Coleman Parade or Westall Road extension. Failure to include and address these issues will prejudice the ability to achieve the vision for the station precincts.

It should be noted that the Visions are aspirational and have an emphasis on painting a picture of a place in the future. In particular the broadness of these aspirational statements contains much that is outside the realm of traditional land use precinct planning.

#### **Draft Precinct Vision Statement - Clayton**

*Clayton will be a welcoming, eclectic and cosmopolitan district with a vibrant high street at its heart - infused with the character of great international food, independent traders and local creativity. With thoughtful planning and development, Clayton's town centre will build on its existing character and community spirit. Clayton is a place with a rich mix of activities that make it an attractive place to live, work and visit. A program of urban enhancement has resulted in a welcoming, comfortable place with a strong identity. With increasingly leafy streets and a network of open spaces encouraging play, Clayton is a great place for walking and cycling. Creating sustainable neighbourhoods with great recreational spaces*

*and more homes to suit locals of different ages and cultures will make Clayton an inclusive and vibrant place to live. Clayton will be a major employment and community services centre. Its world-leading health hub will deliver exceptional care. The precinct brings together research institutions, major hospitals and commercial enterprise, making it a place of entrepreneurial energy. Better connectivity will bring communities, cultures, businesses and services together in Clayton, strengthening its vibrant culture.*

#### Officer comment

The overall intent of the Vision is supported. However, the Visions would benefit by the following changes or additions:

- Acknowledging Clayton's role in the Monash National Employment and Innovation Cluster (MNEIC) by emphasising its key role as a major employment, healthcare services and education hub to be identified first within the statement.
- Include reference to Clayton as a 'transport super hub' that would link both Metropolitan and Regional train services, buses etc.
- It should be noted that Clayton can offer people somewhere to live while working or studying nearby without the need of a car.

#### **Precinct Plan - Clayton**

The submission's key points on the Precinct Plan at Pages 20-21 of the Precinct Vision are as follows:

- Higher change areas proposed along the main arterial roads are supported.
- The area for significant change is relatively small, is located over the tunnel infrastructure and is only located to the north of the SRL Station. In accordance with the Clayton precinct Plan, Officers consider that there is further opportunity for development throughout the retail part of the town centre and on some key underutilised parcels of land that have not been identified within the draft Precinct Plan.
- Locations marked for 'Diversifying Retail and Commercial Uses' and 'Supporting Health, Education and Research Growth', are supported however, they do not indicate the scale and height of buildings expected.
- Further pedestrian and cycling connections should be explored in an east-west direction through the medical precinct and retail precinct.
- There is an ongoing concern with the closure of Carinish Road on the western side of Clayton Road and the impact this would have on the surrounding area in terms of traffic impacts. Council continues to have a strong preference for the closure of Haughton Road instead of Carinish Road. Providing the southern entrance of the SRL Station within the public realm will provide a more direct pedestrianised connection to the Clayton Road retail centre. As significant numbers of pedestrians will be heading south, this avoids conflict with the increases in vehicular traffic travelling along Haughton Road if the closure occurred. It also reduces rat-running through the residential area along Madeleine Road, will improve accessibility for pick-up/drop-off (PUDO) parking at the station and will maintain the flow of traffic along Carinish Road in an east-west direction in its existing arrangement. Council maintains that this is a superior outcome for the Activity centre and the SRL station.



### **Preliminary Ideas - Clayton**

Officers generally support the Preliminary Ideas set out at pages 23 to 25 of the Precinct Vision.

However, there are some areas that require modification.

Preliminary Idea 2, which looks to improve north-south connections across the area for landscaping improvements, is considered transformative for Clayton Road, as it will provide benefits of calming traffic, encourage more walking with more areas for pedestrians and provides areas for people to gather or pause.

In order for this to be achieved there needs to be a significant change in the broader road and transport network. To this end the Preliminary Ideas should note that significant additional infrastructure improvements or changes are required to be able to deliver the SRLA desired outcome.

For Clayton, this means that the SRLA must advocate to other sectors of State Government for the construction of the Westall Road extension to assist with the reduction of heavy vehicles moving along Clayton Road, which currently restricts the realisation of a quiet pedestrianised activity centre. The Precinct Plan should include acknowledgement of this critical interdependency.

Officers support Preliminary Idea 6 of identifying links between the station, the Monash Medical Centre and Monash University. These connections are considered vital to the area's success and aligns with the recommendations within the Clayton Activity Centre Precinct Plan 2020.

### **Opportunity areas - Clayton**

The Opportunity Areas for Clayton are set out at pages 26 to 29 of the Precinct Vision. These are generally in alignment with the recommendations as set out in the Clayton Activity Centre Precinct Plan.

Officers note that Opportunity Areas 3 and 5 consist of existing residential areas with a significant proportion of strata titles developments.

### **Draft Precinct Vision Statement - Monash**

*Monash is already home to globally recognised education and research institutions and will grow as Melbourne's epicentre for innovation in health, medicine, materials and manufacturing. Monash will support a new business destination of state significance that will unite multinational enterprises and young entrepreneurs from mature and emerging sectors. These will be the jobs and industries essential to Melbourne's future competitiveness and prosperity. With a strong emphasis on environmental sustainability and working partnerships between government, institutions, industry and business, Monash will be acknowledged for its leadership role, showcasing the coexistence of new technologies and economic growth. Monash will be a place where walking and cycling complement high-frequency public transport, and reduced car dependence. In the streets and squares around the station, a new kind of town centre will unfold that complements the open space and recreational amenities of the university precinct. A dynamic mix of social, cultural and commercial experiences will create opportunities for people to connect, collaborate and share their ideas. It will have an eclectic feel, where new buildings will sit alongside spaces that have been adapted for businesses to grow. Entertainment uses will*

*support public life through vibrant streetcorner cafes, small bars and urban art in unexpected locations. Over time, Monash will deliver more housing diversity for all kinds of people. Students, researchers, academics, and entrepreneurs from all over the world will mingle with locals in Monash's compact, smart and sustainable neighbourhoods. At Monash, SRL East will unlock a knowledge and innovation precinct of global impact.*

#### Officer comment

Officers support the intent of this statement but suggest that the statement should be adjusted to reflect the reality that the key role of the station is likely to be to serve students and workers commuting to the university campus, research institutions and surrounding employment areas.

#### **Precinct Plan - Monash**

Key comments on the Precinct Plan at Page 20-21 of the Precinct Vision are as follows:

- More clarity and direction is required to understand the mix of uses that will be proposed for the significant change area.
- Concern remains regarding the potential introduction of sensitive uses at this location that could result in adverse employment outcomes and land use conflicts. This relates to the introduction of new sensitive uses such as residential that require buffer or separation distances to avoid impacting the operation of existing industrial uses.
- The Precinct Plan should protect the greater employment role of the MNEIC and its ability to attract large enterprises as a result of maintaining larger landholdings.
- How does the future plans of Monash University integrate with the precinct plan. There are opportunities for the University and other large institutions to open the campus up further to the surrounding community and provide improved cycling and pedestrian connections throughout the precinct.
- The residential area along Beddoe Avenue and Marshall Avenue offers an opportunity for significant change. This area could be investigated for greater development potential than the indicative medium change area that has been identified. The existing zoning is Residential Growth Area (RGZ) and with this area's proximity to major roads, the university and nearby public transport options provides opportunities for more intensive development, particularly for student accommodation or midrise apartment development.
- Significant upgrades will be required to both Normanby Road and Howleys Road. The widening of the footpath and provision of additional pedestrian areas will be essential to the success of the immediate environs surrounding the SRL Station.
- Higher change areas along the main arterial roads are supported.
- Employment areas should provide two different indicative building typologies that would allow for greater scale in closer proximity to the SRL Station and neighbouring significant change areas, and transition down in scale toward nearby residential interfaces.
- Additional east-west connections should be explored through the structure planning process including extending these links outward from their immediate surrounds. A link that could extend further east beyond Nantilla Road could provide a key walking and cycling connection for that large employment area in future.

### **Preliminary Ideas - Monash**

Overall officers support the Preliminary Ideas set out at pages 23-25 of the Precinct Vision.

Preliminary Idea 3 should include reference to the importance of many of the existing anchor tenants that are already within the Monash NEIC and acknowledging the need to maintain large landholdings for its success.

Preliminary Idea 4 aims to improve movement and connections across the precinct which Council believes is essential for the success of the town centre. Key to this is that the Monash University and other large institutions integrate their future plans with the structure plan in order to improve its walkability and additional cycling connections and ensure a holistic approach to the precinct by removing existing physical barriers and boundaries and improving the activation of streets.

### **Opportunity Areas - Monash**

The Opportunity Areas for Monash are set out at pages 26-29 of the Precinct Vision.

Opportunity 1 relates to Preliminary Idea 4, reiterating the need for this to be identified in the preliminary ideas also.

For Opportunity Area 3, it is questionable why the employment area north of Ferntree Gully Road and to the east and west of Nantilla Road were not considered as opportunity areas for employment growth. These areas also have potential for significant employment growth and are still within reasonable distance from the station.

### **Draft Precinct Vision Statement - Glen Waverley**

Precinct Vision Statement at Page 5 of the Precinct Vision document:

*Glen Waverley will be home to a thriving multicultural community with the job and lifestyle opportunities its growing population needs. A diverse range of housing options will mean people can stay in the community they love, whatever their life stage. Building new housing will be matched by increases to natural habitats and open spaces that support active and healthy lifestyles. SRL will mean Glen Waverley residents will have everything they need, closer to home. Improving walking and cycling options as the suburb grows will encourage people to leave the car at home. New connections will create new job opportunities for Glen Waverley. Just as residents will travel to workplaces in Clayton, Monash or Box Hill, people from across the corridor will come to work, study and play in Glen Waverley. The southern end of the precinct will become a commercial destination with a thriving business community. The new station will create a lively plaza as a centrepiece to a revitalised town centre. Building on the vibrancy of Kingsway, it will be a place for celebrations, cultural events and community gatherings. The town centre will come alive in the evenings with restaurants, bistros and bars. SRL will unlock opportunities in Glen Waverley, delivering a vibrant and diverse precinct with diverse and affordable housing.*

### Officer comment

Officers support the overall intention of this precinct vision but suggest that the statement is changed to include an emphasis on maintaining Glen Waverley's key attractions: a significant retail centre, diverse and convenient dining offer and leafy and green character.

### **Precinct Plan – Glen Waverley**

Officers key comments on the Precinct Plan at Page 20-21 of the Glen Waverley Precinct Vision are as follows:

- The full potential of the SRL Precinct will not be realised unless the future lowering of Glen Waverley Station and the extension of Myrtle Street over the railway line occurs. This will enable improved vehicular traffic circulation to divert around the edge of the town centre, removing traffic from Kingsway and the lowering the station to unlock a large parcel of developable land.
- Whilst there are areas where a higher level of change is possible along the eastern side of Springvale Road, the Precinct Plan fails to recognize the topography and current residential and neighbourhood zoning of the area. The areas of change should be modified and reduced to reflect the existing zone boundaries.

### **Preliminary ideas – Glen Waverley**

Preliminary ideas are set out at pages 23-25 of the Precinct Vision.

Preliminary Ideas 1 & 2 align with the Glen Waverley Activity Centre Structure Plan.

In particular, they align with the proposal to redevelop the Glen Waverley Library which will include community space and further offices for Council staff.

However, serious concerns remain that by not flagging the lowering of the existing Glen Waverley Metro station and providing the Myrtle Street extension, significant redevelopment and growth opportunities will be lost due to a substandard movement network and an effective doubling up of transport land uses in the core of the Glen Waverley Activity Centre.

The proposed transformation of Kingsway, widening of footpaths and larger areas for dining, socialising and entertaining is likely to be undermined as traffic would likely become a much greater issue for Kingsway as it will become the only north-south connection within central Glen Waverley.

Preliminary Idea 3 proposes the intensification of the industrial land in the Aristoc Road precinct and in general this is supported.

Aristoc Road is approximately 800ms from the Glen Waverley train stations and currently performs a successful service industry and employment function. The Aristoc Road precinct is also one of the only employment areas that services the Glen Waverley area. Given the distance from the station and the need for service industry that makes up the bulk of the businesses in that location it is preferable to maintain the ability for small-format industrial uses to locate in this area.

Opportunities for additional employment growth should be accommodated within the existing commercial areas of the Glen Waverley Activity Centre.

### **Opportunity areas – Glen Waverley**

The document has set out opportunity areas at pages 26-29.

Opportunity Area 4: Springvale Road East as a medical office and mixed-use area is supported in principle, however the geographic extent of the area needs to be reduced. Whilst there are areas where a higher level of change is possible along the eastern side of Springvale Road, the opportunity area fails to recognize the topography and current residential and neighbourhood zoning of the area. The extent of Opportunity Area 4: Springvale Road East should be modified and reduced to reflect the existing zone boundaries.

Opportunity Area 7: Syndal is supported in principle. However, it is noted that there has been no detailed planning undertaken for this area and whilst it is within the catchment of the Syndal Station is around 1 kilometre from Glen Waverley. Additionally, a substantial proportion of the Syndal Activity Centre is separated from Glen Waverley by the Glen Waverley metro train line, poor east/west street alignment and Wesley College.

### **Draft Precinct Vision Statement - Burwood**

*Burwood will grow and transform into a thriving urban centre, as Deakin University builds on its success. The renewal of established neighbourhoods will create new residential diversity and amenity, leveraging the natural landscape to create a nature-based, and sustainable suburb. A vibrant urban centre will emerge around the new SRL transport hub to create a lively social centre for the community. The centre of Burwood will provide everything locals need. It will be home to great cafes and restaurants, providing spaces to work and a unique destination to meet in the evenings and on weekends. Burwood Highway and Highbury Road will be home to new services and amenities to meet the needs of a diverse and growing community. A better-connected Burwood Precinct will be dynamic, supporting emerging careers and enterprise, nurturing growing families and connecting generations. Pedestrian and cycle routes will seamlessly connect its centre, the Gardiners Creek corridor and the rest of the suburb – if you don't want to drive, you won't have to. Gardiners Creek and its extraordinary network of open spaces and wildlife habitats bring people together to experience nature and help supports the active, outdoor recreation lifestyle that people in Burwood enjoy. Deakin University will continue to cement its place as a globally significant university and research centre, embracing opportunities anchored to the emerging Burwood Precinct. New populations of students, academics and industries will continue to generate ideas and innovation in Burwood. As both an important biodiversity corridor and a treasured community amenity, an enhanced Gardiners Creek will be the focal point of this vibrant precinct. Burwood confidently embraces renewal while celebrating its beautiful natural assets and vibrant urban centre.*

### **Officer comment**

It is noted that the bulk of change anticipated arising from the Burwood SRL Precinct Plan is located north of Highbury Road in the City of Whitehorse.

The Burwood Vision broadly supported. There are opportunities to improve the Vision by rewording it to provide a greater emphasis on Burwood's future key attractions: the tertiary facilities at Deakin University and the new activity centre as its key features.

### **Precinct Plan – Burwood**

Officers key comments on the Precinct Plan at pages 20-21 of the Burwood Precinct Vision are as follows:

- Support the opportunity for intensifying employment uses in the employment areas within the City of Monash. The industrial site next to Gardiners Creek should be carefully considered in respect of intensifying uses adjacent to the Gardiners Creek to minimise impacts on the environs of the creek, with the aim of improving the amenity of this section of the creek.
- More information should be provided on how the connections might link across neighbouring localities to improve cycling and walking networks more widely. A cycling and walking trail should be identified that connects to Mt Waverley.
- Gardiners Creek is an identified opportunity area and housing is envisaged to increase beside the creek. Given the topographical constraints and current neighbourhood character this change in housing density is not supported.

### **Preliminary Ideas - Burwood**

The preliminary ideas are set out at pages 22-25 of the Precinct Vision.

Preliminary Idea 2 to extend Gardiners Creek surrounds is supported. The creek is being naturalised as part of the SRL project beside Burwood Station. It seems appropriate for the naturalised portion of the creek to be extended along the full length of the area for precinct planning, to secure the health and biodiversity of the nature corridor, particularly when the creek is acknowledged as the key focal point for the precinct. Naturalisation will greatly enhance community amenity, recreational value as well as the ecological function, habitat and biodiversity values of the creek. Council also supports the idea of exploring additional connections that link with the Gardiners Creek to improve connections through the precinct.

Preliminary Ideas 3 and 5 are also supported. They identify the intensification of the Highbury Road corridor for the expansion and diversification of employment and residential capacity through a range of building types.

### **Opportunity Areas – Burwood.**

Opportunity areas are set out at pages 26 – 29 of the Draft Vision.

Opportunity Area 8 – Creekside Neighbourhood identifies this area as an opportunity for increased housing provision. This is not supported.

This area is currently within a Neighbourhood Residential zone, comprising traditional family style housing and a scattering of dual occupancies. The topography is steep. The current height limit is 2 storeys. Whilst the area is within the Burwood SRL catchment as the crow flies, the road layout



and surrounding land use mix mean that the area is in a practical sense removed from the Burwood Station environs.

Given the topography, absence of community infrastructure and the existing housing stock there is considered to be limited redevelopment opportunity.

The Gardiners Creek and environs is located in an Urban Floodway, which may allow for improvements along the creek but does not encourage more intense development within or adjacent to its immediate environs in Monash.

### **Planning Declaration Areas**

On 7 December 2023, planning declaration areas were published in the Victoria Government Gazette making the Suburban Rail Loop Authority the Planning Authority under the *Planning and Environment Act 1987* for land within the SRL declared planning areas.

Although the Discussion Paper had referenced a 1.6km radius from each of the SRL Stations being the areas considered for Precinct Planning, we note in our submission that the formal declared area boundaries extend significantly beyond the 1.6km radius previously referenced in the Discussion Paper, particularly to the south-east of the Monash SRL Station and east of Clayton SRL Station.

This declaration provides the SRLA with the ability to undertake planning work such as the current Precinct planning and prepare amendment to affected planning schemes, within the declaration areas.

This matter is for noting only.

### **Clayton Laneway Discontinuance**

In November 2023, officers were notified by the SRLA that they intend to remove the road status of part of a laneway which sits between Madeleine Rd and Clayton Rd, Clayton (shown bordered red with the part subject to the road discontinuance highlighted yellow in **Image 1** below). This is within the project area for the Suburban Rail Loop East Project, therefore the SRLA intends to utilise section 186A of the Major Transport Projects Facilitation Act 2009 (**Act**) to remove the road status from part of the Laneway.



*Image 1: Laneway subject to proposed road discontinuance by SRLA (relevant section highlighted yellow)*

The subject area is approximately 942m<sup>2</sup> and is shown shaded yellow in **Image 1** and dimensioned in **Image 2 (Subject Area)**.

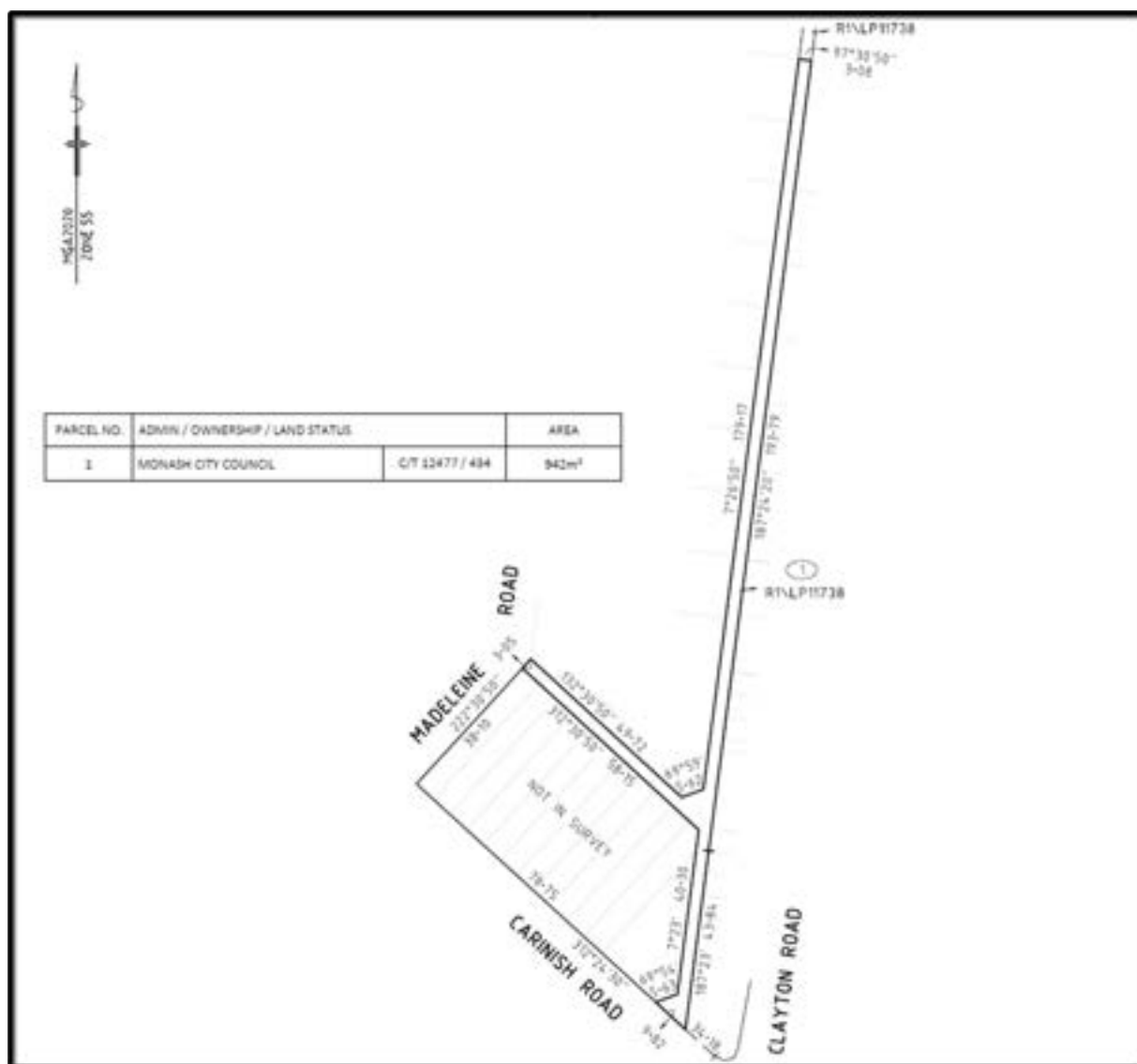


Image 2: Subject Area

The SRLA have also provided the following information regarding the Laneway:

- SRLA intends to remove the road status from the 942m<sup>2</sup> Subject Area of the Laneway, via publication in the Government Gazette, with an effective date of 29 Feb 2024.
- In assessing the removal of the road status (discontinuance), SRLA have not identified any denials of access that will result from it.
- SRLA is aware of the Council owned assets in the Laneway. Where relevant, SRLA and its contractors have planned for the relocation of the assets.
- The discontinued Subject Area will be vested in fee simple in SRLA and be discharged from all trusts, limitations, reservations, restrictions, encumbrances, estates and other interests.
- The unaffected remainder of the Laneway which extends from the Subject Area north to Colonel Street will retain its road status and in Council ownership (bordered red, but not shaded yellow, in **Image 1**).

- The SRLA intends to communicate with Council, the managing contractor, external stakeholders including local traders and the local community in advance of the discontinuance of the Subject Area of the Laneway.

Upon receipt of the notification from the SRLA regarding its proposal to remove the road status from the Subject Area, officers sought legal advice, which confirmed the SRLA's powers under the Act and that Council was not entitled to compensation for loss of that part of the Laneway to be discontinued and vested in SRLA. There is also no requirement for Council to pass a resolution with respect to the proposed discontinuance and Council is merely being informed of SRLA's decision.

SRLA have confirmed that their surface and tunnel plans propose a future lane in this immediate area, which includes footpaths, indented parking and a dedicated cycling facility running north/south through the Clayton Precinct. This proposed lane is labelled North-South Lane and runs between Clayton Road and Madeliene Road on the drawing in Attachment 4 to this report.

The final designs and ultimate ownership of these new assets is still being discussed with SRLA, but ultimately this will mean that the community will see an improvement in the quality of this route, especially for walking and cycling, despite the discontinuance of the Subject Area within the Laneway.

### **Clayton Hall Accessible Ramp**

As part of the negotiations with Council officers on the proposed occupation of Remembrance Gardens to enable utilities relocation works, the SRLA has agreed to fund construction of an additional accessible ramp at the Clayton Hall western entrance adjacent to the Remembrance Gardens. This will maintain DDA access at this entrance at all stages of the SRL Clayton construction.

As the ramp is located outside the SRL East Project Area, Council will undertake construction, with costs to be reimbursed by SRLA. The aim is for this to be in place before the SRL construction site is established in Remembrance Gardens and access to the existing accessible ramp at the western entrance ceases due to construction activities.

### **FINANCIAL IMPLICATIONS**

There are no financial implications associated with the content or actions of this report.

### **POLICY IMPLICATIONS**

Overall, the draft Precinct Visions align with State government policy and the planning and policy work of increased development in and around activity centres of Monash.

### **CONSULTATION**

Consultation on the draft Visions is being carried out by State Government.

## SOCIAL IMPLICATIONS

In developing this report to Council, it is considered that the subject matter does not raise any intended negative social implications.

## HUMAN RIGHTS CONSIDERATIONS

The subject matter was considered in accordance with the *Charter of Human Rights and Responsibilities Act 2006*.

It is considered that the subject matter does not raise any human rights issues.

## GENDER IMPACT ASSESSMENT

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

## CONCLUSION

### **Draft Precinct Visions, December 2023**

The Precinct Visions are consistent with Council's broader policy objectives to deliver sustainable development in the form of improved employment hubs, activity centres and neighbourhood shops and delivers the primary objective of the SRL project, to deliver a sustainable transport project.

Overall officers are generally satisfied with the contents of the Visions documents, subject to the specific issues discussed in this report and in the draft submission at Attachment 3.


### **Clayton Laneway Discontinuance**

SRLA powers under the Major Transport Projects Facilitation Act 2009 allow it to remove the road status from part of the laneway located between Madeleine Rd and Clayton Rd, Clayton, to enable the construction of the future Clayton SRL Station. Following information from SRLA, Council is satisfied that all interests in the laneway will be addressed appropriately as part of this process. The SRL surface and tunnel plans propose a lane in this immediate area at ultimate build out, which includes footpaths, indented parking and a dedicated cycling facility running north/south through the Clayton Precinct.

### **Clayton Hall Accessible Ramp**

The additional permanent accessible ramp to the Clayton Hall western entrance, that is to be funded by SRLA and constructed by Council, will mean that Clayton Hall operation can be maintained during SRL utility works in Remembrance Gardens. This improvement to Clayton Hall is also a good outcome from a legacy perspective.

## ATTACHMENT LIST

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1. Attachment 1 - Planning Area Declaration BMI N-1-23-2112 [**7.1.6.1** - 2 pages]
  2. Attachment 2 - SR L- East- Combined- Draft- Precinct- Vision- Paper [**7.1.6.2** - 128 pages]
  3. Attachment 3 - Monash City Council Submission SRL Draft Precinct Visions [**7.1.6.3** - 24 pages]



## **Declaration of a Suburban Rail Loop Planning Area by the Honourable Minister for the Suburban Rail Loop**

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### **SUBURBAN RAIL LOOP ACT 2021**

(Section 65(1))

#### **DECLARATION OF A SUBURBAN RAIL LOOP PLANNING AREA**

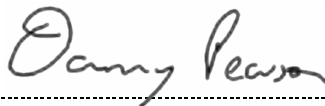
Cheltenham, Clayton, Monash, Glen Waverley, Box Hill, and Burwood Suburban Rail Loop Precincts

I, Danny Pearson, Minister for the Suburban Rail Loop, pursuant to section 65(1) of the **Suburban Rail Loop Act 2021** (the Act), designate the area of land shown on the plans signed by the Surveyor General with reference LEGL./23-024 Plan, and as generally indicated on the map in the schedule, as a Suburban Rail Loop planning area.

This declaration comes into effect as and from 8 December 2023.

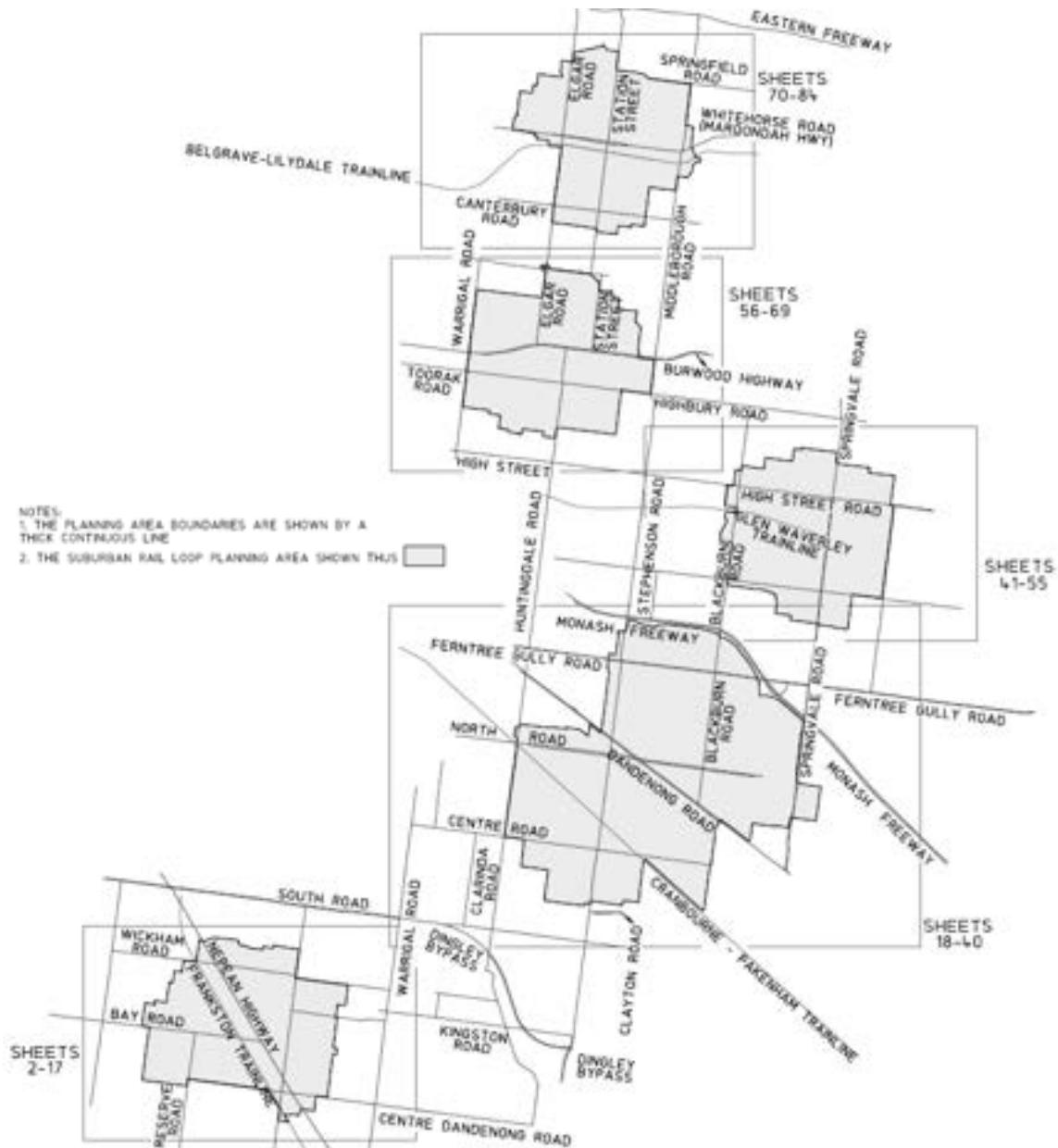
Dated. 04/12/2023

(Signature of Minister)



HON DANNY PEARSON MP  
Minister for the Suburban Rail Loop

## SCHEDULE





# Draft Precinct Vision

CLAYTON



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



ARTIST'S IMPRESSION



## Acknowledgment of Country

Suburban Rail Loop is located on the traditional lands of the Wurundjeri Woi Wurrung People to the north and the Bunurong People to the south. We proudly acknowledge all First Peoples as the Traditional Owners and custodians of the land on which we live and work, and we pay our respect to Elders, past and present.

Suburban Rail Loop Authority celebrates the world's oldest living cultures, and we acknowledge that Traditional Owners have lived sustainably in the region for tens of thousands of years. We respect their connection to Country as ongoing custodians, and their spiritual connection to the land, waterways and stories of this Country.

As we work to transform our public transport network, better connect our suburbs, and reshape how our city grows for future generations, we recognise the rich history and cultural significance of these communities. We acknowledge the traditional trade routes and ceremonial paths that First Peoples have used for millennia to connect and journey across the land we now call Victoria.

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# Introduction and Draft Vision

Suburban Rail Loop (SRL) will make Clayton an even better place to live and work, bringing exciting opportunities for the people and businesses in the SRL Clayton Precinct.

It will mean more jobs and affordable housing options, greater access to health, research and education opportunities, and better services to support the local community.

The release of the Draft Precinct Vision for Clayton is the next step in a joint approach to planning for the future of these neighbourhoods.

We invite you to be part of an ongoing conversation to ensure we all make the most of the opportunities that SRL brings to Clayton.

Following the release of the *SRL Precincts: Discussion Paper* recapping community feedback to date, this document continues the conversation about planning for the future of SRL East Precincts.

It puts forward a draft vision statement to show what Clayton could look like in the 2050s, building on the ambition first set out in the *SRL Business and Investment Case*.

Five precinct themes have been identified to establish a clear connection between the place that exists today and what it could look like in the future, as inevitable change occurs. They will guide the way we look at strategic planning for SRL East Precincts.

Connected to these themes are Priority Outcomes that Suburban Rail Loop Authority (SRLA) sought feedback on in the *SRL Precincts: Discussion Paper*.

This Draft Precinct Vision builds on both the themes and the priority outcomes by identifying a draft precinct plan, presenting a range of preliminary ideas and opportunity areas to guide strategic planning for Clayton.

## How you can be involved

Successful strategic planning needs a vision to build on, to inspire feedback and to support the development of planning tools. These include a structure plan and planning scheme amendments.

Your feedback on this document will inform the development of these planning tools and their supporting policies to guide planning, investment and decision making – ensuring coordination and collaboration between community and stakeholders to achieve the best outcomes for the community.

There will be further opportunities for you to provide input as the SRL East Precincts planning process continues into 2024.



# A Draft Vision for Clayton

Clayton will be a welcoming, eclectic and cosmopolitan district with a vibrant high street at its heart - infused with the character of great international food, independent traders and local creativity.

With thoughtful planning and development, Clayton's town centre will build on its existing character and community spirit.

Clayton is a place with a rich mix of activities that make it an attractive place to live, work and visit.

A program of urban enhancement has resulted in a welcoming, comfortable place with a strong identity. With increasingly leafy streets and a network of open spaces encouraging play, Clayton is a great place for walking and cycling.

Creating sustainable neighbourhoods with great recreational spaces and more homes to suit locals of different ages and cultures will make Clayton an inclusive and vibrant place to live.

Clayton will be a major employment and community services centre. Its world-leading health hub will deliver exceptional care.

The precinct brings together research institutions, major hospitals and commercial enterprise, making it a place of entrepreneurial energy.

**Better connectivity will bring communities, cultures, businesses and services together in Clayton, strengthening its vibrant culture.**

# Building on conversations

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

The SRL Team is continuing this dialogue as part of a process to develop shared visions about the potential for these suburbs.

We are seeking ongoing feedback to ensure the community and other stakeholders are at the centre of our 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.

## 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](https://suburbanrailloop.vic.gov.au/engagement-reports)

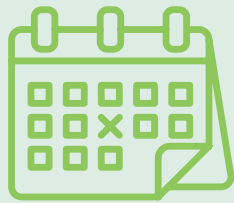
In addition, workshops have been held with key stakeholder groups, including state and local government partners and key educational and health institutions in each precinct.

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

To help progress the conversation we developed the *SRL Precincts: Discussion Paper* which included draft ambition statements that summarised the individual qualities of each place, along with proposed priority outcomes for each area.

Through consultation these have been refined and developed into a draft vision for each precinct.

## ***SRL Precincts: Discussion Paper***



**August 2023**

*SRL Precincts: Discussion  
Paper release date*



**3,438**

*SRL Precincts: Discussion  
Paper downloaded*



**10**

Community listening posts  
and shopping centre pop-ups



**615**

Surveys submitted



**350+**

Face-to-face community  
interactions

# Context

## About Suburban Rail Loop

SRL will change how people move around Melbourne and Victoria and help shape how the city grows in the decades ahead.

It will deliver a new 90km orbital rail line across Melbourne's middle suburbs from Cheltenham to Werribee, along with 15 new train stations – many that will connect with the existing radial rail network and regional lines. It will also create a corridor of linked precincts outside of the CBD.

But SRL is much more than a transport project. The precincts around the new 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 lead to better services to support these communities.

## SRL East Corridor

SRL East will create a new networked corridor for Melbourne's east and south east. It will provide previously unimagined access between six new SRL stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill via a modern 26-kilometre underground rail line.

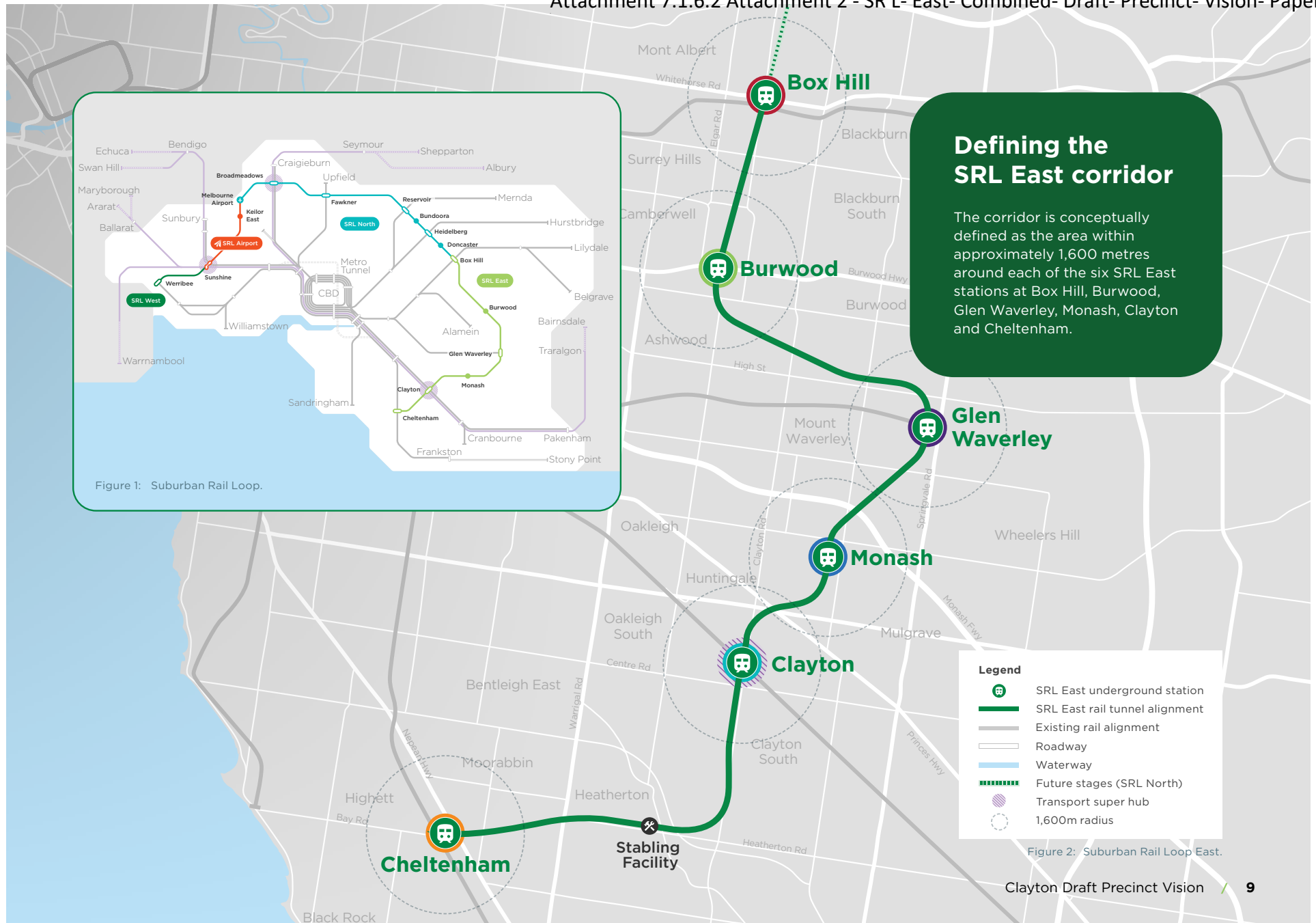
From 2035, trains will run every six minutes in the peak and will enable passengers to travel from Cheltenham to Box Hill in around 22 minutes. Train frequency will increase to meet demand as future SRL stages are delivered, with an ultimate service frequency of every two minutes.

Enhanced connectivity will make these destinations even more attractive for businesses and families.

Detailed and thoughtful strategic planning is required to enable the areas around the new stations to build on the existing strengths of these suburbs.

Coordination and planning for each SRL East Precinct needs to take place concurrently to optimise the best outcomes for the SRL East corridor as a whole. This coordinated approach will:

- Ensure housing, jobs, services and amenities are delivered in the right locations to support new and existing residents, people working in Clayton, and visitors.
- Enable a more efficient program of infrastructure investment across transport, education, health, open space and other amenities.



# Planning for Melbourne's future

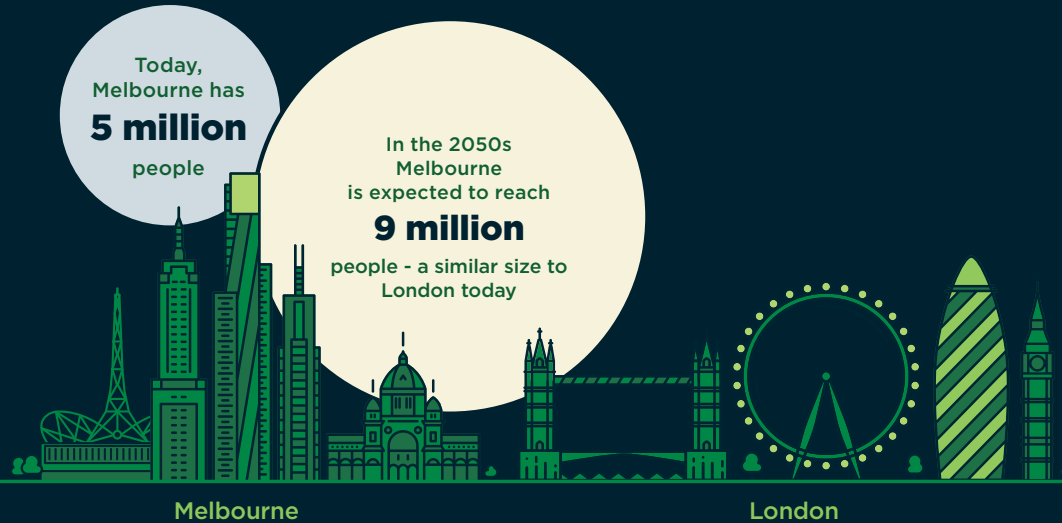
Victoria and Melbourne is growing. Victoria is forecast to be home to around 11 million people in the 2050s, with up to nine million of those based in Melbourne. That's the same size as London today.

Our 'hub and spoke' metropolitan rail network does not support a growing city. Historically, Melbourne has grown at its fringes. And the more a city sprawls, the less liveable it becomes.

Unless Melbourne shifts away from its monocentric structure, there are likely to be increasing constraints on economic growth, impacts to sustainability, liveability and outcomes that result in entrenched disadvantage.

## A strategically aligned vision

Suburban Rail Loop is part of a coordinated Victorian Government plan to manage growth and support change across the state, aligning with Victoria's *Housing Statement*. Planning for the broad areas around each of the SRL East stations will help Melbourne become a 'city of centres' and will set up these communities to thrive into the future.





## Delivering Plan Melbourne objectives

*Plan Melbourne 2017-2050* is the Victorian Government's long-term planning strategy to ensure Melbourne remains a global city of opportunity and liveability.

In its *Housing Statement*, the Victorian Government announced Plan Melbourne will be updated and expanded to cover the whole state.

A new plan for Victoria will set into action what our state will look like over coming decades. It will focus on delivering more homes near transport, job opportunities and essential services in vibrant, liveable, and sustainable neighbourhoods.

A new plan for Victoria will bring to life the Victorian Government's target for 70 per cent of new homes to be built in established areas, while making sure growth areas deliver 30 per cent of new homes.

SRL will help deliver these core objectives. It will reduce road and public transport congestion and enable people to move more easily around the city by better connecting suburbs and by supporting precincts around transport hubs. These SRL East Precincts will open up greater housing opportunities and business potential as well as access to enhanced services and facilities for communities.

### Planning for Clayton as part of SRL will help:



**Increase connections and opportunities for regional Victorians** by improving access to health, education and other services.



**Provide a transport network for the future** that transforms how Victorians move around the city and includes more sustainable transport options.



**Provide more affordable housing and choice** in locations close to jobs and services.



**Create a 'city of centres'** supported by integrated transport, land use and precinct development that will help shape a more sustainable and equitable Melbourne.



**Grow the economy** by encouraging more jobs closer to where people live and enhancing health, education and research precincts.



**Develop a 20-minute neighbourhood** so people can access most of their daily needs locally.



**Respond to climate change** by growing a cleaner and more productive neighbourhood.

## Victoria's *Housing Statement*

Right across Australia, finding an affordable home is becoming harder than ever before.

Victoria's *Housing Statement* puts forward an ambitious, state-wide plan to tackle the root of the problem: housing supply.

The Victorian Government is setting a bold target to build 800,000 homes in Victoria over the next decade.



### 1 Good decisions, made faster

The Victorian Government is reforming Victoria's planning system to boost housing supply across the state – clearing the backlog and giving builders, buyers and renovators certainty about how long approvals will take.

### 2 Cheaper housing, closer to work

The Victorian Government is making it easier to build more homes, with the best design standards, where Victorians want to live – that means going up and out, not just out.

### 3 Protecting renters' rights

The Victorian Government is closing loopholes that drive up the cost of living for renters, giving renters more certainty over their leases, living standards and finances and resolving tenancy disputes faster to keep them out of VCAT.

### 4 More social housing

The Victorian Government is building more social and affordable homes across Victoria – launching Australia's biggest urban renewal project on top of the *Big Housing Build*.

### 5 A long-term housing plan

We know our state will keep growing – and we know we'll need a plan to manage that growth in the decades ahead.

### 6 425,600 new homes for regional Victoria

As part of the Victorian Government's work to build the 2.24 million homes Victoria will need by 2051, the state is setting a regional target to build 425,600 of those homes across our regions.

## Building on priority outcomes for Clayton

The *SRL Precincts: Discussion Paper* sought feedback on the five priority outcomes for Clayton.



### Priority outcome A

Equity of access to jobs, services and learning



### Priority outcome B

Access to distinctive and high-quality environments



### Priority outcome C

Capacity for future employment and industry



### Priority outcome D

Clustering of economic activity



### Priority outcome E

Improved connectivity to regional Victoria

Community feedback emphasises the importance of stimulating investment in the precinct to create vibrant hubs that provide equitable access to education, jobs and housing.

The Draft Precinct Vision builds on the feedback already received. This document adds new precinct themes and preliminary ideas. Your feedback on these will inform future planning.



## Precinct Themes - Clayton

The *SRL Business and Investment Case* sets out three overarching project objectives:

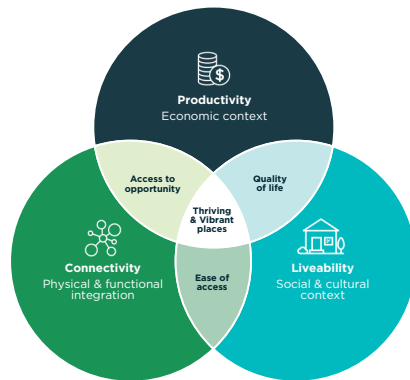


Figure 3: Intersection between the three SRL objectives.

Planning for SRL East Precincts will help deliver the project objectives and will be guided by five strategic themes.

Each precinct is different. Detailed planning will refine and identify how these themes can be delivered in Clayton. Ongoing consultation with the community and stakeholders will inform this process to create a shared vision for Clayton.



### Boosting the Economy

**Boosting the Economy** will guide how we build on the unique assets and strengths of each area to trigger investment and jobs.

#### This could be achieved by:

- Advancing economic strengths and capabilities through precinct planning and design.
- Creating the environment for job opportunities and a pipeline of future investment.
- Fostering an environment that cultivates new ideas and commercially viable products, services and businesses.
- Attracting and retaining skills and top talent to support priority industries.
- Fostering networks that support collaboration and the exchange of information.
- Empowering start-ups, spin-offs, creatives, and entrepreneurs to grow and scale in place.
- Improving economic participation and equitable job opportunities.



### Enriching Community

**Enriching Community** will guide precinct planning to create healthy and inclusive neighbourhoods.

#### This could be achieved by:

- Enabling diverse and affordable housing choices and tenure models that support liveability for a growing community.
- Promoting social equity, safety and inclusion in precinct planning and development.
- Enhancing civic and community infrastructure to support existing and future community needs.
- Improving access to education and health facilities and supporting their growth to enable positive socioeconomic outcomes.
- Enhancing recreational assets to support healthy lifestyles through activity and play.



### Better Connections

Better Connections will guide how we plan public transport and active transport options, connecting people to opportunities and experiences in the SRL East corridor and beyond.

#### This could be achieved by:

- Creating an integrated people-focused transport network that supports the precinct.
- Providing active and sustainable transport options to support healthy lifestyles.
- Supporting local journeys and social inclusion through well-designed networks of movement.
- Facilitating intuitive and convenient multi-stop travel.
- Improving the transport customer experience.
- Enhancing connections between metropolitan and regional Victoria.
- Enabling inclusive and safe travel for all ages, abilities and genders.



### Enhancing Place

Enhancing Place will guide how we plan vibrant, sustainable and inclusive public spaces that build on the existing character and identity of our suburbs.

#### This could be achieved by:

- Promoting and enabling high-quality design to create attractive urban environments and continue to build a community for everyone.
- Enhancing place amenity, vibrancy and safety during the day and night.
- Creating welcoming and inclusive spaces that celebrate diverse stories of culture, character and identity.
- Honouring and respecting the cultural heritage of the land past, present and shared.
- Improving access to high-quality green spaces, enhancing amenity, regeneration and connection to nature.
- Supporting community resilience by designing places that enable and promote social connection.



### Empowering Sustainability

Empowering Sustainability will guide how we adapt to and mitigate the effects of climate change and contribute to environmental sustainability.

#### This could be achieved by:

- Enabling reductions in energy consumption and an accelerated transition to net zero.
- Fostering responsible use of resources and supporting the transition to a circular economy.
- Mitigating climate risks and hazards to create climate resilient and adaptive places.
- Greening urban areas to address heat issues and improve amenity.
- Protecting natural habitats and improving biodiversity in green spaces and waterways.
- Embedding sustainable water management practices in precinct planning and design.

## Clayton in the SRL East corridor

SRL East will connect more people than ever before to Clayton's housing, jobs, services and amenities – and provide local residents and people working in Clayton with new access to opportunities in Cheltenham, Monash, Glen Waverley, Burwood and Box Hill.

Planning for Clayton as part of SRL East will realise the benefits of this new networked corridor. It will build on what makes the area great today while opening it up to previously unconnected parts of Melbourne, including metropolitan and regional train services on the Cranbourne/Pakenham and Gippsland Lines.

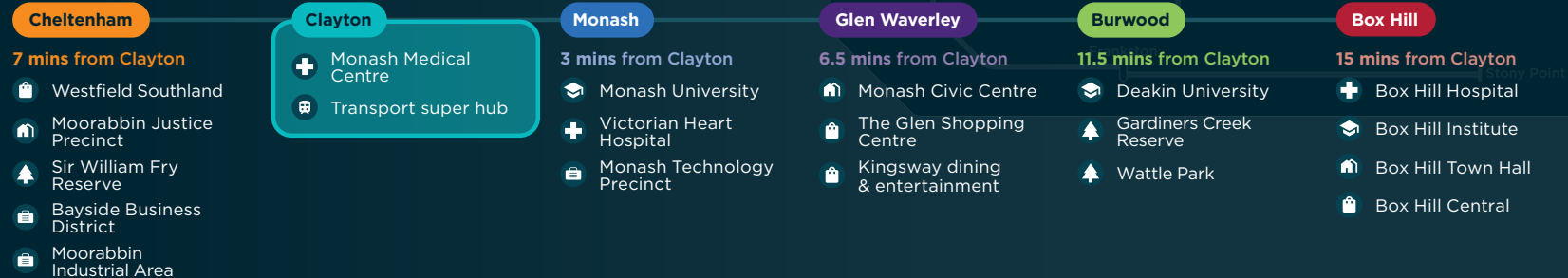


Figure 4: The unique attractors within each precinct in the corridor.



## Realising the Draft Vision for Clayton

The SRL project will unlock new opportunities for Clayton and its enhanced connectivity will bring communities, cultures, businesses and services closer together.



## Vision-led planning for Clayton

The Vision for Clayton will guide new planning settings, catalyst projects and infrastructure investment.

This Draft Precinct Vision sets the aspiration for strategic planning in the Clayton Precinct. Its release for community feedback progresses the conversation about SRL East Precincts as we begin the next phase of detailed planning. This next phase will include further investigation through technical studies and community and stakeholder consultation in the coming months.

The planning process will build on the previous strategic planning undertaken for Clayton to date, and will result in a structure plan that recognises local strengths and responds to the new opportunities that SRL East unlocks.

In the longer term, Clayton will accommodate around 55,000 residents and 57,500 jobs – this means Clayton will need more homes, more offices and space for employment, as well as investment in infrastructure and amenity initiatives for a thriving community.

The structure plan will respond to this growth context by setting strategies to guide decisions around land use, design and development.

It will also guide transport, open space, sustainability and community infrastructure across the structure plan area.

Most importantly it will give effect to the vision for Clayton, showing how new housing, jobs, green space and amenity can be realised in the precinct while building on its most valued characteristics.

A draft planning scheme amendment (PSA) will go hand in hand with the structure plan, introducing a suite of new controls that establish the key planning guidance or ‘rules’ for future development.

The structure plan and draft PSA will then be put on public exhibition, accompanied by a foundation of technical reports and incorporating a final Precinct Vision that reflects feedback provided on this document.

Planning for the future will happen in a staged way. The structure plan will initially focus on an area extending around the SRL station generally within a 10-minute walk. The full precinct, extending around 1,600m from the station, will evolve over the longer term and will be guided by the Draft Precinct Vision.

### What is a Structure Plan?

A structure plan is a blueprint to guide how an area develops and changes, over approximately 15 years.

It also addresses future growth and how it will be managed in an appropriate and sustainable way to achieve social, economic and environmental objectives.

Structure plans give effect to the policies and objectives set for an area and cater for changing community needs. They cover things such as changes to land use, built form, transport and community infrastructure, and public spaces.

Implementing the actions and applying the guidance within the plan will help us to deliver on the vision for each SRL East Precinct.



**Future change in Clayton will be guided by strategic planning that ensures its long-term success as a place where people love to live, work and visit.**

## Clayton Draft Precinct Plan

This is a visual representation of the Draft Precinct Vision.

It identifies where change is likely to occur as Clayton grows over time, supported by enhanced connectivity, improved community amenities, diversified retail and commercial areas and increased local job opportunities.

The plan will be further investigated as part of the structure planning process and evolved to respond to community needs and detailed technical studies.

The future structure plan will offer a more detailed framework for land use, buildings, and infrastructure, informed by holistic planning for the area.



Figure 5: Clayton Draft Precinct Plan.



## What kind of change could this include?

Future planning for Clayton needs to focus on delivering more homes, job opportunities and essential services near transport. Planning vibrant, liveable, and sustainable neighbourhoods will meet the needs of the community now and into the future.

SRL will support Clayton's expected growth in health, business and community service jobs by providing more space for employment in areas close to services, amenities and public transport. These locations can support emerging knowledge-based industries in health, education and advanced manufacturing.

New development will also need to meet demand for greater housing diversity. **Medium Change** and **Higher Change** areas will enable a greater range of housing types including townhouses, semi-detached dwellings and apartments to be located in highly accessible areas, including close to the new SRL station, as well as along the activity centre on Clayton Road.

Good planning will enable existing employment and health areas in Clayton to grow over time to accommodate many of the new jobs. **Significant Change** areas will concentrate the densest opportunities for employment in a mixed-use neighbourhood that will include taller buildings and upgraded public spaces.

These areas will enable quality social and affordable housing and well designed student and key worker accommodation close to Monash University and hospitals in both Clayton and Monash.



Figure 6: What the change areas could look and feel like in the future.



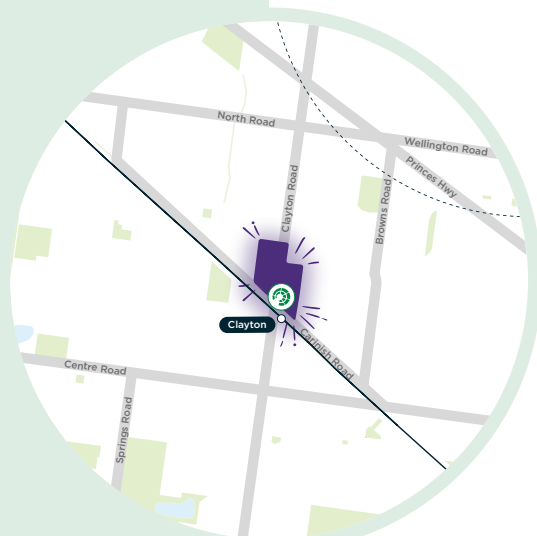
## Preliminary ideas

The preliminary ideas for Clayton outlined on the following pages are a set of potential planning moves that would help deliver the Draft Precinct Vision.

They illustrate how the precinct can respond to the opportunities presented by SRL East and will enable the priority outcomes to be realised.

Testing and refining of the preliminary ideas will occur through community consultation and stakeholder engagement and in response to detailed technical studies to be carried out through the structure planning process.

Importantly, this is simply a starting point - hearing and understanding the community's views on these ideas is an essential next step.



## Preliminary Idea 1

### Development of SRL station.

- Develop the station core including Over Station Development, to create new public spaces, foster a range of land uses and deliver high-quality urban design and architecture.
- The new station and its infrastructure will spark development in the surrounding area, with increased density and building heights in appropriate locations.

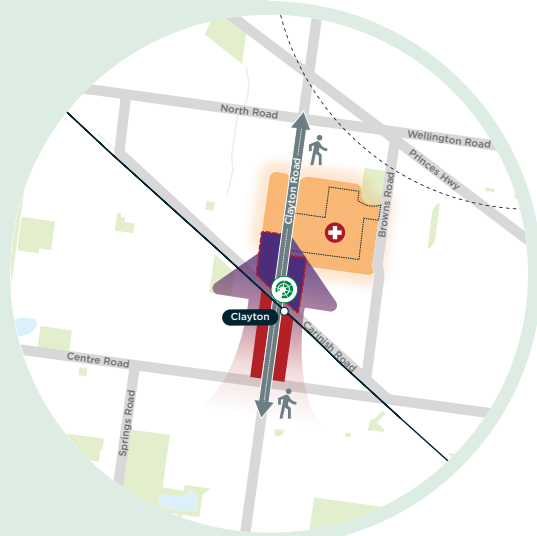
- Expand the existing retail strip shopping centre on Clayton Road north of the railway line, to support a greater diversity of land use, activity and change across a wider area around the station.
- Create design guidelines to ensure high-quality new public spaces around the station entrances are welcoming and accessible for all.

#### Links to themes

- Boosting the Economy
- Enhancing Place

#### Links to priority outcomes

- B - Access to distinctive and high-quality environments
- E - Improved connectivity to regional Victoria



## Preliminary Idea 2

### Improve north-south connections to enhance the user's experience.

- Improve the landscape, including along Clayton Road, to encourage walking and create more inviting places to gather or pause while moving around.
- Improve links between Monash Medical Centre and the new SRL station.

- Transform Clayton into a transport super hub for Melbourne's south east and Gippsland region by integrating metro and regional train services with bus services and walking and cycling infrastructure.
- Prioritise the needs of pedestrians and cyclists to ensure safe and equitable movement along strategic routes.

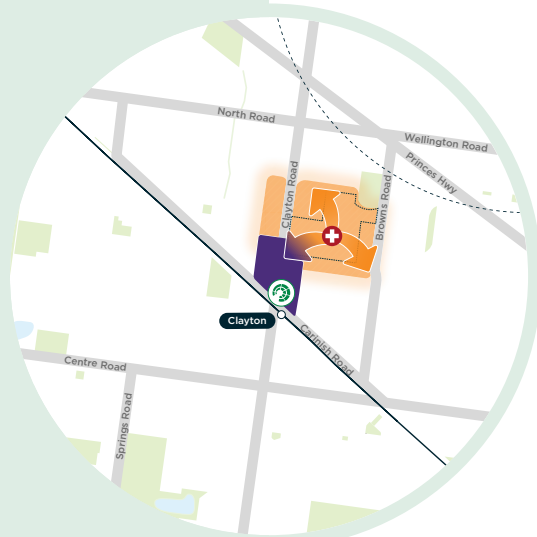
#### Links to themes

- Better Connections
- Enhancing Place

#### Links to priority outcomes

- A - Equity of access to jobs, services and learning
- B - Access to distinctive and high-quality environments





### Preliminary Idea 3

#### Expand the health precinct to support clustering of health and community services.

- Support the growth and expansion of key health assets within the precinct to create new jobs, improve health outcomes, and support next-generation employment opportunities.
- Encourage clusters of local health services and community infrastructure around the Monash Medical Centre.

- Create safe and accessible environments around Monash Medical Centre for all people who work in Clayton, including shift workers.
- Explore opportunities to create a more positive street-level interface with the surrounding areas near key destinations.
- Investigate ways to support the diversity of commercial accommodation available for small health businesses to foster a scale of health employment opportunities within the precinct.

#### Links to themes

- Boosting the Economy
- Enriching Community

#### Links to priority outcomes

- C - Capacity for future employment and industry
- D - Clustering of economic activity



### Preliminary Idea 4

#### Support the intensification of employment clusters to support local businesses.

- Support the potential for growth within the Audsley Street employment cluster, recognising the diverse mix of employment and industrial uses which are developing at this location.
- Identify opportunities to improve east-west movement links between the station and the Clayton Industrial Precinct that would improve mobility for workers and clients.

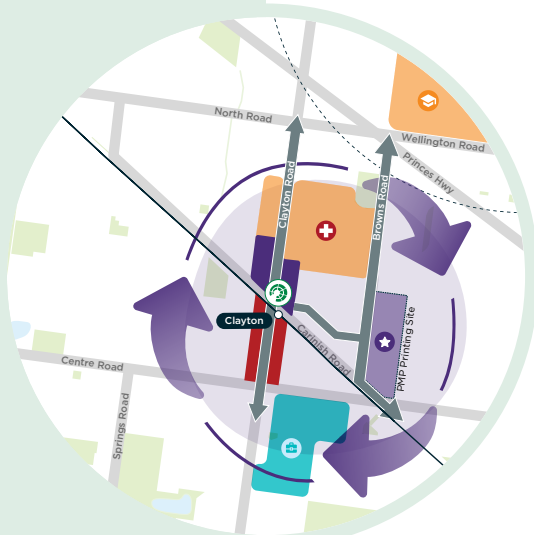
- Investigate the creation of a corridor of activity between the new SRL station and Huntingdale Station to encourage new and diverse employment opportunities in Huntingdale and along Carinish Road.
- Concentrate growth in employment areas around central Clayton and the transport super hub, where there is the greatest accessibility.

#### Links to themes

- Boosting the Economy
- Better Connections

#### Links to priority outcomes

- A - Equity of access to jobs, services and learning
- B - Access to distinctive and high-quality environments



### Preliminary Idea 5

#### Link strategic sites with the station to improve connections.

- Support options for new links between the station and the strategically-important PMP Printing site, creating highly-connected neighbourhoods.

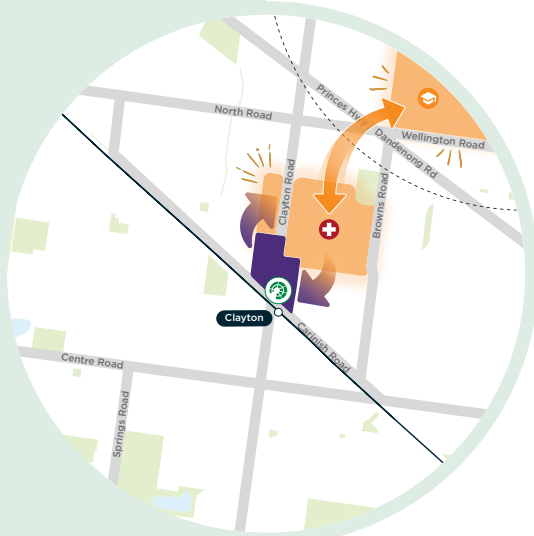
- Explore opportunities for Browns Road to provide better connections between Centre Road, Monash Medical Centre and Monash University facilitating the movement of people and sharing of knowledge.
- Develop a new land use framework which encourages housing diversity and density within strategic locations between the station core and the PMP site.

#### Links to themes

- Enriching Community
- Better Connections

#### Links to priority outcomes

- A - Equity of access to jobs, services and learning
- B - Access to distinctive and high-quality environments



### Preliminary Idea 6

#### Identify links between Clayton and Monash to improve connectivity.

- Improve connections between the station core and Monash Medical Centre by identifying new links and enhancing those that exist, to create a network which residents, key workers and patients can use safely at all hours.

- Improve connections between Monash Medical Centre and Monash University to create a network which students, visitors and academics can use safely at all hours.
- Explore options for improved pedestrian and cycling crossings at Dandenong and Wellington Roads to improve connections between the Monash and Clayton SRL precincts.

#### Links to themes

- Better Connections
- Enhancing Place

#### Links to priority outcomes























- C - Capacity for future employment and industry
- D - Clustering of economic activity

# Opportunity areas

Individual neighbourhoods in Clayton offer different opportunities to support growth and deliver the benefits from coordinated precinct planning.

Each place has its own distinct character or land uses and could help deliver different kinds of change over time.

The following neighbourhoods have been identified as important to contribute to the Draft Precinct Vision and will be further investigated through structure planning.

- |   |                          |   |                             |
|---|--------------------------|---|-----------------------------|
|  | SRL East Station         |  | Neighbourhoods              |
|  | Underground Station      |  | Key Feature                 |
|  | SRL East Alignment       |  | Education                   |
|  | Existing Metro Rail Line |  | Tertiary Education          |
|  | Existing Metro Station   |  | Early Learning Childcare    |
|  | Bus Network              |  | Aged Care                   |
|  | Bicycle Network          |  | Community Centre            |
|  | Open Space               |  | Park                        |
|  | Water Course             |  | Recreation & Aquatic Centre |
|  | Employment Area          |  | Medical Facility            |
|  | Retail/Commercial Area   |   |                             |
|  | Tertiary Education Area  |   |                             |

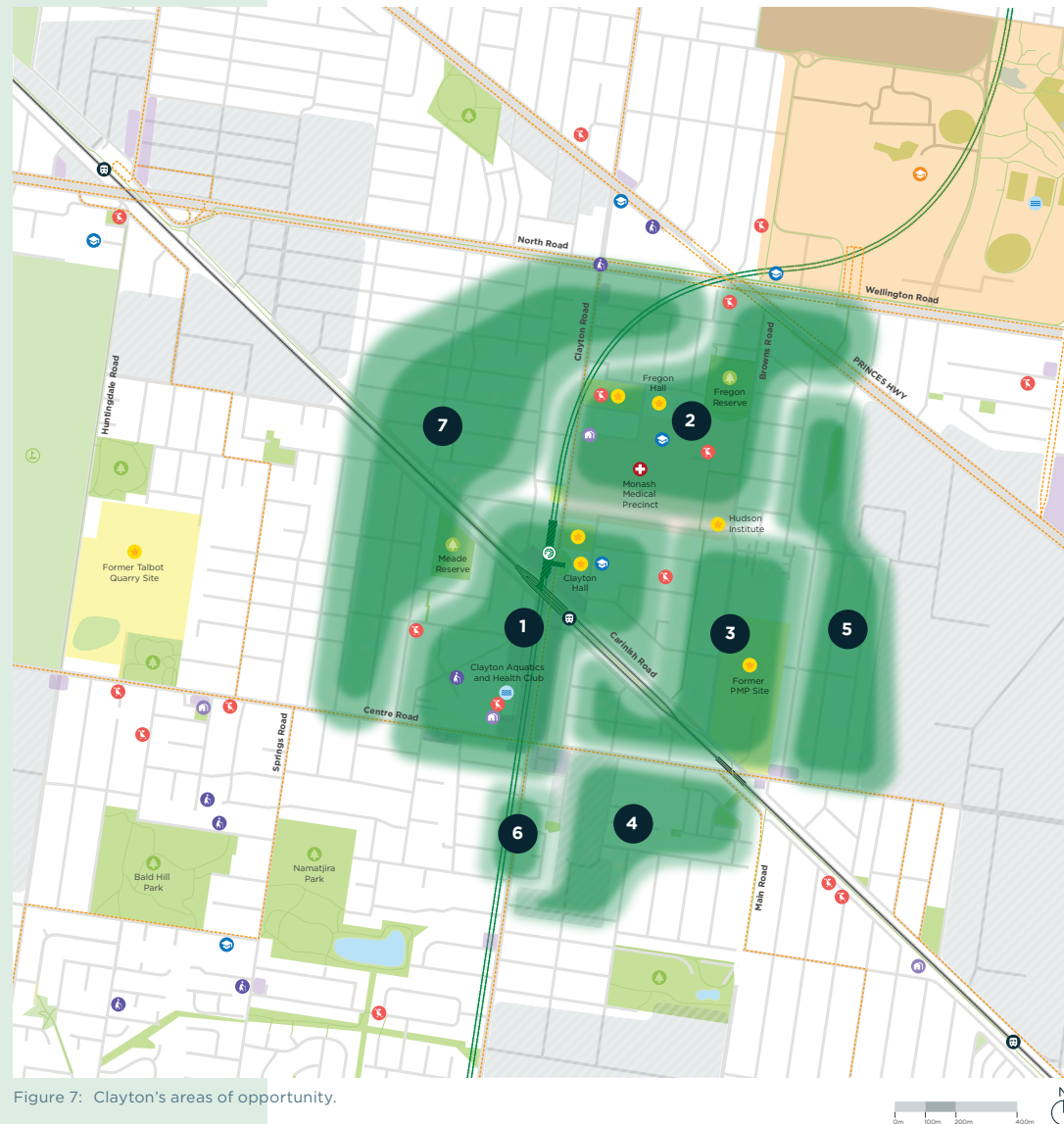


Figure 7: Clayton's areas of opportunity.

## 1 Clayton Central

Anchored by Clayton Road but expanding outward, this is the civic and commercial centre for Clayton. It is where locals and workers in Clayton eat, shop and use local services. Removing the level crossing on Clayton Road has made connections easier. However, the current surrounding road network should better support walking and cycling for the community.

The SRL East station will attract new businesses and residents to Clayton. People visiting Clayton Road will continue to enjoy its character including the Remembrance Gardens, and an enhanced streetscape with more landscaping and places to stay and enjoy. Targeted upgrades to the area will also accommodate the expansion of more commercial buildings and support retail opportunities. Improvements on Clayton Road will make it a more appealing, safe place to visit day or night, boosting the nighttime economy. Residential areas close to Clayton Road will grow to provide more homes close to local amenities and services.

## 2 Health Neighbourhood

Health services play a vital role in the local economy and the wider city. This area includes the world-class Monash Medical Centre, providing health care for the region and a range of research and specialist facilities. Some of these facilities extend into residential areas and require careful planning for continued growth. Access to Monash University is constrained by Princes Highway and Wellington Road.

SRL East will boost Clayton's connectivity and enhance its role as a hub for research and healthcare facilities. There is an opportunity to improve connections between Monash and Clayton to drive job growth and attract people who want to work in Clayton. More businesses will continue to locate here, expanding the hospital precinct.

Planting more trees and improving green spaces such as Fregon Reserve will make this neighbourhood an attractive home for people working and studying in Clayton. Diversified housing options and growth should be supported but it is important to support the ongoing growth of state-significant research and health facilities.

## 3 Central Residential

The Central Residential neighbourhood contains streets of typically single storey houses and units with pockets of medium development. The elevated rail line provides great access between formerly divided areas. The current redevelopment of the PMP Printing site will set a new scale for the neighbourhood.

Its proximity to Clayton Central means this location can provide housing close to services and employment. Good public spaces such as those along the Djerring Trail will promote health and recreational activities. Medium scale residential development will offer increased housing choice for workers, students and families in Clayton.

#### 4 Audsley Street

This area contains the Audsley Street industrial precinct and light industrial and commercial buildings. Multi-unit and apartment style developments are currently being constructed on underutilised larger sites to the east of the area.

**This neighbourhood will primarily provide local employment growth and be supported by residential intensification of appropriate sites. A variety of small and adaptable lots will continue to deliver a mix of light industrial and commercial activities. Business activities will change as the area embraces a shift towards knowledge-based businesses and Victorian manufacturing jobs. New buildings with a more inviting address to Centre Road and new east-west connections will extend Clayton Road's welcoming streetscape and hive of retail and community activity further south. Recent medium density developments help define an emerging scale to guide future development, providing more homes close to jobs and services.**

#### 5 Clayton Edge

The Clayton Edge residential neighbourhood is situated east of Clayton Central. The residential area acts as a transition to the existing Clayton Industrial Precinct. With its location between employment areas and Clayton Station, the area lacks accessible east-west connections.

**The area will continue to act as a transition zone between employment activities to the east and the services Clayton offers to the west. It provides opportunities for medium density residential development and greater housing choice for the community in response to the existing and future needs of adjacent employment areas. More trees will be planted along Evelyn Street to create a cool and comfortable environment, complementing open spaces for recreation and play.**

#### 6 Central South

The Central South neighbourhood currently features single and double storey houses located on either side of Clayton Road, south of Centre Road. It is located along an important movement corridor in Clayton Road and provides walking connections to most of the amenities.

**This is a well-connected location with the potential to provide more homes with a range of housing options.**



7

## Meade Reserve Residential and Clayton Edge North

This is a low-rise residential neighbourhood within an irregular grid of local streets. Most residents within this neighbourhood enjoy easy access to Meade Reserve and the Djerring Trail, along with the benefits of proximity to the amenities available on Clayton Road.

Being close to Clayton Central, this area will benefit from an invigorated day and night-time economy in nearby areas. Green spaces like pocket parks provide access to the outdoors and playgrounds. Locations looking over open space can provide opportunities for higher density housing, offering diverse housing choices.



# Next steps

## Consultation

We are committed to developing shared visions for each of the SRL East Precincts. Engagement with local communities and other stakeholders is a crucial element of the structure planning process.

We want to hear your ideas and aspirations for the places in which you live, work, visit and study. We want to hear from people who aspire to live in these places in the future, as more housing choices become available and are easier to reach.

This Draft Precinct Vision is another key step towards developing a new structure plan for the area. It builds upon the *SRL Precincts: Discussion Paper* and previous community consultation to guide a new planning framework around SRL East stations.

Changes to statutory planning settings will support new land uses, such as business and retail as well as residential and community facilities. It will also allow for increased densities, depending on the characteristics and context of different areas across precincts.

The structure plan and associated technical studies along with a draft planning scheme amendment will be released for public consultation in late 2024. The Minister for Planning may refer public submissions to an Advisory Committee.

Your feedback on this document will inform the development of planning tools and policies and help investment and decision making – ensuring coordination and collaboration between community and stakeholders to achieve the best outcomes for the community.

## Building on what we've heard

This Draft Precinct Vision provides an early opportunity to share your ideas for the future of the SRL East Precincts.

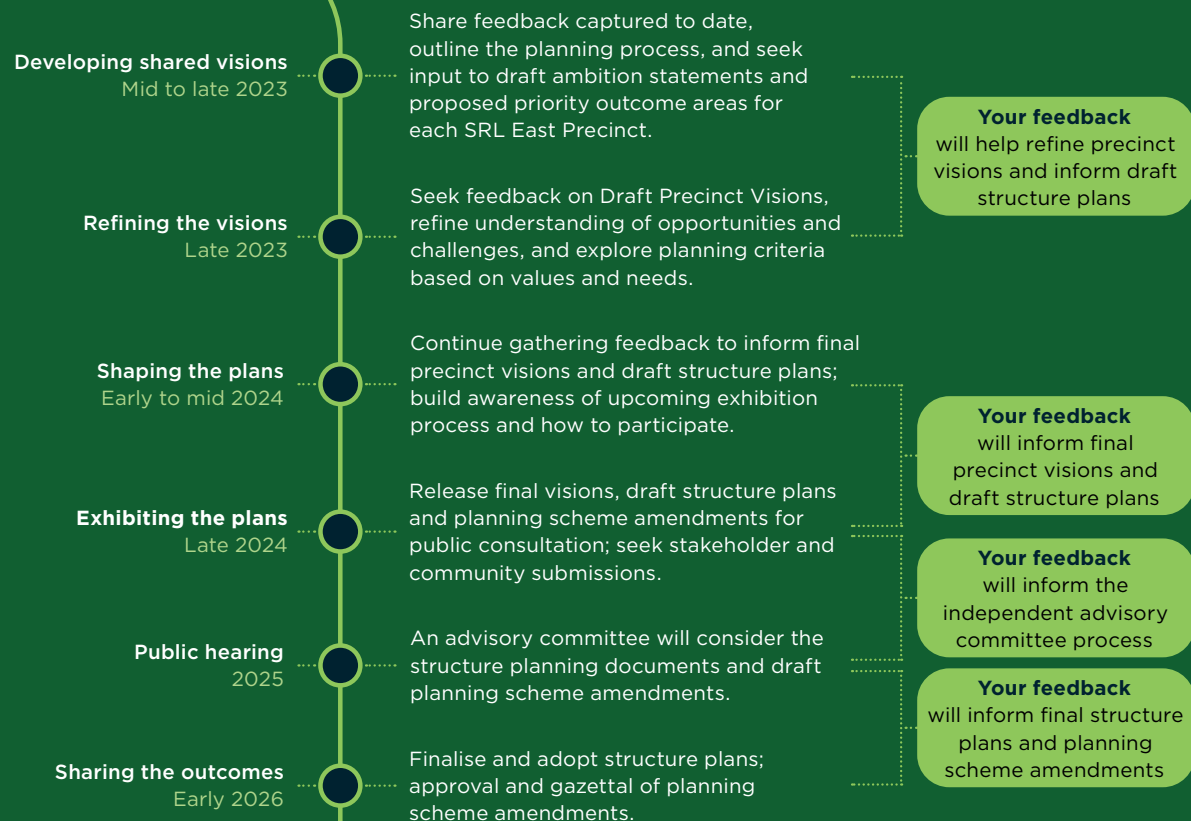
If you would like to participate in the community engagement activities or provide feedback on the Draft Precinct Vision please go to:

[engage.vic.gov.au/suburban-rail-loop](https://engage.vic.gov.au/suburban-rail-loop)



## Taking your feedback on board

The key steps in the SRL East structure planning and planning scheme amendment process are as follows:





[suburbanrailloop.vic.gov.au](http://suburbanrailloop.vic.gov.au)



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

2535\_SRL



# Draft Precinct Vision

MONASH



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



ARTIST'S IMPRESSION



## Acknowledgment of Country

Suburban Rail Loop is located on the traditional lands of the Wurundjeri Woi Wurrung People to the north and the Bunurong People to the south. We proudly acknowledge all First Peoples as the Traditional Owners and custodians of the land on which we live and work, and we pay our respect to Elders, past and present.

Suburban Rail Loop Authority celebrates the world's oldest living cultures, and we acknowledge that Traditional Owners have lived sustainably in the region for tens of thousands of years. We respect their connection to Country as ongoing custodians, and their spiritual connection to the land, waterways and stories of this Country.

As we work to transform our public transport network, better connect our suburbs, and reshape how our city grows for future generations, we recognise the rich history and cultural significance of these communities. We acknowledge the traditional trade routes and ceremonial paths that First Peoples have used for millennia to connect and journey across the land we now call Victoria.

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# Introduction and Draft Vision

Suburban Rail Loop (SRL) will make Monash an even better place to live and work, bringing exciting opportunities for the people and businesses in the SRL Monash Precinct.

It will mean more jobs and affordable housing options, greater access to health, research and education opportunities, and better services to support the local community.

The release of the Draft Precinct Vision for Monash is the next step in a joint approach to planning for the future of these neighbourhoods.

We invite you to be part of an ongoing conversation to ensure we all make the most of the opportunities that SRL brings to Monash.

Following the release of the *SRL Precincts: Discussion Paper* recapping community feedback to date, this document continues the conversation about planning for the future of SRL East Precincts.

It puts forward a draft vision statement to show what Monash could look like in the 2050s, building on the ambition first set out in the *SRL Business and Investment Case*.

Five precinct themes have been identified to establish a clear connection between the place that exists today and what it could look like in the future, as inevitable change occurs. They will guide the way we look at strategic planning for SRL East Precincts.

Connected to these themes are Priority Outcomes that Suburban Rail Loop Authority (SRLA) sought feedback on in the *SRL Precincts: Discussion Paper*.

This Draft Precinct Vision builds on both the themes and the priority outcomes by identifying a draft precinct plan, presenting a range of preliminary ideas and opportunity areas to guide strategic planning for Monash.

## How you can be involved

Successful strategic planning needs a vision to build on, to inspire feedback and to support the development of planning tools. These include a structure plan and planning scheme amendments.

Your feedback on this document will inform the development of these planning tools and their supporting policies to guide planning, investment and decision making – ensuring coordination and collaboration between community and stakeholders to achieve the best outcomes for the community.

There will be further opportunities for you to provide input as the SRL East Precincts planning process continues into 2024.

# A Draft Vision for Monash

Monash is already home to globally recognised education and research institutions and will grow as Melbourne's epicentre for innovation in health, medicine, materials and manufacturing.

Monash will support a new business destination of state significance that will unite multinational enterprises and young entrepreneurs from mature and emerging sectors. These will be the jobs and industries essential to Melbourne's future competitiveness and prosperity.

With a strong emphasis on environmental sustainability and working partnerships between government, institutions, industry and business, Monash will be acknowledged for its leadership role, showcasing the coexistence of new technologies and economic growth.

Monash will be a place where walking and cycling complement high-frequency public transport, and reduce car dependence.

In the streets and squares around the station, a new kind of town centre will unfold that complements the open space and recreational amenities of the university precinct. A dynamic mix of social, cultural and commercial experiences will create opportunities for people to connect, collaborate and share their ideas.

It will have an eclectic feel, where new buildings will sit alongside spaces that have been adapted for businesses to grow. Entertainment uses will support public life through vibrant streetcorner cafes, small bars and urban art in unexpected locations.

Over time, Monash will deliver more housing diversity for all kinds of people. Students, researchers, academics, and entrepreneurs from all over the world will mingle with locals in Monash's compact, smart and sustainable neighbourhoods.

**At Monash, SRL East will unlock a knowledge and innovation precinct of global impact.**



# Building on conversations

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

The SRL Team is continuing this dialogue as part of a process to develop shared visions about the potential for these suburbs.

We are seeking ongoing feedback to ensure the community and other stakeholders are at the centre of our 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.

## 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](https://suburbanrailloop.vic.gov.au/engagement-reports)

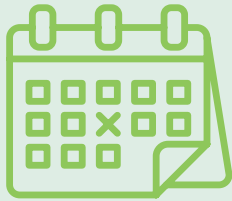
In addition, workshops have been held with key stakeholder groups, including state and local government partners and key educational and health institutions in each precinct.

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

To help progress the conversation we developed the *SRL Precincts: Discussion Paper* which included draft ambition statements that summarised the individual qualities of each place, along with proposed priority outcomes for each area.

Through consultation these have been refined and developed into a draft vision for each precinct.

## ***SRL Precincts: Discussion Paper***



**August 2023**

*SRL Precincts: Discussion  
Paper release date*



**3,438**

*SRL Precincts: Discussion  
Paper downloaded*



**10**

Community listening posts  
and shopping centre pop-ups



**615**

Surveys submitted



**350+**

Face-to-face community  
interactions

# Context

## About Suburban Rail Loop

SRL will change how people move around Melbourne and Victoria and help shape how the city grows in the decades ahead.

It will deliver a new 90km orbital rail line across Melbourne's middle suburbs from Cheltenham to Werribee, along with 15 new train stations – many that will connect with the existing radial rail network and regional lines. It will also create a corridor of linked precincts outside of the CBD.

But SRL is much more than a transport project. The precincts around the new 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 lead to better services to support these communities.

## SRL East corridor

SRL East will create a new networked corridor for Melbourne's east and south east. It will provide previously unimagined access between six new SRL stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill via a modern 26-kilometre underground rail line.

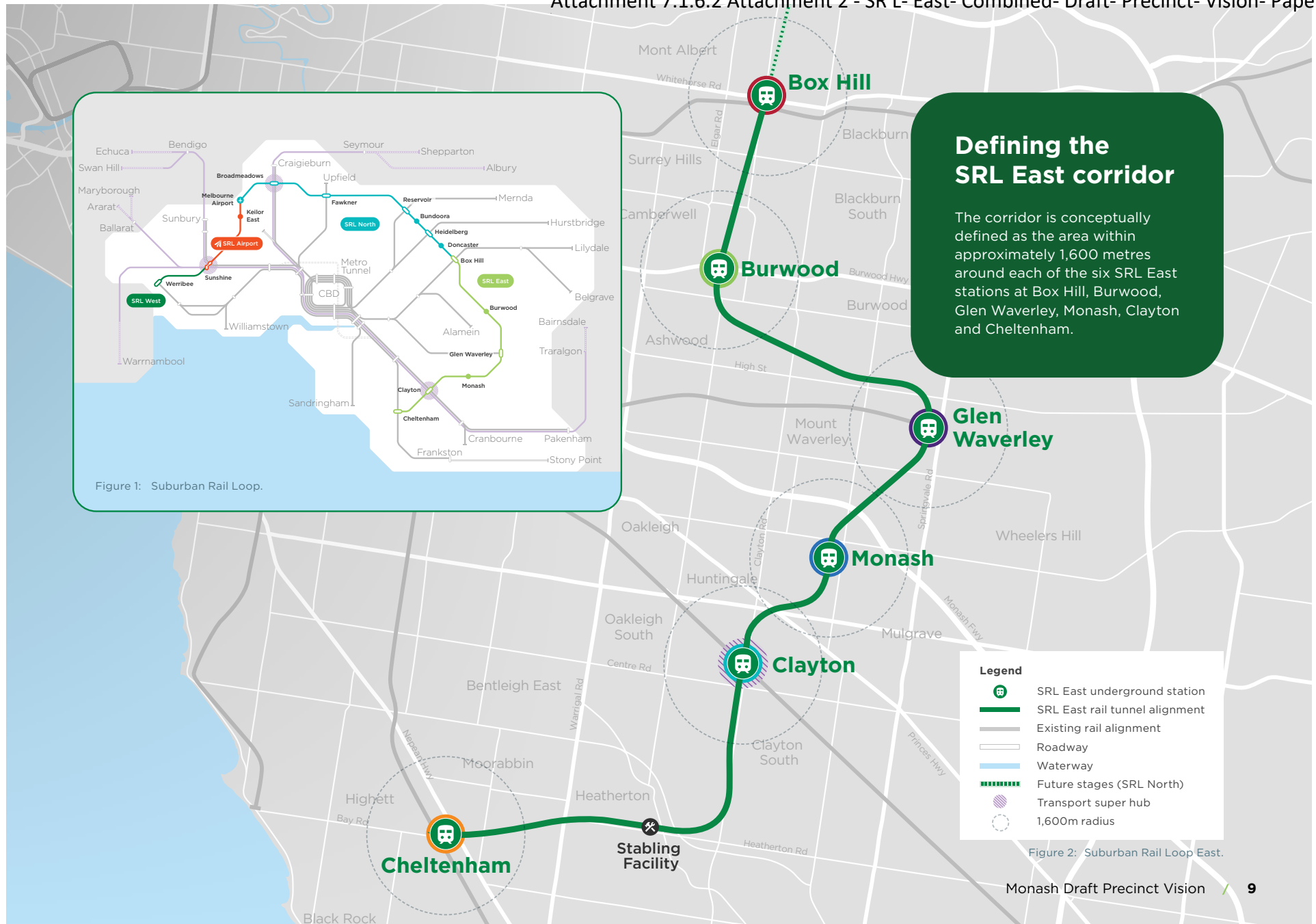
From 2035, trains will run every six minutes in the peak and will enable passengers to travel from Cheltenham to Box Hill in around 22 minutes. Train frequency will increase to meet demand as future SRL stages are delivered, with an ultimate service frequency every two minutes.

Enhanced connectivity will make these destinations even more attractive for businesses and families.

Detailed and thoughtful strategic planning is required to enable the areas around the new stations to build on the existing strengths of these suburbs.

Coordination and planning for each SRL East Precinct needs to take place concurrently to optimise the best outcomes for the SRL East corridor as a whole. This coordinated approach will:

- Ensure housing, jobs, services and amenities are delivered in the right locations to support new and existing residents, people working in Monash, and visitors.
- Enable a more efficient program of infrastructure investment across transport, education, health, open space and other amenities.



# Planning for Melbourne's future

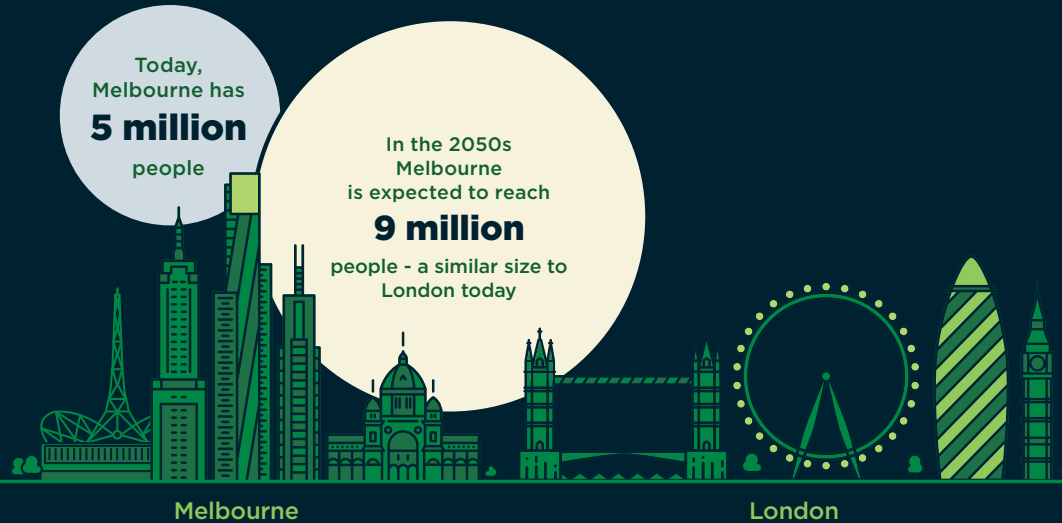
Victoria and Melbourne is growing. Victoria is forecast to be home to around 11 million people in the 2050s, with up to nine million of those based in Melbourne. That's the same size as London today.

Our 'hub and spoke' metropolitan rail network does not support a growing city. Historically, Melbourne has grown at its fringes. And the more a city sprawls, the less liveable it becomes.

Unless Melbourne shifts away from its monocentric structure, there are likely to be increasing constraints on economic growth, impacts to sustainability, liveability and outcomes that result in entrenched disadvantage.

## A strategically aligned vision

Suburban Rail Loop is part of a coordinated Victorian Government plan to manage growth and support change across the state, aligning with Victoria's *Housing Statement*. Planning for the broad areas around each of the SRL East stations will help Melbourne become a 'city of centres' and will set up these communities to thrive into the future.



## Delivering Plan Melbourne objectives

*Plan Melbourne 2017-2050* is the Victorian Government's long-term planning strategy to ensure Melbourne remains a global city of opportunity and liveability.

In its *Housing Statement*, the Victorian Government announced Plan Melbourne will be updated and expanded to cover the whole state.

A new plan for Victoria will set into action what our state will look like over coming decades. It will focus on delivering more homes near transport, job opportunities and essential services in vibrant, liveable, and sustainable neighbourhoods.

A new plan for Victoria will bring to life the Victorian Government's target for 70 per cent of new homes to be built in established areas, while making sure growth areas deliver 30 per cent of new homes.

SRL will help deliver these core objectives. It will reduce road and public transport congestion and enable people to move more easily around the city by better connecting suburbs and by supporting precincts around transport hubs. These SRL East precincts will open up greater housing opportunities and business potential as well as access to enhanced services and facilities for communities.

### Planning for Monash as part of SRL will help:



**Increase connections and opportunities for regional Victorians** by improving access to health, education and other services.



**Provide a transport network for the future** that transforms how Victorians move around the city and includes more sustainable transport options.



**Provide more affordable housing and choice** in locations close to jobs and services.



**Create a 'city of centres'** supported by integrated transport, land use and precinct development that will help shape a more sustainable and equitable Melbourne.



**Grow the economy** by encouraging more jobs closer to where people live and enhancing health, education and research precincts.



**Develop a 20-minute neighbourhood** so people can access most of their daily needs locally.



**Respond to climate change** by growing a cleaner and more productive neighbourhood.

## Victoria's Housing Statement

Right across Australia, finding an affordable home is becoming harder than ever before.

Victoria's *Housing Statement* puts forward an ambitious, state-wide plan to tackle the root of the problem: housing supply.

The Victorian Government is setting a bold target to build 800,000 homes in Victoria over the next decade.



### 1 Good decisions, made faster

The Victorian Government is reforming Victoria's planning system to boost housing supply across the state – clearing the backlog and giving builders, buyers and renovators certainty about how long approvals will take.

### 2 Cheaper housing, closer to work

The Victorian Government is making it easier to build more homes, with the best design standards, where Victorians want to live – that means going up and out, not just out.

### 3 Protecting renters' rights

The Victorian Government is closing loopholes that drive up the cost of living for renters, giving renters more certainty over their leases, living standards and finances and resolving tenancy disputes faster to keep them out of VCAT.

### 4 More social housing

The Victorian Government is building more social and affordable homes across Victoria – launching Australia's biggest urban renewal project on top of the *Big Housing Build*.

### 5 A long-term housing plan

We know our state will keep growing – and we know we'll need a plan to manage that growth in the decades ahead.

### 6 425,600 new homes for regional Victoria

As part of the Victorian Government's work to build the 2.24 million homes Victoria will need by 2051, the state is setting a regional target to build 425,600 of those homes across our regions.



## Building on priority outcomes for Monash

The *SRL Precincts: Discussion Paper* sought feedback on the five priority outcomes for Monash.



**Priority outcome A**  
Capacity for future employment and industry



**Priority outcome B**  
Strategically aligned economic development



**Priority outcome C**  
Social connectedness and wellbeing



**Priority outcome D**  
Increased cycling and walking connections



**Priority outcome E**  
Improved connectivity to jobs and services

Community feedback emphasises the uniqueness of the precinct, noting economic development should favour areas of innovation and knowledge sharing between industry and education.

The Draft Precinct Vision builds on the feedback already received. This document adds new precinct themes and preliminary ideas. Your feedback on these will inform future planning.



## Precinct Themes – Monash

The *SRL Business and Investment Case* sets out three overarching project objectives:

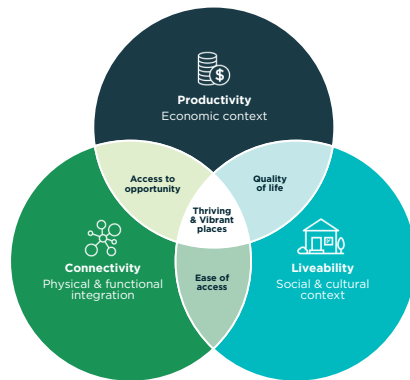


Figure 3: Intersection between the three SRL objectives.

Planning for SRL East Precincts will help deliver the project objectives and will be guided by five strategic themes.

Each precinct is different. Detailed planning will refine and identify how these themes can be delivered in Monash. Ongoing consultation with the community and stakeholders will inform this process to create a shared vision for Monash.



### Boosting the Economy

**Boosting the Economy** will guide how we build on the unique assets and strengths of each area to trigger investment and jobs.

#### This could be achieved by:

- Advancing economic strengths and capabilities through precinct planning and design.
- Creating the environment for job opportunities and a pipeline of future investment.
- Fostering an environment that cultivates new ideas and commercially viable products, services and businesses.
- Attracting and retaining skills and top talent to support priority industries.
- Fostering networks that support collaboration and the exchange of information.
- Empowering start-ups, spin-offs, creatives, and entrepreneurs to grow and scale in place.
- Improving economic participation and equitable job opportunities.



### Enriching Community

**Enriching Community** will guide precinct planning to create healthy and inclusive neighbourhoods.

#### This could be achieved by:

- Enabling diverse and affordable housing choices and tenure models that support liveability for a growing community.
- Promoting social equity, safety and inclusion in precinct planning and development.
- Enhancing civic and community infrastructure to support existing and future community needs.
- Improving access to education and health facilities and supporting their growth to enable positive socioeconomic outcomes.
- Enhancing recreational assets to support healthy lifestyles through activity and play.



### Better Connections

Better Connections will guide how we plan public transport and active transport options, connecting people to opportunities and experiences in the SRL East corridor and beyond.

#### This could be achieved by:

- Creating an integrated people-focused transport network that supports the precinct.
- Providing active and sustainable transport options to support healthy lifestyles.
- Supporting local journeys and social inclusion through well-designed networks of movement.
- Facilitating intuitive and convenient multi-stop travel.
- Improving the transport customer experience.
- Enhancing connections between metropolitan and regional Victoria.
- Enabling inclusive and safe travel for all ages, abilities and genders.



### Enhancing Place

Enhancing Place will guide how we plan vibrant, sustainable and inclusive public spaces that build on the existing character and identity of our suburbs.

#### This could be achieved by:

- Promoting and enabling high-quality design to create attractive urban environments and continue to build a community for everyone.
- Enhancing place amenity, vibrancy and safety during the day and night.
- Creating welcoming and inclusive spaces that celebrate diverse stories of culture, character and identity.
- Honouring and respecting the cultural heritage of the land past, present and shared.
- Improving access to high-quality green spaces, enhancing amenity, regeneration and connection to nature.
- Supporting community resilience by designing places that enable and promote social connection.



### Empowering Sustainability

Empowering Sustainability will guide how we adapt to and mitigate the effects of climate change and contribute to environmental sustainability.

#### This could be achieved by:

- Enabling reductions in energy consumption and an accelerated transition to net zero.
- Fostering responsible use of resources and supporting the transition to a circular economy.
- Mitigating climate risks and hazards to create climate resilient and adaptive places.
- Greening urban areas to address heat issues and improve amenity.
- Protecting natural habitats and improving biodiversity in green spaces and waterways.
- Embedding sustainable water management practices in precinct planning and design.

## Monash in the SRL East corridor

SRL East will connect more people than ever before to Monash's housing, jobs, services and amenities – and provide local residents and people working in Monash with new access to opportunities at Cheltenham, Clayton, Glen Waverley, Burwood and Box Hill.

Planning for Monash as part of SRL East will realise the benefits of this new networked corridor. It will build on what makes the area great today while opening it up to previously unconnected parts of Melbourne.



Figure 4: The unique attractors within each precinct in the corridor.

## Realising the Draft Vision for Monash

**SRL will unlock  
opportunities in Monash,  
to create a knowledge  
and innovation precinct  
of global impact.**





## Vision-led planning for Monash

The vision for Monash will guide new planning settings, catalyst projects and infrastructure investment.

This Draft Precinct Vision sets the aspiration for strategic planning in the Monash Precinct. Its release for community feedback progresses the conversation about SRL East Precincts as we begin the next phase of detailed planning. This next phase will include further investigation through technical studies and community and stakeholder consultation in the coming months.

The planning process will build on the previous strategic planning undertaken for Monash to date, and will result in a structure plan that recognises local strengths and responds to the new opportunities that SRL East unlocks.

In the longer term, Monash will accommodate around 30,500 residents and 162,500 jobs – this means Monash will need more homes, more offices and space for employment, as well as investment in infrastructure and amenity initiatives for a thriving community.

The structure plan will respond to this growth context by setting strategies to guide decisions around land use, design and development.

It will also guide transport, open space, sustainability and community infrastructure across the structure plan area.

Most importantly it will give effect to the vision for Monash, showing how new housing, jobs, green space and amenity can be realised in the precinct while building on its most valued characteristics.

A draft planning scheme amendment (PSA) will go hand in hand with the structure plan, introducing a suite of new controls that establish the key planning guidance or ‘rules’ for future development.

The structure plan and draft PSA will then be put on public exhibition, accompanied by a foundation of technical reports and incorporating a final Precinct Vision that reflects feedback provided on this document.

Planning for the future will happen in a staged way. The structure plan will initially focus on an area extending around the SRL station generally within a 10-minute walk. The full precinct, extending around 1,600m from the station, will evolve over the longer term and will be guided by the Draft Precinct Vision.

### What is a Structure Plan?

A structure plan is a blueprint to guide how an area develops and changes, over approximately 15 years.

It also addresses future growth and how it will be managed in an appropriate and sustainable way to achieve social, economic and environmental objectives.

Structure plans give effect to the policies and objectives set for an area and cater for changing community needs. They cover things such as changes to land use, built form, transport and community infrastructure, and public spaces.

Implementing the actions and applying the guidance within the plan will help us to deliver on the vision for each SRL East Precinct.



**Future change in Monash will be guided by strategic planning that ensures its long term success as a place where people love to live, work and visit.**

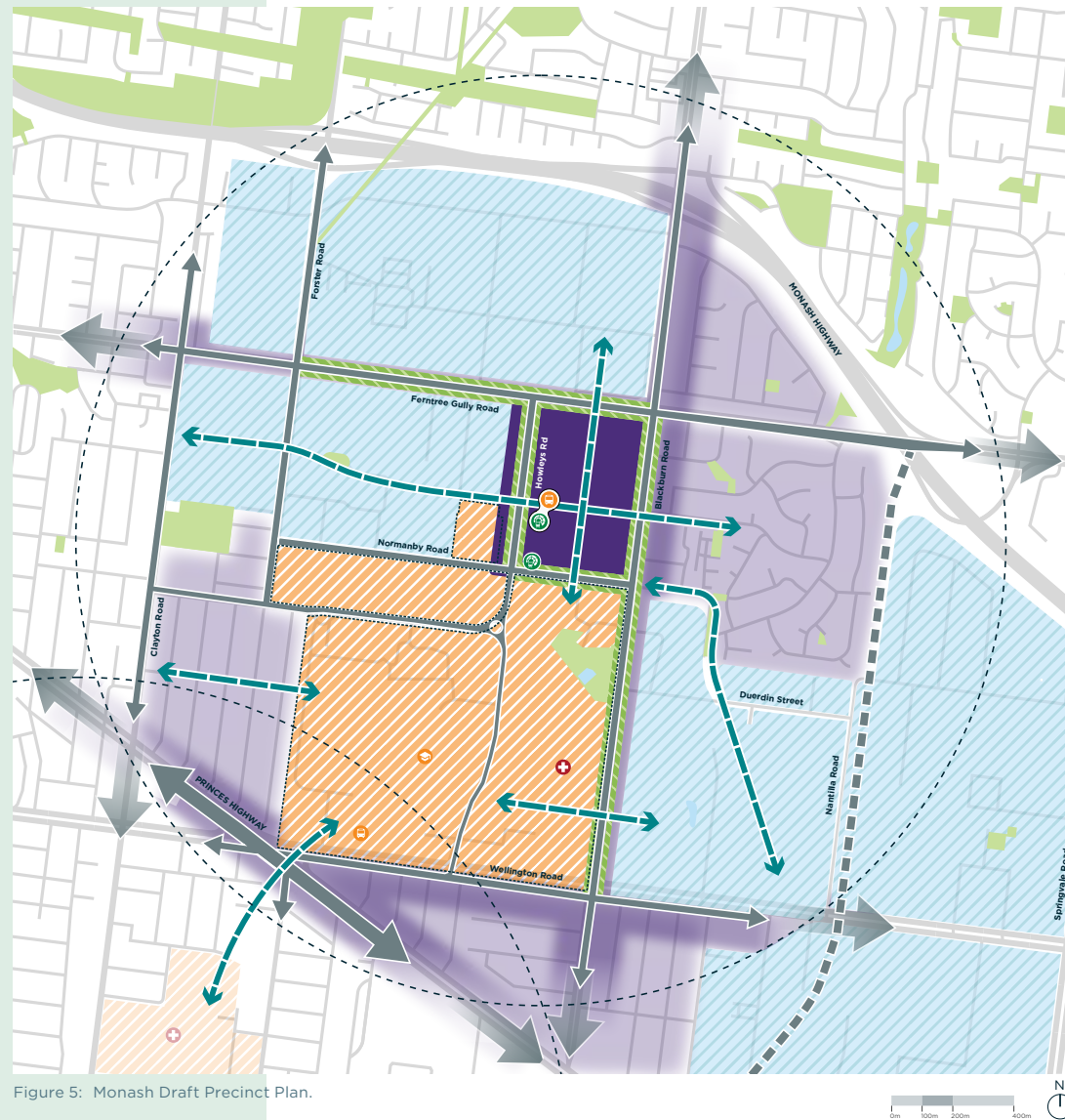
## Monash Draft Precinct Plan

This is a visual representation of the Draft Precinct Vision.

It identifies where change is likely to occur as Monash grows over time, supported by enhanced connectivity, improved community amenities, diversified retail and commercial areas and increased local job opportunities.

The plan will be further investigated as part of the structure planning process and evolved to respond to community needs and detailed technical studies.

The future structure plan will offer a more detailed framework for land use, buildings, and infrastructure, informed by holistic planning for the area.



## What kind of change could this include?

Future planning for Monash will focus on delivering more quality jobs and housing options close to public transport, prioritising its role within a National Employment and Innovation Cluster, encouraging investment and creating a vibrant, attractive destination.

Substantial employment growth is expected to deliver new kinds of jobs across many sectors. Future growth will be underpinned by the precinct's existing clusters of health, research and innovation institutions. Planning will support existing economic strengths, while enabling commercial and industrial uses to evolve.

**Medium Change** areas provide more future homes in semi-detached dwellings and townhouses, with potential for lower-rise apartments on suitable sites.

**Future Employment** areas will intensify to include a mix of industrial and commercial uses, expanding the existing advanced manufacturing capability. Innovative new businesses will require many kinds of space, close to research and health facilities.

As Monash transforms, more people will choose to live close to where they work and study.

**Higher Change** areas will meet the needs of students and key workers, providing housing choice within mixed-use neighbourhoods including apartments and townhouses.

**Significant Change** areas near to the SRL station will provide taller commercial buildings supported by a mixed-use town centre. This new, high amenity environment with upgraded public spaces will support growth in knowledge jobs.

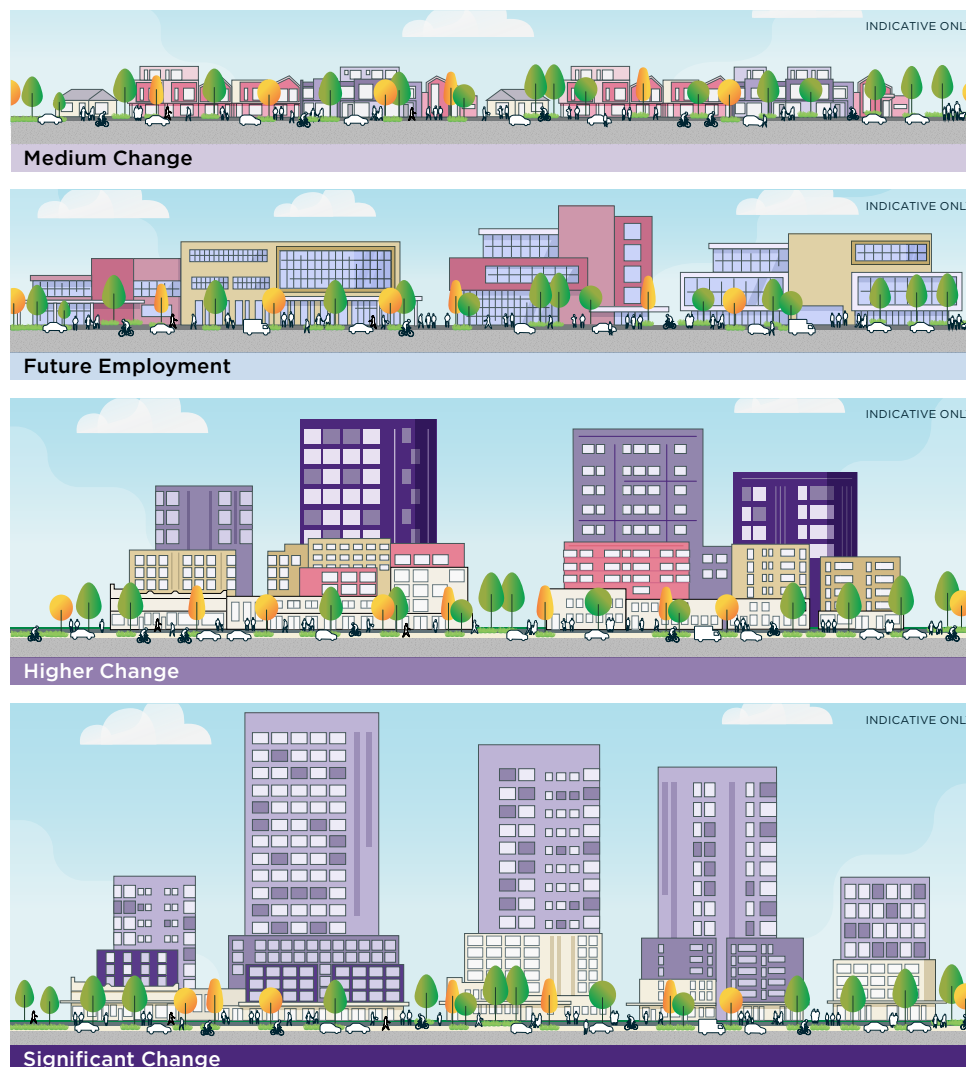


Figure 6: What will the change areas could look and feel like in the future.





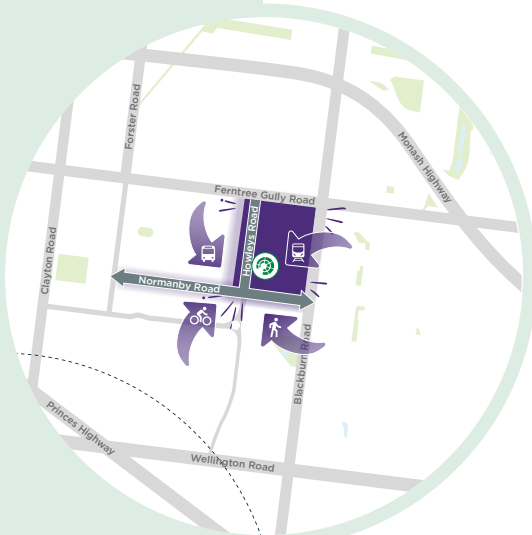
## Preliminary ideas

The preliminary ideas for Monash outlined on the following pages are a set of potential planning moves that would help deliver the Draft Precinct Vision.

They illustrate how the precinct can respond to the opportunities presented by SRL East and will enable the priority outcomes to be realised.

Testing and refining of the preliminary ideas will occur through community consultation and stakeholder engagement and in response to detailed technical studies to be carried out through the structure planning process.

Importantly, this is simply a starting point - hearing and understanding the community's views on these ideas is an essential next step.



## Preliminary Idea 1

### Create a new town centre in the Monash Precinct.

- Plan for land use change around the new SRL station - prioritising high-intensity employment with supporting opportunities for residential dwellings, retail shops, hospitality venues and local community facilities.
- Guide outcomes to facilitate high-quality urban design, while enabling the areas around the station, particularly on Howleys Road and Normanby Road, to transform to meet the needs of the community as it grows.

#### Links to themes

- Enriching Community
- Enhancing Place

- Deliver public amenity outcomes to support the needs of people walking, cycling and using public transport by creating direct links between destinations.
- Create a brand for the precinct as an innovation district, and a distinctive and sustainable destination with a sought after address for business.

#### Links to priority outcomes

- C - Social connectedness and wellbeing
- E - Improved connectivity to jobs and services



## Preliminary Idea 2

### Activate streets to make moving between destinations a connected experience.

- Encourage institutions and large landholders to orient buildings to actively engage with streets and improve access to and through their sites.
- Reduce setbacks to bring buildings closer to the street, and improve street landscapes, creating a more walkable environment.

#### Links to themes

- Better Connections
- Enhancing Place

- Enhance streets and roads including Howleys Road, Normanby Road, Blackburn Road and Scenic Boulevard, by greening streets and improving public places.
- Improve walking and cycling connections between destinations within the precinct, especially between the new station, Monash University, CSIRO and the Victorian Heart Hospital.

#### Links to priority outcomes

- C - Social connectedness and wellbeing
- D - Increased cycling and walking connections



### Preliminary Idea 3

#### Encourage innovation clusters that support economic growth.

- Preserve land use for economic growth and development, prioritising employment, ensuring businesses have the land and planning settings they need to grow and scale up.
- Update planning settings to support intensification of specialised employment uses - such as Moderna mRNA vaccine manufacturing facility, Melbourne Centre for Nanofabrication and the Victorian Heart Hospital.

- Guide redevelopment of strategic sites to encourage both large and small scale enterprises, to foster innovation and specialised uses.
- Encourage the clustering of economic activity, leveraging the new SRL station and attracting businesses to the precinct which have research and development strengths.

#### Links to themes

- Boosting the Economy
- Enhancing Place

#### Links to priority outcomes

- A - Capacity for future employment and industry
- B - Strategically aligned economic development



### Preliminary Idea 4

#### Improve movement and connections across the precinct.

- Create a grid-like pattern of streets across the central area of the precinct, north of Normanby Road and south of Ferntree Gully Road.
- Improve links between the new town centre at the SRL station and employment areas in focus for land use intensification along Blackburn Road, opposite Monash University.

- Encourage walking, cycling and public transport use as the preferred modes of travel by supporting these modes along major road corridors, and improving walking and cycling connections across the precinct.
- Support new and emerging transport options with the new interchange at the SRL station.

#### Links to themes

- Better Connections
- Enhancing Place

#### Links to priority outcomes

- D - Increased cycling and walking connections
- E - Improved connectivity to jobs and services





### Preliminary Idea 5

#### Create greener streets that include increased vegetation and reduced hard surfaces.

- Increase canopy cover across the precinct to mitigate the urban heat island effect.
- Investigate ways to support community use and naturalisation of existing water infrastructure in the precinct - including drains and water storage facilities.

- Encourage sustainable urban water management throughout the precinct, including improved water reuse opportunities.
- Encourage business to transition to more sustainable practices through more efficient use of materials, becoming part of the circular economy.

#### Links to themes

- Enriching Community
- Empowering Sustainability

#### Links to priority outcomes

- C - Social connectedness and wellbeing
- D - Increased cycling and walking connections



### Preliminary Idea 6

#### Drive productivity and economic growth.

- Plan for public transport capable corridors along Ferntree Gully Road and Blackburn Road, to increase access to jobs and services across the precinct.
- Encourage land uses along corridors of economic activity, aligning intensity of growth to areas of greatest accessibility.

- Enhance accessibility between clusters of businesses and institutions that have common interests, including Victorian Heart Hospital, Monash University and Monash Medical Centre in the Clayton Precinct.
- Support an intensified level of development that enables walkers, cyclists and public transport users to benefit from a connected and integrated experience that links destinations, and supports activity at street level.

#### Links to themes

- Boosting the Economy
- Enhancing Place

#### Links to priority outcomes

- A - Capacity for future employment and industry
- B - Strategically aligned economic development

# Opportunity areas

Individual neighbourhoods in Monash offer different opportunities to support growth and deliver the benefits from coordinated precinct planning.

Each place has its own distinct character or land uses and could help deliver different kinds of change over time.

The following neighbourhoods have been identified as important to contribute to the Draft Precinct Vision and will be further investigated through structure planning.

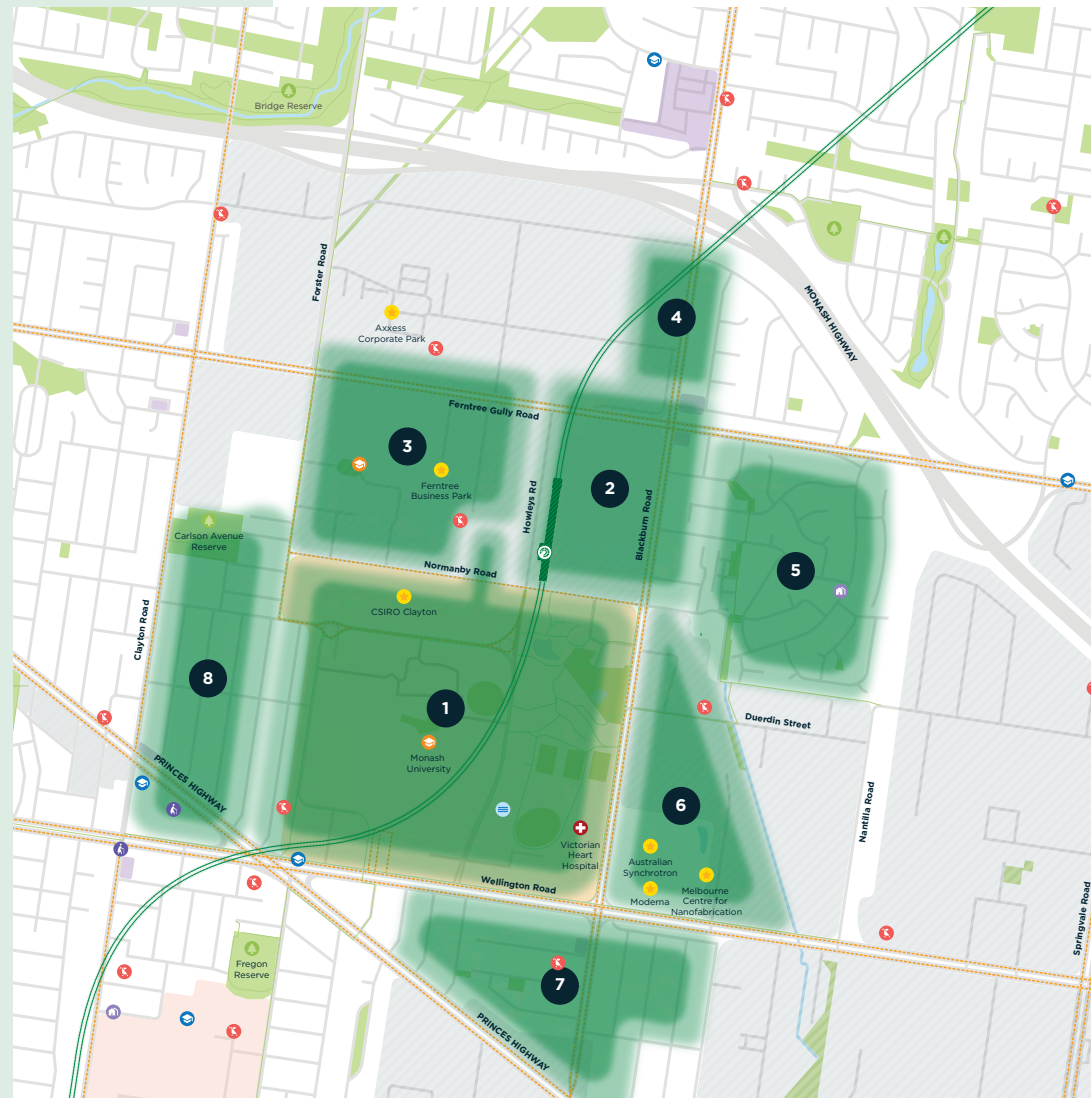
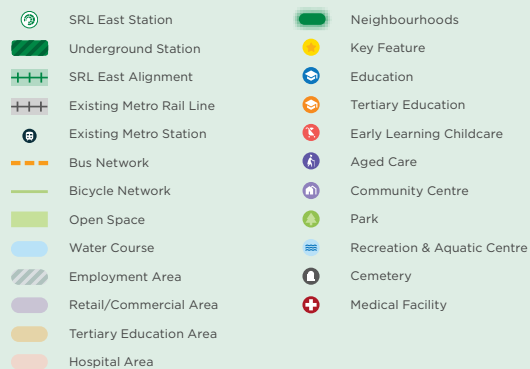


Figure 7: Monash's areas of opportunity.

## 1 Monash University and CSIRO

Monash University has a campus character in a leafy, green setting. It features high-quality open space, high public amenity and a pedestrian-focused internal street network. Distinctive medium scale, architecturally designed buildings are distributed across the vast grounds, accommodating student and teaching facilities along with research, education and services. The site also includes the Victorian Heart Hospital and is supported by extensive car parking. The Commonwealth Scientific and Industrial Research Organisation (CSIRO) is located to the northwest, and has research and office buildings, set against an environment of ground level car parking, mature trees, open space and pedestrian pathways.

The university campus and CSIRO are exceptionally well located to support development of a new centre of activity at the SRL station at Monash. As the precinct changes, there will be opportunities to better integrate these institutions within the expanding precinct. Growth around the station that will bring new economic opportunities and enrich the local community. Working collaboratively with institutions will be critical in supporting the success of the precinct.

## 2 Monash Central

The Monash Central area contains the site of the new SRL station and is recognised for its existing employment focus and industrial character. The area currently comprises a mix of low-scale commercial uses, set alongside the leafy residential colleges at the northern edge of the university campus.

**As the gateway to the entire precinct, Monash Central will embrace a new scale of transformation and development. Newly formed streets, laneways and spaces will be configured to define a vibrant centre of activity, including future over station development. This will catalyse new public life and activity, provide access to new jobs, amenities and services, and establish a new feature destination for people living and working in Monash. There is an opportunity to offer a diversified range of housing, retail and hospitality, which will be carefully balanced to enhance the employment and innovation priorities of the area. Bringing together a mix of uses will help create the right settings to position Monash Central as an innovation district, attracting and inspiring innovation from businesses and institutions in the precinct.**

## 3 Employment Growth

The Employment Growth neighbourhood is an existing employment area consisting of large industrial and commercial buildings, including strata title and campus-style offices. Most of the office buildings in this area are low-scale (two to six storeys) and specialist use buildings that sit within a landscaped and vehicle reliant environment. The neighbourhood adjoins a residential area to the west and has an important interface with the CSIRO site to the south.

**With its proximity to the new SRL station and existing low-scale development, this neighbourhood offers considerable potential to accommodate more jobs within a well-connected, pedestrian friendly environment. Development here can help gradually transition away from low-scale, dispersed industrial activity towards higher intensity knowledge-based businesses. Existing specialised industries will continue to grow and expand, ensuring the precinct maintains its focus on employment and innovation while adapting to support increases in job diversity and density. Strategic planning will also carefully consider the neighbourhood's role as a buffer for the residential areas in the west. There are opportunities to improve the public amenity for pedestrians, including enhancing Normanby Road.**

#### 4 Blackburn Road North

Blackburn Road North is the main connection to areas north of the Monash Freeway. The road borders the business park-style commercial buildings on the west and residential buildings on the east. Established trees help define a leafy, though vehicle-dominated streetscape.

**Blackburn Road will be a public and active transport corridor, with improved north-south walking, cycling and public transport connections. Blackburn Road North will support a mix of uses, including commercial offices and residential apartments, that will enable the area to evolve from a movement corridor to a place in its own right. Increasing the scale of development along Blackburn Road will support the expansion of activity from the new centre to the north. This will drive intensified employment opportunities and provide more housing choice.**

#### 5 Notting Hill Residential

This area contains single and double storey residential homes bound by Ferntree Gully Road, the future Westall Road Extension reserve, pockets of industrial land to the south and development that fronts Blackburn Road. The land has a recognisable slope towards the south east and the lot configuration is characterised by its cul-de-sac street network.

**Within a short walk of the new SRL station and future amenities on Blackburn Road, this residential area can support increased housing diversity within a distinctive local environment. New developments in strategic locations can increase the supply of apartments and student accommodation.**

#### 6 Nanotech Neighbourhood

The Nanotech Neighbourhood is located to the east of Blackburn Road and has a mix of existing uses, including business parks, logistics and industrial warehouse facilities. It includes the Moderna mRNA vaccine manufacturing facility, Melbourne Centre for Nanofabrication and the Australian Synchrotron, a major research facility operated by the Australian Government. The Victorian Heart Hospital sits across the road on the Monash University campus.

**Located within walking distance of the new SRL station, the area will benefit from new active and public transport connections along Blackburn Road that will dramatically improve its accessibility to the wider area and the rest of Melbourne. It will offer new accommodation options for businesses seeking to locate close to the research and development institutions. Its sought-after location will enable a new scale of development which will complement the employment uses, and support the increasing intensity and diversity of jobs in Monash.**

## 7 Blackburn Road South Residential

The Blackburn Road South Residential area is defined by the M-City development, surrounded by leafy residential streets and low-density detached dwellings. Some instances of semi-detached dwellings and small scale apartment buildings exist across the area. The area has convenient access to shops, amenities and services, and public transport.

With proximity to employment opportunities across the Monash and Clayton precincts and improved access created by SRL East, this area can help support change. Complementing and expanding on the scale of change that has already occurred at M-City, this area can accommodate the housing needs of a diverse and growing community.

## 8 Clayton North Residential

The Clayton North Residential area is a suburban residential area located to the west of Monash University. The area is defined by low-density, suburban residential streets with one to two storey homes. However, the area is changing with recent subdivisions demonstrating a trend towards two or three houses on a lot.

Adjacent to Monash University and sitting behind Clayton Road, this area provides an opportunity to support increased housing, particularly for those connected to the university and employment opportunities in Monash and Clayton. Consolidation of lots could support an increase in scale and the type of housing offered. Strategic planning will further consider the interface between the university and how it interacts with the surrounding neighbourhood.



# Next steps

## Consultation

We are committed to developing shared visions for each of the SRL East Precincts. Engagement with local communities and other stakeholders is a crucial element of the structure planning process.

We want to hear your ideas and aspirations for the places in which you live, work, visit and study. We want to hear from people who aspire to live in these places in the future, as more housing choices become available and are easier to reach.

This Draft Precinct Vision is another key step towards developing a new structure plan for the area. It builds upon the *SRL Precincts: Discussion Paper* and previous community consultation to guide a new planning framework around SRL East stations.

Changes to statutory planning settings will support new land uses, such as business and retail as well as residential and community facilities. It will also allow for increased densities, depending on the characteristics and context of different areas across precincts.

The structure plan and associated technical studies along with a draft planning scheme amendment will be released for public consultation in late 2024. The Minister for Planning may refer public submissions to an Advisory Committee.

Your feedback on this document will inform the development of planning tools and policies and help investment and decision making – ensuring coordination and collaboration between community and stakeholders to achieve the best outcomes for the community.

## Building on what we've heard

This Draft Precinct Vision provides an early opportunity to share your ideas for the future of the SRL East Precincts.

If you would like to participate in the community engagement activities or provide feedback on the Draft Precinct Vision please go to:

[engage.vic.gov.au/suburban-rail-loop](https://engage.vic.gov.au/suburban-rail-loop)



## Taking your feedback on board

The key steps in the SRL East structure planning and planning scheme amendment process are as follows:

### Developing shared visions Mid to late 2023

Share feedback captured to date, outline the planning process, and seek input to draft ambition statements and proposed priority outcome areas for each SRL East precinct.

**Your feedback**  
will help refine precinct visions and inform draft structure plans

### Refining the visions Late 2023

Seek feedback on Draft Precinct Visions, refine understanding of opportunities and challenges, and explore planning criteria based on values and needs.

### Shaping the plans Early to mid 2024

Continue gathering feedback to inform final precinct visions and draft structure plans; build awareness of upcoming exhibition process and how to participate.

**Your feedback**  
will inform final precinct visions and draft structure plans

### Exhibiting the plans Late 2024

Release final visions, draft structure plans and planning scheme amendments for public consultation; seek stakeholder and community submissions.

**Your feedback**  
will inform the independent advisory committee process

### Public hearing 2025

An advisory committee will consider the structure planning documents and draft planning scheme amendments.

**Your feedback**  
will inform final structure plans and planning scheme amendments

### Sharing the outcomes Early 2026

Finalise and adopt structure plans; approval and gazettal of planning scheme amendments.



[suburbanrailloop.vic.gov.au](http://suburbanrailloop.vic.gov.au)



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

2535\_SRL



# Draft Precinct Vision

GLEN WAVERLEY



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



ARTIST'S IMPRESSION



## Acknowledgment of Country

Suburban Rail Loop is located on the traditional lands of the Wurundjeri Woi Wurrung People to the north and the Bunurong People to the south. We proudly acknowledge all First Peoples as the Traditional Owners and custodians of the land on which we live and work, and we pay our respect to Elders, past and present.

Suburban Rail Loop Authority celebrates the world's oldest living cultures, and we acknowledge that Traditional Owners have lived sustainably in the region for tens of thousands of years. We respect their connection to Country as ongoing custodians, and their spiritual connection to the land, waterways and stories of this Country.

As we work to transform our public transport network, better connect our suburbs, and reshape how our city grows for future generations, we recognise the rich history and cultural significance of these communities. We acknowledge the traditional trade routes and ceremonial paths that First Peoples have used for millennia to connect and journey across the land we now call Victoria.

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# Introduction and Draft Vision

**Suburban Rail Loop (SRL) will make Glen Waverley an even better place to live and work, bringing exciting opportunities for the people and businesses in the SRL Glen Waverley Precinct.**

**It will mean more jobs and affordable housing options, greater access to health, research and education opportunities, and better services to support the local community.**

**The release of the Draft Precinct Vision for Glen Waverley is the next step in a joint approach to planning for the future of these neighbourhoods.**

**We invite you to be part of an ongoing conversation to ensure we all make the most of the opportunities that SRL brings to Glen Waverley.**

Following the release of the *SRL Precincts: Discussion Paper* recapping community feedback to date, this document continues the conversation about planning for the future of SRL East Precincts.

It puts forward a draft vision statement to show what Glen Waverley could look like in the 2050s, building on the ambition first set out in the *SRL Business and Investment Case*.

Five precinct themes have been identified to establish a clear connection between the place that exists today and what it could look like in the future, as inevitable change occurs. They will guide the way we look at strategic planning for SRL East Precincts.

Connected to these themes are Priority Outcomes that Suburban Rail Loop Authority (SRLA) sought feedback on in the *SRL Precincts: Discussion Paper*.

This Draft Precinct Vision builds on both the themes and the priority outcomes by identifying a draft precinct plan, presenting a range of preliminary ideas and opportunity areas to guide strategic planning for Glen Waverley.

## How you can be involved

Successful strategic planning needs a vision to build on, to inspire feedback and to support the development of planning tools. These include a structure plan and planning scheme amendments.

Your feedback on this document will inform the development of these planning tools and their supporting policies to guide planning, investment and decision making – ensuring coordination and collaboration between community and stakeholders to achieve the best outcomes for the community.

There will be further opportunities for you to provide input as the SRL East Precincts planning process continues into 2024.



# A Draft Vision for Glen Waverley

Glen Waverley will be home to a thriving multicultural community with the job and lifestyle opportunities its growing population needs.

A diverse range of housing options will mean people can stay in the community they love, whatever their life stage. Building new housing will be matched by increases to natural habitats and open spaces that support active and healthy lifestyles.

SRL will mean Glen Waverley residents will have everything they need, closer to home. Improving walking and cycling options as the suburb grows will encourage people to leave the car at home.

New connections will create new job opportunities for Glen Waverley. Just as residents will travel to workplaces in Clayton, Monash or Box Hill, people from across the corridor will come to work, study and play in Glen Waverley. The southern end of the precinct will become a commercial destination with a thriving business community.

The new station will create a lively plaza as a centrepiece to a revitalised town centre. Building on the vibrancy of Kingsway, it will be a place for celebrations, cultural events and community gatherings. The town centre will come alive in the evenings with restaurants, bistros and bars.

**SRL will unlock opportunities in Glen Waverley, delivering a vibrant and diverse precinct with diverse and affordable housing.**

# Building on conversations

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

The SRL Team is continuing this dialogue as part of a process to develop shared visions about the potential for these suburbs.

We are seeking ongoing feedback to ensure the community and other stakeholders are at the centre of our 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.

## 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](https://suburbanrailloop.vic.gov.au/engagement-reports)

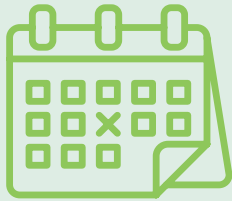
In addition, workshops have been held with key stakeholder groups, including state and local government partners and key educational and health institutions in each precinct.

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

To help progress the conversation we developed the *SRL Precincts: Discussion Paper* which included draft ambition statements that summarised the individual qualities of each place, along with proposed priority outcomes for each area.

Through consultation these have been refined and developed into a draft vision for each precinct.

## ***SRL Precincts: Discussion Paper***



**August 2023**

*SRL Precincts: Discussion  
Paper release date*



**3,438**

*SRL Precincts: Discussion  
Paper downloaded*



**10**

Community listening posts  
and shopping centre pop-ups



**615**

Surveys submitted



**350+**

Face-to-face community  
interactions

# Context

## About Suburban Rail Loop

SRL will change how people move around Melbourne and Victoria and help shape how the city grows in the decades ahead.

It will deliver a new 90km orbital rail line across Melbourne's middle suburbs from Cheltenham to Werribee, along with 15 new train stations – many that will connect with the existing radial rail network and regional lines. It will also create a corridor of linked precincts outside of the CBD.

But SRL is much more than a transport project. The precincts around the new 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 lead to better services to support these communities.

## SRL East corridor

SRL East will create a new networked corridor for Melbourne's east and south east. It will provide previously unimagined access between six new SRL stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill via a modern 26-kilometre underground rail line.

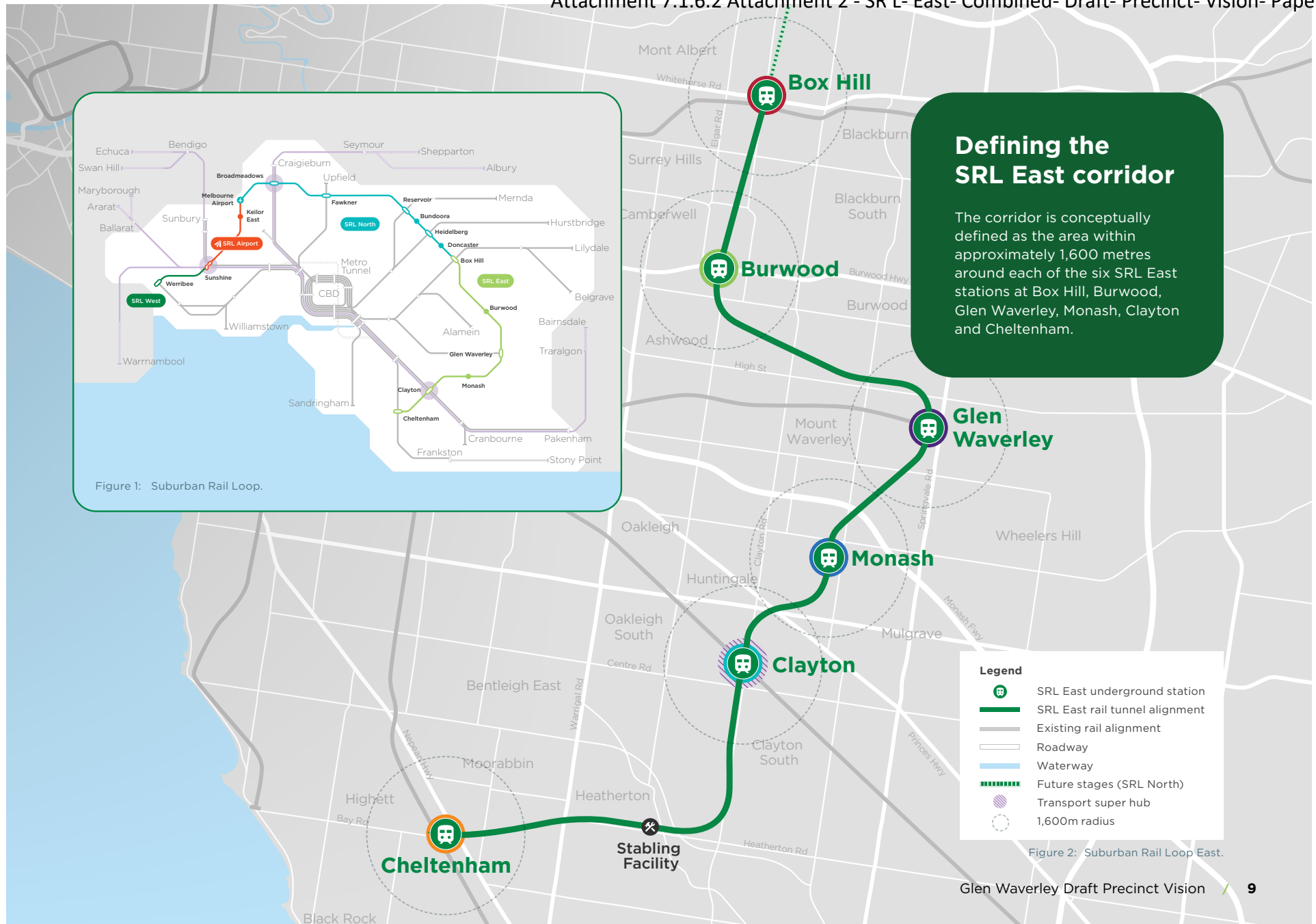
From 2035, trains will run every six minutes in the peak and will enable passengers to travel from Cheltenham to Box Hill in around 22 minutes. Train frequency will increase to meet demand as future SRL stages are delivered, with an ultimate service frequency every two minutes.

Enhanced connectivity will make these destinations even more attractive for businesses and families.

Detailed and thoughtful strategic planning is required to enable the areas around the new stations to build on the existing strengths of these suburbs.

Coordination and planning for each SRL East Precinct needs to take place concurrently to optimise the best outcomes for the SRL East corridor as a whole. This coordinated approach will:

- Ensure housing, jobs, services and amenities are delivered in the right locations to support new and existing residents, people working in Glen Waverley, and visitors.
- Enable a more efficient program of infrastructure investment across transport, education, health, open space and other amenities.



# Planning for Melbourne's future

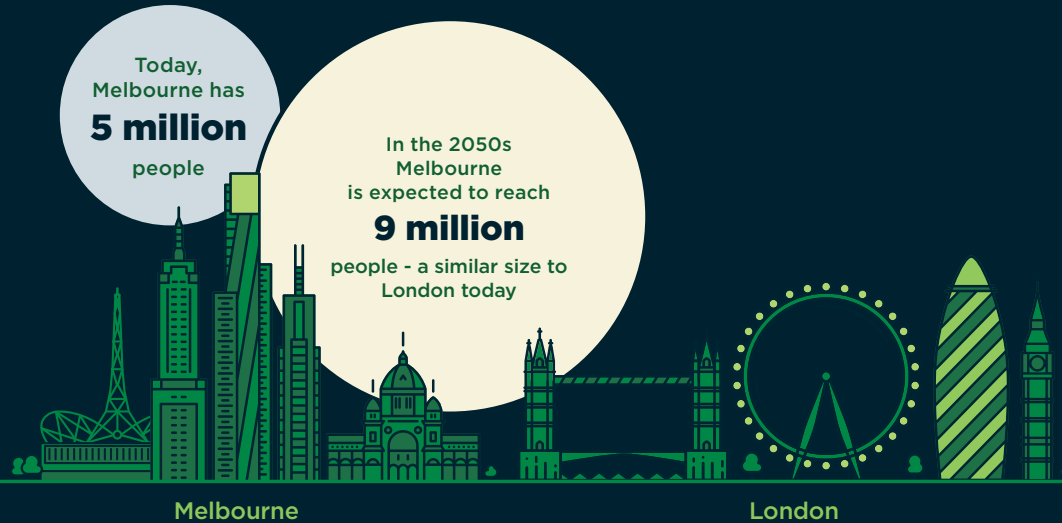
Victoria and Melbourne is growing. Victoria is forecast to be home to around 11 million people in the 2050s, with up to nine million of those based in Melbourne. That's the same size as London today.

Our 'hub and spoke' metropolitan rail network does not support a growing city. Historically, Melbourne has grown at its fringes. And the more a city sprawls, the less liveable it becomes.

Unless Melbourne shifts away from its monocentric structure, there are likely to be increasing constraints on economic growth, impacts to sustainability, liveability and outcomes that result in entrenched disadvantage.

## A strategically aligned vision

Suburban Rail Loop is part of a coordinated Victorian Government plan to manage growth and support change across the state, aligning with Victoria's *Housing Statement*. Planning for the broad areas around each of the SRL East stations will help Melbourne become a 'city of centres' and will set up these communities to thrive into the future.





## Delivering Plan Melbourne objectives

*Plan Melbourne 2017-2050* is the Victorian Government's long-term planning strategy to ensure Melbourne remains a global city of opportunity and liveability.

In its *Housing Statement*, the Victorian Government announced Plan Melbourne will be updated and expanded to cover the whole state.

A new plan for Victoria will set into action what our state will look like over coming decades. It will focus on delivering more homes near transport, job opportunities and essential services in vibrant, liveable, and sustainable neighbourhoods.

A new plan for Victoria will bring to life the Victorian Government's target for 70 per cent of new homes to be built in established areas, while making sure growth areas deliver 30 per cent of new homes.

SRL will help deliver these core objectives. It will reduce road and public transport congestion and enable people to move more easily around the city by better connecting suburbs and by supporting precincts around transport hubs. These SRL East precincts will open up greater housing opportunities and business potential as well as access to enhanced services and facilities for communities.

### Planning for Glen Waverley as part of SRL will help:



**Increase connections and opportunities for regional Victorians** by improving access to health, education and other services.



**Provide a transport network for the future** that transforms how Victorians move around the city and includes more sustainable transport options.



**Provide more affordable housing and choice** in locations close to jobs and services.



**Create a 'city of centres'** supported by integrated transport, land use and precinct development that will help shape a more sustainable and equitable Melbourne.



**Grow the economy** by encouraging more jobs closer to where people live and enhancing health, education and research precincts.



**Develop a 20-minute neighbourhood** so people can access most of their daily needs locally.



**Respond to climate change** by growing a cleaner and more productive neighbourhood.

## Victoria's Housing Statement

Right across Australia, finding an affordable home is becoming harder than ever before.

Victoria's *Housing Statement* puts forward an ambitious, state-wide plan to tackle the root of the problem: housing supply.

The Victorian Government is setting a bold target to build 800,000 homes in Victoria over the next decade.



### 1 Good decisions, made faster

The Victorian Government is reforming Victoria's planning system to boost housing supply across the state – clearing the backlog and giving builders, buyers and renovators certainty about how long approvals will take.

### 2 Cheaper housing, closer to work

The Victorian Government is making it easier to build more homes, with the best design standards, where Victorians want to live – that means going up and out, not just out.

### 3 Protecting renters' rights

The Victorian Government is closing loopholes that drive up the cost of living for renters, giving renters more certainty over their leases, living standards and finances and resolving tenancy disputes faster to keep them out of VCAT.

### 4 More social housing

The Victorian Government is building more social and affordable homes across Victoria – launching Australia's biggest urban renewal project on top of the *Big Housing Build*.

### 5 A long-term housing plan

We know our state will keep growing – and we know we'll need a plan to manage that growth in the decades ahead.

### 6 425,600 new homes for regional Victoria

As part of the Victorian Government's work to build the 2.24 million homes Victoria will need by 2051, the state is setting a regional target to build 425,600 of those homes across our regions.

## Building on priority outcomes for Glen Waverley

The *SRL Precincts: Discussion Paper* sought feedback on the five priority outcomes for Glen Waverley.



**Priority outcome A**  
Social connectedness and wellbeing



**Priority outcome B**  
Capacity for future employment and industry



**Priority outcome C**  
Strategically aligned economic development



**Priority outcome D**  
Increased cycling and walking connections



**Priority outcome E**  
Improved connectivity to jobs and services

Community feedback on these outcomes emphasises the importance of precinct amenity and social connectedness achieved by improved public transport, walkability and access to jobs close to home.

The Draft Precinct Vision builds on the feedback already received. This document adds new precinct themes and preliminary ideas. Your feedback on these will inform future planning.



## Precinct Themes - Glen Waverley

The *SRL Business and Investment Case* sets out three overarching project objectives:

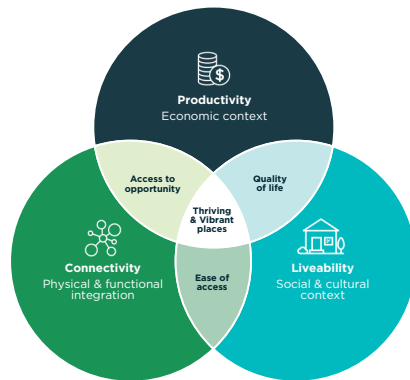


Figure 3: Intersection between the three SRL objectives.

Planning for SRL East Precincts will help deliver the project objectives and will be guided by five strategic themes.

Each precinct is different. Detailed planning will refine and identify how these themes can be delivered in Glen Waverley. Ongoing consultation with the community and stakeholders will inform this process to create a shared vision for Glen Waverley.



### Boosting the Economy

**Boosting the Economy** will guide how we build on the unique assets and strengths of each area to trigger investment and jobs.

#### This could be achieved by:

- Advancing economic strengths and capabilities through precinct planning and design.
- Creating the environment for job opportunities and a pipeline of future investment.
- Fostering an environment that cultivates new ideas and commercially viable products, services and businesses.
- Attracting and retaining skills and top talent to support priority industries.
- Fostering networks that support collaboration and the exchange of information.
- Empowering start-ups, spin-offs, creatives, and entrepreneurs to grow and scale in place.
- Improving economic participation and equitable job opportunities.



### Enriching Community

**Enriching Community** will guide precinct planning to create healthy and inclusive neighbourhoods.

#### This could be achieved by:

- Enabling diverse and affordable housing choices and tenure models that support liveability for a growing community.
- Promoting social equity, safety and inclusion in precinct planning and development.
- Enhancing civic and community infrastructure to support existing and future community needs.
- Improving access to education and health facilities and supporting their growth to enable positive socioeconomic outcomes.
- Enhancing recreational assets to support healthy lifestyles through activity and play.



### Better Connections

Better Connections will guide how we plan public transport and active transport options, connecting people to opportunities and experiences in the SRL East corridor and beyond.

#### This could be achieved by:

- Creating an integrated people-focused transport network that supports the precinct.
- Providing active and sustainable transport options to support healthy lifestyles.
- Supporting local journeys and social inclusion through well-designed networks of movement.
- Facilitating intuitive and convenient multi-stop travel.
- Improving the transport customer experience.
- Enhancing connections between metropolitan and regional Victoria.
- Enabling inclusive and safe travel for all ages, abilities and genders.



### Enhancing Place

Enhancing Place will guide how we plan vibrant, sustainable and inclusive public spaces that build on the existing character and identity of our suburbs.

#### This could be achieved by:

- Promoting and enabling high-quality design to create attractive urban environments and continue to build a community for everyone.
- Enhancing place amenity, vibrancy and safety during the day and night.
- Creating welcoming and inclusive spaces that celebrate diverse stories of culture, character and identity.
- Honouring and respecting the cultural heritage of the land past, present and shared.
- Improving access to high-quality green spaces, enhancing amenity, regeneration and connection to nature.
- Supporting community resilience by designing places that enable and promote social connection.



### Empowering Sustainability

Empowering Sustainability will guide how we adapt to and mitigate the effects of climate change and contribute to environmental sustainability.

#### This could be achieved by:

- Enabling reductions in energy consumption and an accelerated transition to net zero.
- Fostering responsible use of resources and supporting the transition to a circular economy.
- Mitigating climate risks and hazards to create climate resilient and adaptive places.
- Greening urban areas to address heat issues and improve amenity.
- Protecting natural habitats and improving biodiversity in green spaces and waterways.
- Embedding sustainable water management practices in precinct planning and design.

## Glen Waverley in the SRL East corridor

SRL East will connect more people than ever before to Glen Waverley's housing, jobs, services and amenities – and provide local residents and people working in Glen Waverley with new access to opportunities in Cheltenham, Clayton, Monash, Burwood, and Box Hill.

Planning for Glen Waverley as part of SRL East will realise the benefits of this new networked corridor. It will build on what makes the area great today while opening it up to previously unconnected parts of Melbourne.

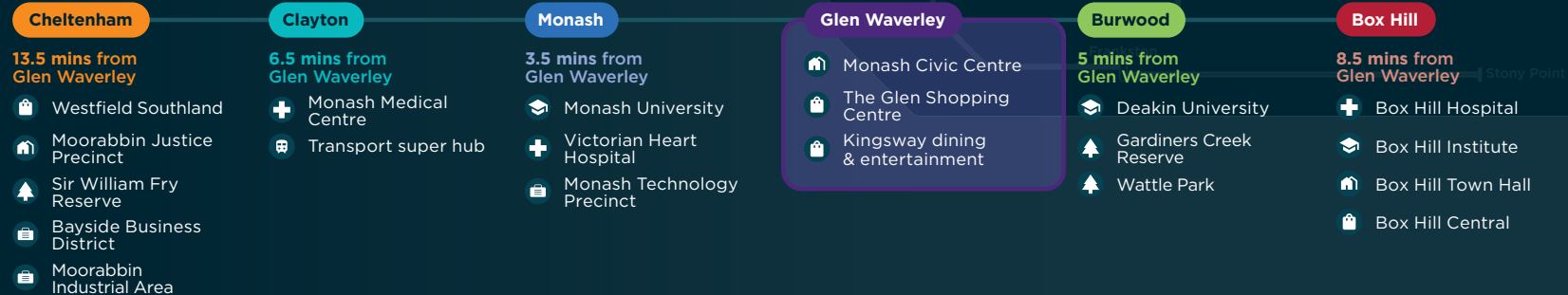


Figure 4: The unique attractors within each precinct in the corridor.



## Realising the Draft Vision for Glen Waverley

SRL will unlock opportunities in Glen Waverley, delivering a vibrant and diverse precinct with diverse and affordable housing.



## Vision-led planning for Glen Waverley

The Vision for Glen Waverley will guide new planning settings, catalyst projects and infrastructure investment.

This Draft Precinct Vision sets the aspiration for strategic planning in the Glen Waverley Precinct. Its release for community feedback progresses the conversation about SRL East Precincts as we begin the next phase of detailed planning. This next phase will include further investigation through technical studies and community and stakeholder consultation in the coming months.

The planning process will build on the previous strategic planning undertaken for Glen Waverley to date, and will result in a structure plan that recognises local strengths and responds to the new opportunities that SRL East unlocks.

In the longer term, Glen Waverley will accommodate around 46,500 residents and 25,000 jobs – this means Glen Waverley will need more homes, more offices and space for employment, as well as investment in infrastructure and amenity initiatives for a thriving community.

The structure plan will respond to this growth context by setting strategies to guide decisions

around land use, design and development.

It will also guide transport, open space, sustainability and community infrastructure across the structure plan area.

Most importantly it will give effect to the vision for Glen Waverley, showing how new housing, jobs, green space and amenity can be realised in the precinct while building on its most valued characteristics.

A draft planning scheme amendment (PSA) will go hand in hand with the structure plan, introducing a suite of new controls that establish the key planning guidance or ‘rules’ for future development.

The structure plan and draft PSA will then be put on public exhibition, accompanied by a foundation of technical reports and incorporating a final Precinct Vision that reflects feedback provided on this document.

Planning for the future will happen in a staged way. The structure plan will initially focus on an area extending around the SRL station generally within a 10-minute walk. The full precinct, extending around 1,600m from the station, will evolve over the longer term and will be guided by the Precinct Vision.

### What is a Structure Plan?

A structure plan is a blueprint to guide how an area develops and changes, over approximately 15 years.

It also addresses future growth and how it will be managed in an appropriate and sustainable way to achieve social, economic and environmental objectives.

Structure plans give effect to the policies and objectives set for an area and cater for changing community needs. They cover things such as changes to land use, built form, transport and community infrastructure, and public spaces.

Implementing the actions and applying the guidance within the plan will help us to deliver on the vision for each SRL East Precinct.

**Future change in  
Glen Waverley will be  
guided by strategic  
planning that ensures  
its long-term success  
as a place where  
people love to live,  
work and visit.**





## Glen Waverley Draft Precinct Plan

This is a visual representation of the Draft Precinct Vision.

It identifies where change is likely to occur as Glen Waverley grows over time, supported by enhanced connectivity, improved community amenities, diversified retail and commercial areas and increased local job opportunities.

The plan will be further investigated as part of the structure planning process and evolved to respond to community needs and detailed technical studies.

The future structure plan will offer a more detailed framework for land use, buildings, and infrastructure, informed by holistic planning for the area.



Figure 5: Glen Waverley Draft Precinct Plan.

## What kind of change could this include?

Future planning for Glen Waverley will provide the opportunity to deliver a variety of homes where people want to live, close to jobs, great schools and services.

SRL will better connect Glen Waverley, unlocking land for more housing in places people want to live. New mixed-use development in the centre of the precinct and along key corridors like Springvale Road will deliver more urban density.

**Medium Change** areas will provide opportunities to increase housing across the precinct to support a growing and ageing community. New homes in these areas will mean more affordable housing, townhouses and units that complement the local character.

New homes in well-designed, low to mid-rise apartments will be located in areas identified as **Higher Change**. These higher change areas will enable more people to live within walking distance of local schools and green open space.

Strategic planning will ensure substantial change occurs in the most suitable locations.

**Significant Change** areas will concentrate this higher density development around the new SRL station, providing more office and retail spaces that will cater to the local community's needs, providing more housing diversity and more job opportunities.



Figure 6: What the change areas could look and feel like in the future.



## Preliminary ideas

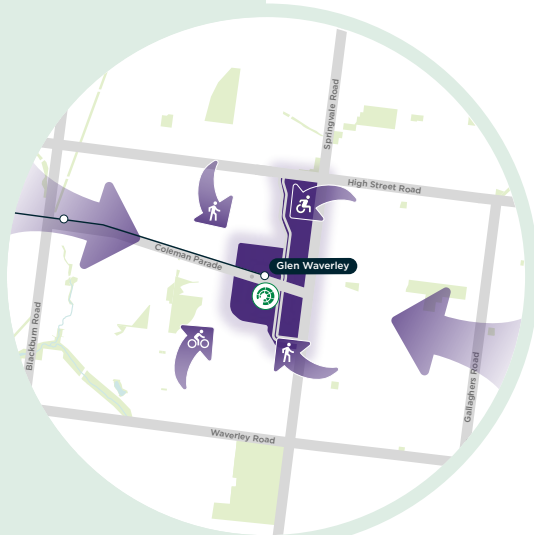
The preliminary ideas for Glen Waverley outlined on the following pages are a set of potential planning moves that would help deliver the Draft Precinct Vision.

They illustrate how the precinct can respond to the opportunities presented by SRL East and will enable the priority outcomes to be realised.

Testing and refining of the preliminary ideas will occur through community consultation and stakeholder engagement and in response to detailed technical studies to be carried out through the structure planning process.

Importantly, this is simply a starting point - hearing and understanding the community's views on these ideas is an essential next step.





### Preliminary Idea 1

#### Revitalise central Glen Waverley by enhancing transport choice.

- Rethink the internal road network in central Glen Waverley to better manage car access and parking and support better retail and dining experiences.

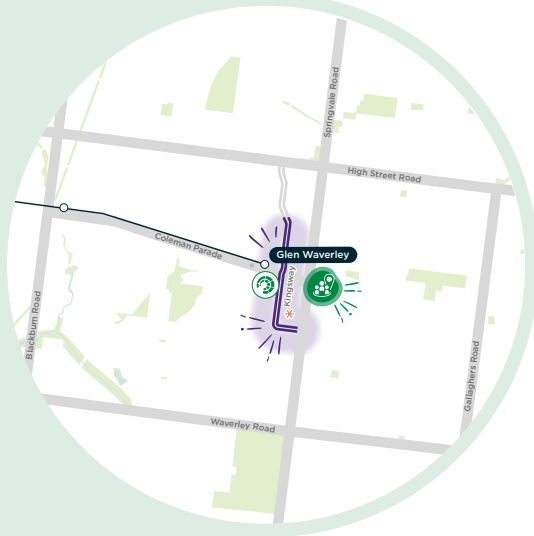
- Investigate consolidated car parking around the periphery of central Glen Waverley, ensuring convenient access from major roads, to balance local parking requirements against the need to make the shopping precinct a place where people will want to linger longer.
- Expand the laneway network and create improved links to better support direct connections around central Glen Waverley.
- Improve crossings of Springvale Road to better connect communities to central Glen Waverley.

#### Links to themes

- Better Connections
- Enhancing Place

#### Links to priority outcomes

- A - Social connectedness and wellbeing
- D - Increased cycling and walking connections



### Preliminary Idea 2

#### Support the heart of Glen Waverley to grow.

- Gradually re-purpose underutilised areas as future development sites that are able to support a range of civic, employment and other uses.
- Investigate options and plan for an enhanced open space that supports public amenity and provides a place for the community to connect and gather.

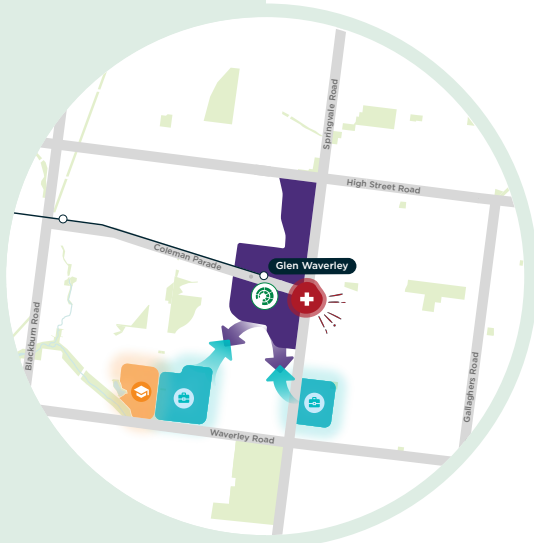
- Enhance Kingsway with expanded outdoor dining. Support the potential for a diverse range of community activities throughout the day and night.
- Support central Glen Waverley as a regional destination for cultural and community events.
- Support Monash City Council's proposal to establish a new community hub and offices.
- Guide high-quality design outcomes that encourage activity along main streets within Glen Waverley's centre.

#### Links to themes

- Enriching Community
- Enhancing Place

#### Links to priority outcomes

- A - Social connectedness and wellbeing
- E - Improved connectivity to jobs and services



### Preliminary Idea 3

#### Expand the employment capacity and diversity of existing areas near Waverley Road and within central Glen Waverley.

- Support a diversity of land uses to attract businesses and services to locate in the precinct.
- Encourage intensification and diversification of employment land uses.
- Support the development of a medical precinct along Springvale Road

- Support schools and education facilities within the precinct to cluster together.
- Improve direct links between central Glen Waverley and employment areas around Waverley Road and Springvale Road.
- Enhance the public amenity and connectivity in employment areas.
- Explore opportunities to improve public transport, and walking and cycling connections from the south and east.

#### Links to themes

- Boosting the Economy
- Enhancing Place

#### Links to priority outcomes

- B - Capacity for future employment and industry
- C - Strategically aligned economic development



### Preliminary Idea 4

#### Connect central Glen Waverley and the new transport hub into the surrounding network of green and active transport corridors.

- Enhance open space opportunities across the precinct, supporting a variety of multi-purpose open spaces.

- Improve the street network to facilitate walking and cycling networks between open spaces and destinations including Syndal, Glen Waverley Station and places of employment.
- Plant more trees, drawing the leafy character of Glen Waverley into the centre of the precinct, around the new SRL station and Kingsway area.

#### Links to themes

- Better Connections
- Empowering Sustainability

#### Links to priority outcomes

- C - Strategically aligned economic development
- D - Increased cycling and walking connections



### Preliminary Idea 5

#### Facilitate housing choice and improve affordability by supporting growth in residential development.

- Encourage increased residential development around central Glen Waverley and Syndal, where there is public transport and access to amenities.

- Encourage diverse housing to meet the needs of different lifestyles and household sizes, including university students attending campuses along the SRL East corridor.
- Support older populations to downsize into accessible and culturally-sensitive housing solutions.

#### Links to themes

- Enriching Community
- Enhancing Place

#### Links to priority outcomes

- A - Social connectedness and wellbeing
- E - Improved connectivity to jobs and services



### Preliminary Idea 6

#### Better connect the precinct's two centres of activity at Syndal and Glen Waverley.

- Plan for strategic land use outcomes along Coleman Parade which better reflect the connected nature of the two centres.
- Improve walking and cycling connections between the two centres.
- Create a vision for Syndal that encourages growth and integrating it with the wider vision for Glen Waverley.

- Expand the capacity of local services, healthcare facilities and spaces for business in Syndal, creating 20-minute walkable neighbourhoods.
- Expand housing choice across Syndal and along the Coleman Parade connection to central Glen Waverley.

#### Links to themes

- Better Connections
- Enriching Community

#### Links to priority outcomes

- B - Capacity for future employment and industry
- E - Improved connectivity to jobs and services

# Opportunity areas

Individual neighbourhoods in Glen Waverley offer different opportunities to support growth and deliver the benefits from coordinated precinct planning.

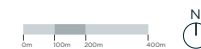
Each place has its own distinct character or land uses and could help deliver different kinds of change over time.

The following neighbourhoods have been identified as important to contribute to the Draft Precinct Vision and will be further investigated through structure planning.

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



Figure 7: Glen Waverley's areas of opportunity.



### 1 Central Glen Waverley

Central Glen Waverley includes the existing Glen Waverley Station, Kingsway restaurants and The Glen Shopping Centre. Local community facilities provide valued public services, including the Monash Civic Centre and Glen Waverley Public Library. Entertainment and hospitality venues like Village Cinemas, Novotel at Century City Walk and Ibis Hotel attract visitors supporting the centre's vibrant day and night-time economy. Recent developments include a multi-storey entertainment and hospitality venue on Montclair Avenue and a redevelopment of The Glen, which includes expanded retail, a new alfresco dining area and residential apartments. There are challenges supporting the competing needs of car parking and maintaining an amenity-rich environment that allows these destinations to continue to thrive.

The existing retail, hospitality, nightlife, and entertainment venues attract local residents and visitors alike. Future growth in central Glen Waverley can accommodate new buildings that will see the street level retain its shopping and dining opportunities, while upper levels will support new places to live and work. This neighbourhood can accommodate new spaces for the community to gather and support local events. New commercial office spaces will diversify the local economy. As more people are attracted to the centre, there will be increased demand for the precinct's vibrant lifestyle and entertainment offerings. Planning settings should support their ongoing growth.

### 2 O'Sullivan Road Residential

O'Sullivan Road Residential contains predominantly single-storey residential areas which are located on the edge of central Glen Waverley, focused around Myers Avenue and O'Sullivan Road, and situated between Wesley College and Glen Waverley Secondary College.

The existing residential areas have the opportunity to support a greater mixture of housing types, allowing a growing community to live close to schools and amenities. With central Glen Waverley and its vibrant lifestyle offer at its doorstep, the emerging neighbourhood will be supported by excellent access to local services and employment. The existing large lots which characterise the area provide the foundation for new housing opportunities at a medium scale between the central part of the activity centre and low-rise housing further away. Incentives to consolidate land may help provide better design outcomes.

### 3 Montclair Residential

Abutting the central Glen Waverley area, this neighbourhood is situated between Bogong Reserve and the railway line centred on Montclair Avenue. The area is comprised of large blocks with single dwellings, as well as aged care facilities on Coleman Parade.

The existing residential areas are able to support a greater mixture of housing options near open space at Bogong Reserve, and local amenities on Kingsway. Bogong Reserve will be further enhanced as a valued recreational park within the precinct. The existing amenities on Kingsway make it an attractive walkable destination. Encouraging high-quality design for future residential development will help ensure the leafy qualities of the area.

#### **4 Springvale Road East**

The eastern side of Springvale Road is fronted by healthcare services, small offices and residential dwellings. The area behind Springvale Road is predominantly suburban, incorporating large, single and double-storey dwellings.

There is potential for mixed-use development to increase activity along Springvale Road and provide greater accessibility to office spaces and healthcare facilities. Strategic planning will explore opportunities to improve the pedestrian experience along the Springvale Road spine and adjoining residential area. Being close to central Glen Waverley means there are opportunities to improve housing options. Extending through the precinct as both a key arterial and potential boulevard, Springvale Road will provide residents with high levels of accessibility and amenity.

#### **5 Waverley and Aristoc Road**

The Waverley and Aristoc Road area includes the Aristoc Road Industrial Precinct, Holmesglen Institute's Glen Waverley Campus, Monash Aquatic and Recreation Centre, Central Reserve and local schools. Areas of residential development are dispersed throughout the area.

With an existing employment focus, there is an opportunity for this neighbourhood to support the diversified jobs needs of Glen Waverley. Strategic planning can explore ways to increase offices and other commercial uses, to maximise employment opportunities within a short walk of central Glen Waverley. Supported by a greater concentration of community, recreation, and education services, the area has a unique opportunity within the wider precinct to adapt to the changing needs of residents and provide the range of services required into the future.

#### **6 High Street Road North**

The areas located north of High Street Road are characterised by their low density and leafy residential neighbourhoods that benefit from good access to Glen Waverley North Reserve.

This area has excellent access to central Glen Waverley and its local amenities as well as open space at Glen Waverley North Reserve and local schools. There are opportunities to improve housing supply and diversity.



## 7 Syndal

Syndal is a neighbourhood activity centre on Blackburn Road, near the existing Syndal Station. It currently has a pocket of retail and office, a multi-level commuter carpark and features a hilly landscape that slopes towards Scotchmans Creek. The centre is undergoing change and has medium-scale residential and commercial office developments near the station.

**Syndal benefits from its connection to central Glen Waverley and shops on Coleman Parade and Blackburn Road, as well as the existing train station. Building on its medium-scale commercial buildings, employment opportunities could be further expanded here. Larger-scale mixed-use development could be accommodated in Syndal and along Coleman Parade and Blackburn Road. Surrounding local streets within a walkable distance of the train station have the opportunity to continue to support increased housing density and diversity, improving choice.**



# Next steps

## Consultation

We are committed to developing shared visions for each of the SRL East Precincts. Engagement with local communities and other stakeholders is a crucial element of the structure planning process.

We want to hear your ideas and aspirations for the places in which you live, work, visit and study. We want to hear from people who aspire to live in these places in the future, as more housing choices become available and are easier to reach.

This Draft Precinct Vision is another key step towards developing a new structure plan for the area. It builds upon the *SRL Precincts: Discussion Paper* and previous community consultation to guide a new planning framework around SRL East stations.

Changes to statutory planning settings will support new land uses, such as business and retail as well as residential and community facilities. It will also allow for increased densities, depending on the characteristics and context of different areas across precincts.

The structure plan and associated technical studies along with a draft planning scheme amendment will be released for public consultation in late 2024. The Minister for Planning may refer public submissions to an Advisory Committee.

Your feedback on this document will inform the development of planning tools and policies and help investment and decision making – ensuring coordination and collaboration between community and stakeholders to achieve the best outcomes for the community.

## Building on what we've heard

This Draft Precinct Vision provides an early opportunity to share your ideas for the future of the SRL East Precincts.

If you would like to participate in the community engagement activities or provide feedback on the Draft Precinct Vision please go to:

[engage.vic.gov.au/suburban-rail-loop](https://engage.vic.gov.au/suburban-rail-loop)

## Taking your feedback on board

The key steps in the SRL East structure planning and planning scheme amendment process are as follows:





[suburbanrailloop.vic.gov.au](http://suburbanrailloop.vic.gov.au)



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

2535\_SRL





# Draft Precinct Vision

BURWOOD



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



ARTIST'S IMPRESSION



## Acknowledgment of Country

Suburban Rail Loop is located on the traditional lands of the Wurundjeri Woi Wurrung People to the north and the Bunurong People to the south. We proudly acknowledge all First Peoples as the Traditional Owners and custodians of the land on which we live and work, and we pay our respect to Elders, past and present.

Suburban Rail Loop Authority celebrates the world's oldest living cultures, and we acknowledge that Traditional Owners have lived sustainably in the region for tens of thousands of years. We respect their connection to Country as ongoing custodians, and their spiritual connection to the land, waterways and stories of this Country.

As we work to transform our public transport network, better connect our suburbs, and reshape how our city grows for future generations, we recognise the rich history and cultural significance of these communities. We acknowledge the traditional trade routes and ceremonial paths that First Peoples have used for millennia to connect and journey across the land we now call Victoria.



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# Introduction and Draft Vision

**Suburban Rail Loop (SRL) will make Burwood an even better place to live and work, bringing exciting opportunities for the people and businesses in the SRL Burwood Precinct.**

**It will mean more jobs and affordable housing options, greater access to health, research and education opportunities, and better services to support the local community.**

**The release of the Draft Precinct Vision for Burwood is the next step in a joint approach to planning for the future of these neighbourhoods.**

**We invite you to be part of an ongoing conversation to ensure we all make the most of the opportunities that SRL brings to Burwood.**

Following the release of the *SRL Precincts: Discussion Paper* recapping community feedback to date, this document continues the conversation about planning for the future of SRL East Precincts.

It puts forward a draft vision statement to show what Burwood could look like in the 2050s, building on the ambition first set out in the *SRL Business and Investment Case*.

Five precinct themes have been identified to establish a clear connection between the place that exists today and what it could look like in the future, as inevitable change occurs. They will guide the way we look at strategic planning for SRL East Precincts.

Connected to these themes are Priority Outcomes that Suburban Rail Loop Authority (SRLA) sought feedback on in the *SRL Precincts: Discussion Paper*.

This Draft Precinct Vision builds on both the themes and the priority outcomes by identifying a draft precinct plan, presenting a range of preliminary ideas and opportunity areas to guide strategic planning for Burwood.

## How you can be involved

Successful strategic planning needs a vision to build on, to inspire feedback and to support the development of planning tools. These include a structure plan and planning scheme amendments.

Your feedback on this document will inform the development of these planning tools and their supporting policies to guide planning, investment and decision making – ensuring coordination and collaboration between community and stakeholders to achieve the best outcomes for the community.

There will be further opportunities for you to provide input as the SRL East Precincts planning process continues into 2024.

# A Draft Vision for Burwood

Burwood will grow and transform into a thriving urban centre, as Deakin University builds on its success.

The renewal of established neighbourhoods will create new residential diversity and amenity, leveraging the natural landscape to create a nature-based, and sustainable suburb.

A vibrant urban centre will emerge around the new SRL transport hub to create a lively social centre for the community. The centre of Burwood will provide everything locals need. It will be home to great cafes and restaurants, providing spaces to work and a unique destination to meet in the evenings and on weekends.

Burwood Highway and Highbury Road will be home to new services and amenities to meet the needs of a diverse and growing community.

A better-connected Burwood Precinct will be dynamic, supporting emerging careers and enterprise, nurturing growing families and connecting generations. Pedestrian and cycle routes will seamlessly connect its centre, the Gardiners Creek corridor and the rest of the suburb – if you don't want to drive, you won't have to.

Gardiners Creek and its extraordinary network of open spaces and wildlife habitats bring people together to experience nature and help supports the active, outdoor recreation lifestyle that people in Burwood enjoy.

Deakin University will continue to cement its place as a globally significant university and research centre, embracing opportunities anchored to the emerging Burwood Precinct.

New populations of students, academics and industries will continue to generate ideas and innovation in Burwood.

As both an important biodiversity corridor and a treasured community amenity, an enhanced Gardiners Creek will be the focal point of this vibrant precinct.

**Burwood confidently embraces renewal while celebrating its beautiful natural assets and vibrant urban centre.**

# Building on conversations

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

The SRL Team is continuing this dialogue as part of a process to develop shared visions about the potential for these suburbs.

We are seeking ongoing feedback to ensure the community and other stakeholders are at the centre of our 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.

## 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](https://suburbanrailloop.vic.gov.au/engagement-reports)

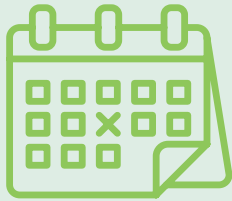
In addition, workshops have been held with key stakeholder groups, including state and local government partners and key educational and health institutions in each precinct.

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

To help progress the conversation we developed the *SRL Precincts: Discussion Paper* which included draft ambition statements that summarised the individual qualities of each place, along with proposed priority outcomes for each area.

Through consultation these have been refined and developed into a draft vision for each precinct.

## ***SRL Precincts: Discussion Paper***



**August 2023**

*SRL Precincts: Discussion  
Paper release date*



**3,438**

*SRL Precincts: Discussion  
Paper downloaded*



**10**

Community listening posts  
and shopping centre pop-ups



**615**

Surveys submitted



**350+**

Face-to-face community  
interactions

# Context

## About Suburban Rail Loop

SRL will change how people move around Melbourne and Victoria and help shape how the city grows in the decades ahead.

It will deliver a new 90km orbital rail line across Melbourne's middle suburbs from Cheltenham to Werribee, along with 15 new train stations – many that will connect with the existing radial rail network and regional lines. It will also create a corridor of linked precincts outside of the CBD.

But SRL is much more than a transport project. The precincts around the new 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 lead to better services to support these communities.

## SRL East corridor

SRL East will create a new networked corridor for Melbourne's east and south east. It will provide previously unimagined access between six new SRL stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill via a modern 26-kilometre underground rail line.

From 2035, trains will run every six minutes in the peak and will enable passengers to travel from Cheltenham to Box Hill in around 22 minutes. Train frequency will increase to meet demand as future SRL stages are delivered, with an ultimate service frequency every two minutes.

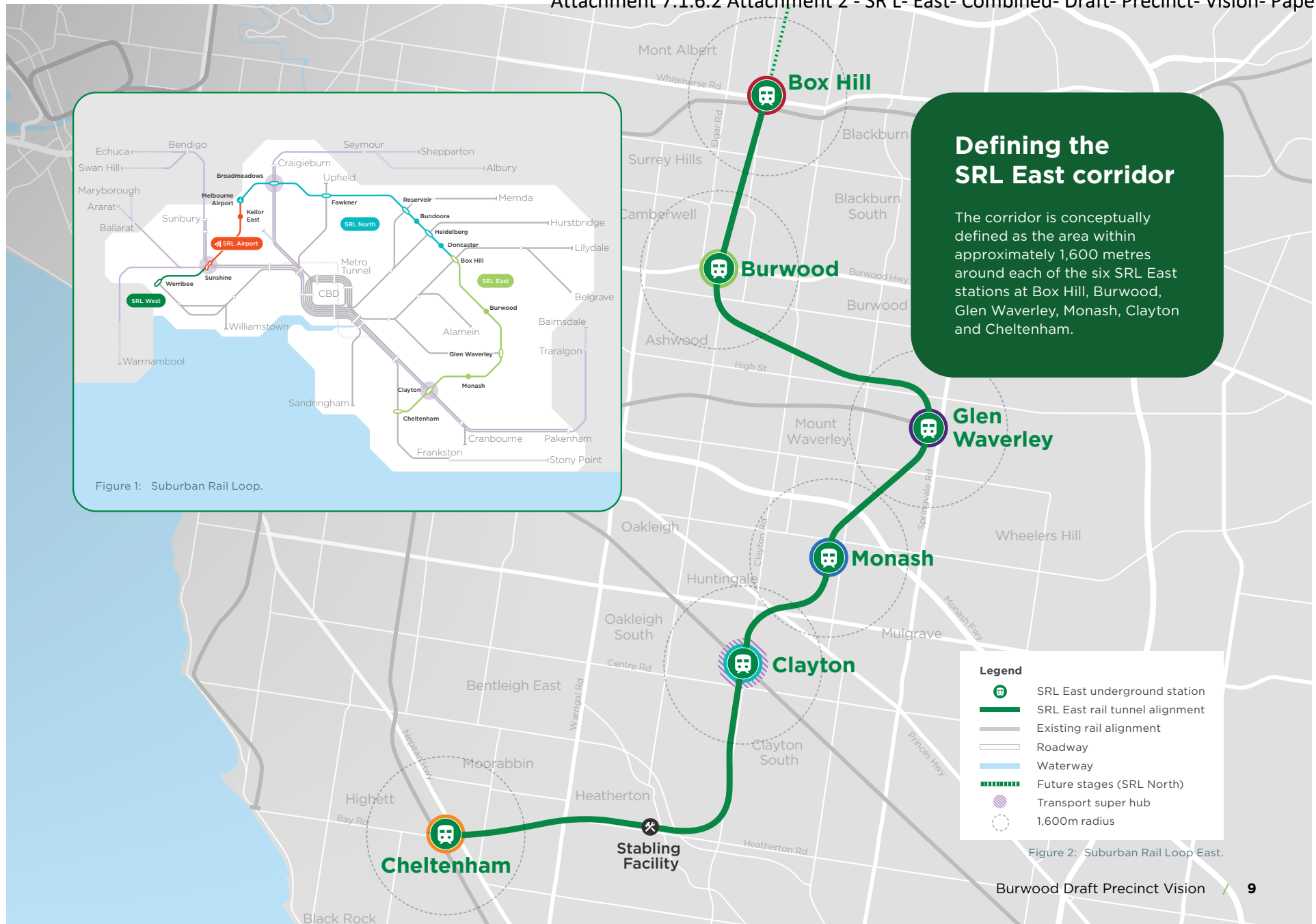
Enhanced connectivity will make these destinations even more attractive for businesses and families.

Detailed and thoughtful strategic planning is required to enable the areas around the new stations to build on the existing strengths of these suburbs.

Coordination and planning for each SRL East Precinct needs to take place concurrently to optimise the best outcomes for the SRL East corridor as a whole. This coordinated approach will:

- Ensure housing, jobs, services and amenities are delivered in the right locations to support new and existing residents, people working in Burwood, and visitors.
- Enable a more efficient program of infrastructure investment across transport, education, health, open space and other amenities.





# Planning for Melbourne's future

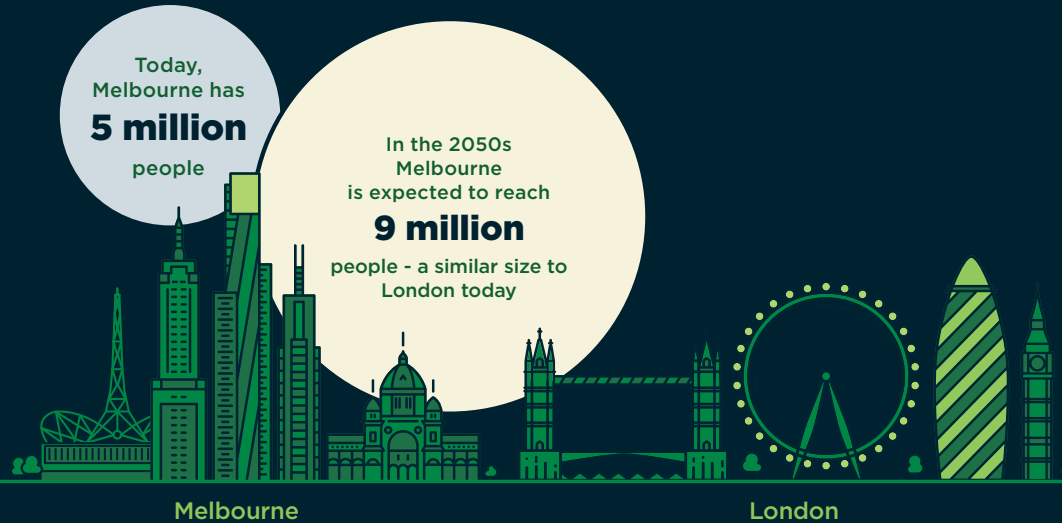
Victoria and Melbourne is growing. Victoria is forecast to be home to around 11 million people in the 2050s, with up to nine million of those based in Melbourne. That's the same size as London today.

Our 'hub and spoke' metropolitan rail network does not support a growing city. Historically, Melbourne has grown at its fringes. And the more a city sprawls, the less liveable it becomes.

Unless Melbourne shifts away from its monocentric structure, there are likely to be increasing constraints on economic growth, impacts to sustainability, liveability and outcomes that result in entrenched disadvantage.

## A strategically aligned vision

Suburban Rail Loop is part of a coordinated Victorian Government plan to manage growth and support change across the state, aligning with Victoria's *Housing Statement*. Planning for the broad areas around each of the SRL East stations will help Melbourne become a 'city of centres' and will set up these communities to thrive into the future.



## Delivering Plan Melbourne objectives

*Plan Melbourne 2017-2050* is the Victorian Government's long-term planning strategy to ensure Melbourne remains a global city of opportunity and liveability.

In its *Housing Statement*, the Victorian Government announced Plan Melbourne will be updated and expanded to cover the whole state.

A new plan for Victoria will set into action what our state will look like over coming decades. It will focus on delivering more homes near transport, job opportunities and essential services in vibrant, liveable, and sustainable neighbourhoods.

A new plan for Victoria will bring to life the Victorian Government's target for 70 per cent of new homes to be built in established areas, while making sure growth areas deliver 30 per cent of new homes.

SRL will help deliver these core objectives. It will reduce road and public transport congestion and enable people to move more easily around the city by better connecting suburbs and by supporting precincts around transport hubs. These SRL East Precincts will open up greater housing opportunities and business potential as well as access to enhanced services and facilities for communities.

### Planning for Burwood as part of SRL will help:



**Increase connections and opportunities for regional Victorians** by improving access to health, education and other services.



**Provide a transport network for the future** that transforms how Victorians move around the city and includes more sustainable transport options.



**Provide more affordable housing and choice** in locations close to jobs and services.



**Create a 'city of centres'** supported by integrated transport, land use and precinct development that will help shape a more sustainable and equitable Melbourne.



**Grow the economy** by encouraging more jobs closer to where people live and enhancing health, education and research precincts.



**Develop a 20-minute neighbourhood** so people can access most of their daily needs locally.



**Respond to climate change** by growing a cleaner and more productive neighbourhood.

## Victoria's Housing Statement

Right across Australia, finding an affordable home is becoming harder than ever before.

Victoria's *Housing Statement* puts forward an ambitious, state-wide plan to tackle the root of the problem: housing supply.

The Victorian Government is setting a bold target to build 800,000 homes in Victoria over the next decade.



### 1 Good decisions, made faster

The Victorian Government is reforming Victoria's planning system to boost housing supply across the state – clearing the backlog and giving builders, buyers and renovators certainty about how long approvals will take.

### 2 Cheaper housing, closer to work

The Victorian Government is making it easier to build more homes, with the best design standards, where Victorians want to live – that means going up and out, not just out.

### 3 Protecting renters' rights

The Victorian Government is closing loopholes that drive up the cost of living for renters, giving renters more certainty over their leases, living standards and finances and resolving tenancy disputes faster to keep them out of VCAT.

### 4 More social housing

The Victorian Government is building more social and affordable homes across Victoria – launching Australia's biggest urban renewal project on top of the *Big Housing Build*.

### 5 A long-term housing plan

We know our state will keep growing – and we know we'll need a plan to manage that growth in the decades ahead.

### 6 425,600 new homes for regional Victoria

As part of the Victorian Government's work to build the 2.24 million homes Victoria will need by 2051, the state is setting a regional target to build 425,600 of those homes across our regions.

## Building on priority outcomes for Burwood

The *SRL Precincts: Discussion Paper* sought feedback on the five priority outcomes for Burwood.



**Priority outcome A**  
Diverse housing options



**Priority outcome B**  
Enhanced environment and biodiversity



**Priority outcome C**  
Capacity for future employment and industry



**Priority outcome D**  
More diverse, high-value jobs



**Priority outcome E**  
Increased cycling and walking connections

Community feedback emphasises the need for more housing options, including affordable homes, improved walking and cycling infrastructure and enhanced green open spaces, including a regenerated Gardiners Creek corridor.

The Draft Precinct Vision builds on the feedback already received. This document adds new precinct themes and preliminary ideas. Your feedback on these will inform future planning.



## Precinct Themes - Burwood

The *SRL Business and Investment Case* sets out three overarching project objectives:

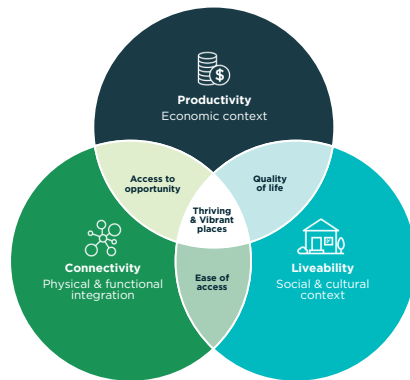


Figure 3: Intersection between the three SRL objectives.

Planning for SRL East Precincts will help deliver the project objectives and will be guided by five strategic themes.

Each precinct is different. Detailed planning will refine and identify how these themes can be delivered in Burwood. Ongoing consultation with the community and stakeholders will inform this process to create a shared vision for Burwood.



### Boosting the Economy

**Boosting the Economy** will guide how we build on the unique assets and strengths of each area to trigger investment and jobs.

#### This could be achieved by:

- Advancing economic strengths and capabilities through precinct planning and design.
- Creating the environment for job opportunities and a pipeline of future investment.
- Fostering an environment that cultivates new ideas and commercially viable products, services and businesses.
- Attracting and retaining skills and top talent to support priority industries.
- Fostering networks that support collaboration and the exchange of information.
- Empowering start-ups, spin-offs, creatives, and entrepreneurs to grow and scale in place.
- Improving economic participation and equitable job opportunities.



### Enriching Community

**Enriching Community** will guide precinct planning to create healthy and inclusive neighbourhoods.

#### This could be achieved by:

- Enabling diverse and affordable housing choices and tenure models that support liveability for a growing community.
- Promoting social equity, safety and inclusion in precinct planning and development.
- Enhancing civic and community infrastructure to support existing and future community needs.
- Improving access to education and health facilities and supporting their growth to enable positive socioeconomic outcomes.
- Enhancing recreational assets to support healthy lifestyles through activity and play.





### Better Connections

Better Connections will guide how we plan public transport and active transport options, connecting people to opportunities and experiences in the SRL East corridor and beyond.

#### This could be achieved by:

- Creating an integrated people-focused transport network that supports the precinct.
- Providing active and sustainable transport options to support healthy lifestyles.
- Supporting local journeys and social inclusion through well-designed networks of movement.
- Facilitating intuitive and convenient multi-stop travel.
- Improving the transport customer experience.
- Enhancing connections between metropolitan and regional Victoria.
- Enabling inclusive and safe travel for all ages, abilities and genders.



### Enhancing Place

Enhancing Place will guide how we plan vibrant, sustainable and inclusive public spaces that build on the existing character and identity of our suburbs.

#### This could be achieved by:

- Promoting and enabling high quality design to create attractive urban environments and continue to build a community for everyone.
- Enhancing place amenity, vibrancy and safety during the day and night.
- Creating welcoming and inclusive spaces that celebrate diverse stories of culture, character and identity.
- Honouring and respecting the cultural heritage of the land past, present and shared.
- Improving access to high quality green spaces, enhancing amenity, regeneration and connection to nature.
- Supporting community resilience by designing places that enable and promote social connection.



### Empowering Sustainability

Empowering Sustainability will guide how we adapt to and mitigate the effects of climate change and contribute to environmental sustainability.

#### This could be achieved by:

- Enabling reductions in energy consumption and an accelerated transition to net zero.
- Fostering responsible use of resources and supporting the transition to a circular economy.
- Mitigating climate risks and hazards to create climate resilient and adaptive places.
- Greening urban areas to address heat issues and improve amenity.
- Protecting natural habitats and improving biodiversity in green spaces and waterways.
- Embedding sustainable water management practices in precinct planning and design.

## Burwood in the SRL East corridor

SRL East will connect more people than ever before to Burwood's housing, jobs, services and amenities - and provide local residents and people working in Burwood with new access to opportunities in Cheltenham, Clayton, Monash, Glen Waverley and Box Hill.

Planning for Burwood as part of SRL East will realise the benefits of this new networked corridor. It will build on what makes the area great today and while opening it up to previously unconnected parts of Melbourne.



Figure 4: The unique attractors within each precinct in the corridor.

## Realising the Draft Vision for Burwood

**SRL will unlock new opportunities in Burwood for public and active transport - raising the benchmark for the design of sustainable suburbs.**



## Vision-led planning for Burwood

The vision for Burwood will guide new planning settings, catalyst projects and infrastructure investment.

This Draft Precinct Vision sets the aspiration for strategic planning in the Burwood Precinct. Its release for community feedback progresses the conversation about SRL East Precincts as we begin the next phase of detailed planning. This next phase will include further investigation through technical studies and community and stakeholder consultation in the coming months.

The planning process will build on the previous strategic planning undertaken for Burwood to date, and will result in a structure plan that recognises local strengths and responds to the new opportunities that SRL East unlocks.

In the longer term, Burwood will accommodate around 44,500 residents and 24,000 jobs – this means Burwood will need more homes, more offices and space for employment, as well as investment in infrastructure and amenity initiatives for a thriving community.

The structure plan will respond to this growth context by setting strategies to guide decisions around land use, design and development.

It will also guide transport, open space, sustainability and community infrastructure across the structure plan area.

Most importantly it will give effect to the vision for Burwood showing how new housing, jobs, green space and amenity can be realised in the precinct while building on its most valued characteristics.

A draft planning scheme amendment (PSA) will go hand in hand with the structure plan, introducing a suite of new controls that establish the key planning guidance or ‘rules’ for future development.

The structure plan and draft PSA will then be put on public exhibition, accompanied by a foundation of technical reports and incorporating a final Precinct Vision that reflects feedback provided on this document.

Planning for the future will happen in a staged way. The structure plan will initially focus on an area extending around the SRL station generally within a 10-minute walk. The full precinct, extending around 1,600m from the station, will evolve over the longer term and will be guided by the Draft Precinct Vision.

### What is a Structure Plan?

A structure plan is a blueprint to guide how an area develops and changes, over approximately 15 years.

It also addresses future growth and how it will be managed in an appropriate and sustainable way to achieve social, economic and environmental objectives.

Structure plans give effect to the policies and objectives set for an area and cater for changing community needs. They cover things such as changes to land use, built form, transport and community infrastructure, and public spaces.

Implementing the actions and applying the guidance within the plan will help us to deliver on the vision for each SRL East Precinct.



**Future change in Burwood will be guided by strategic planning that ensures its long term success as a place where people love to live, work and visit.**

Burwood Draft Precinct Vision / 19

## Burwood Draft Precinct Plan

This is a visual representation of the Draft Precinct Vision.

It identifies where change is likely to occur as Burwood grows over time, supported by enhanced connectivity, improved community amenities, diversified retail and commercial areas and increased local job opportunities.

The plan will be further investigated as part of the structure planning process and will evolve to respond to community needs and detailed technical studies.

The future structure plan will offer a more detailed framework for land use, buildings, and infrastructure, informed by holistic planning for the area.



Figure 5: Burwood Draft Precinct Plan.



### What kind of change could this include?

Future planning for Burwood will provide a great opportunity to deliver more housing where people want to live, with high design standards in great places close to local schools and Deakin University.

SRL will better connect Burwood with the rest of metropolitan Melbourne – creating the right conditions to attract investment in new job opportunities, and unlocking new spaces to boost housing supply.

Targeted and detailed precinct planning will consider the different character, strengths, and opportunities for each of the local neighbourhoods. **Medium Change** areas will provide opportunities for more incremental residential growth, providing quality social and affordable housing, well-designed townhouses and smaller scale apartments in appropriate locations.

Enabling more housing diversity in highly accessible areas will be a priority for Burwood. **Higher Change** areas, particularly along Burwood Highway, Elgar Road and Highbury Road, will provide new homes in well-designed apartments at varying heights.

**Significant Change** will be targeted to the areas nearest to the new SRL station. As a mixed-use centre with access to the university campus and high-quality open spaces, it will support more homes, job opportunities and local services for the growing community.



Figure 6: What the change areas could look and feel like in the future.



## Preliminary Ideas

The preliminary ideas for Burwood outlined on the following pages are a set of potential planning moves that would help deliver the Draft Precinct Vision.

They illustrate how the precinct can respond to the opportunities presented by SRL East and will enable the priority outcomes to be realised.

Testing and refining of the preliminary ideas will occur through community consultation and stakeholder engagement and in response to detailed technical studies to be carried out through the structure planning process.

Importantly, this is simply a starting point - hearing and understanding the community's views on these ideas is an essential next step.



### Preliminary Idea 1

**Embrace the opportunity presented by the new SRL station to establish a new mixed-use centre.**

- Encourage a diverse mix of land uses (including housing, hospitality and retail) and buildings to cluster around the new SRL station, supporting employment, housing choices and high-quality public spaces.

- Allow for new forms of developments in focused locations closest to the new SRL station.
- Deliver an accessible and high-quality public transport interchange between the SRL station, bus services and the tram route along Burwood Highway.
- Expand the role of Sinnott Street to create an improved link between the Highbury Road and Burwood Highway corridors.

#### Links to themes

- Enriching Community
- Enhancing Place

#### Links to priority outcomes

- A - Diverse housing options
- D - More diverse, high-value jobs



### Preliminary Idea 2

**Extend and enhance the natural features of Gardiners Creek.**

- Investigate regenerating the creek environs and develop a more ecologically connected urban landscape.

- Support improved biodiversity outcomes along the Gardiners Creek corridor through improved vegetation, species selection and landscaping elements.
- Explore options to improve the Gardiners Creek Trail to provide better access through the precinct.

#### Links to themes

- Empowering Sustainability
- Better Connections

#### Links to priority outcomes

- B - Enhanced environment and biodiversity
- E - Increased cycling and walking connections



### Preliminary Idea 3

#### Enhance Burwood Highway, Highbury Road and Elgar Road corridors activity.

- Encourage different land uses and building types along Burwood Highway, Elgar Road and Highbury Road to accommodate a greater diversity of employment opportunities, local amenities, and services as well as increased housing choice.
- Improve opportunities for safe and accessible pedestrian crossings along Burwood Highway.

#### Links to themes

- Better Connections
- Enhancing Place

- Investigate Highbury Road as a secondary east-west corridor which enables greater connection to the centre of the precinct and its employment opportunities.
- Explore options to establish Elgar Road as an activated corridor with a mix of land uses better connecting the centre of the precinct with Deakin University and Wattle Park.
- Enhance local amenity by planting more trees, supporting the natural character of Burwood.

#### Links to priority outcomes

- A - Diverse housing options
- B - Enhanced environment and biodiversity



### Preliminary Idea 4

#### Support the growth of the education precinct.

- Support land use change that allows the expansion of education and employment opportunities. Encourage institutions and services to co-locate in the precinct.

#### Links to themes

- Boosting the Economy
- Enhancing Place

- Enhance the interface at all edges of Deakin University to create a people-focused, accessible and safe environment between the university campus and surrounding areas.
- Facilitate knowledge transfer, cultivating research clusters and encouraging innovation and commercialisation through linking and growing enterprise areas.

#### Links to priority outcomes

- C - Capacity for future employment and industry
- D - More diverse, high-value jobs



### Preliminary Idea 5

#### Support job growth across the precinct.

- Plan for the intensification and diversification of Burwood's existing employment land along Highbury Road in particular, to accommodate innovative businesses and complementary uses.
- Ensure that the redevelopment of strategically important sites supports the employment aims of the precinct.
- Guide planning and development through building and land use controls that support job growth and increases in employment density.
- Encourage high-quality design outcomes and urban amenity that attracts businesses and institutions to Burwood.
- Enhance corridors to become vibrant and diverse places that support a mix of employment opportunities, including retail and hospitality.

#### Links to themes

- Boosting the Economy
- Enhancing Place

#### Links to priority outcomes

- C - Capacity for future employment and industry
- D - More diverse, high-value jobs



### Preliminary Idea 6

#### Enable greater housing choice.

- Plan for growth that improves housing choice, concentrating it in areas with the greatest accessibility to the new SRL station.
- Enable increases in medium scale housing development to support growth.
- Encourage diverse housing types, including social, affordable and other specialist housing to improve local living options for students and essential workers.
- Facilitate housing in areas that are accessible and connected to walking and cycling links, including along Burwood Highway.

#### Links to themes

- Enriching Community
- Enhancing Place

#### Links to priority outcomes

- A - Diverse housing options
- E - Increased cycling and walking connections



























# Opportunity areas

Individual neighbourhoods in Burwood offer different opportunities to support growth and deliver the benefits from coordinated precinct planning.

Each place has its own distinct character or land uses and could help deliver different kinds of change over time.

The following neighbourhoods have been identified as important to contribute to the Draft Precinct Vision and will be further investigated through structure planning.

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

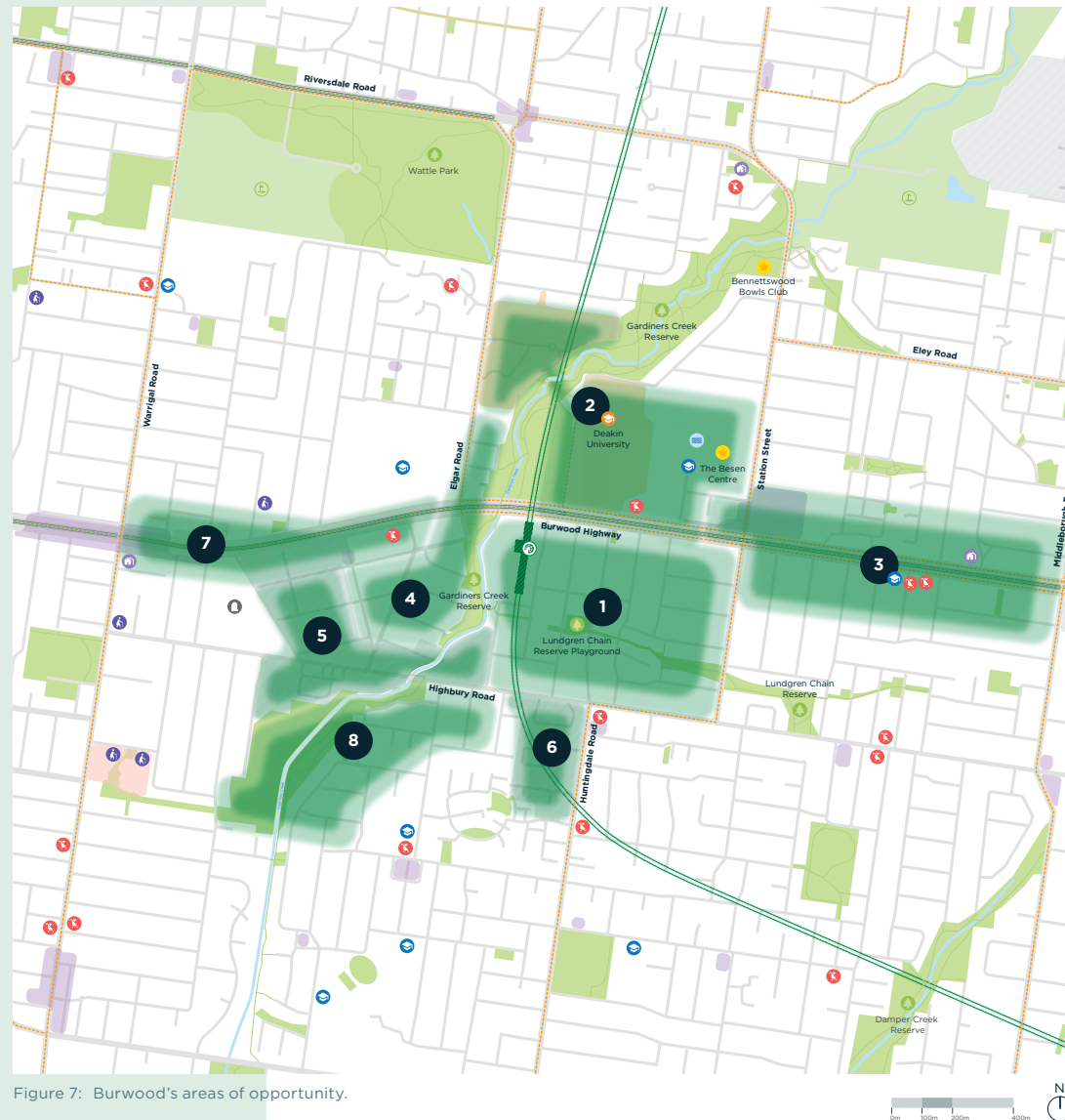


Figure 7: Burwood's areas of opportunity.



## 1 New Burwood central area

The new centre of activity for the precinct is currently typified by low-rise single detached dwellings in residential streets, sloping towards Gardiners Creek. Access to the creek edge has been hampered by the configuration of existing industrial land at the site of the new SRL station.

**This area will benefit from the highest degree of accessibility to the new SRL station and the wider SRL corridor. The area has the opportunity to be a hub of activity, attracting students, residents and visitors. The area will celebrate features like the Lundgren Chain Reserve and adjacent trails along Gardiners Creek. Improving access to the creek edge will deliver better open space and allow locals to connect to nature. Neighbouring urban blocks could support increased housing density and choice within walking distance of the station, with a scaled-down intensity in streets located further from the centre.**

## 2 Central Campus

The central area of Burwood is dominated by tertiary and secondary education campuses. Deakin University's Burwood Campus is a focus of activity and innovation spanning both sides of Gardiners Creek at the centre of the precinct. The university neighbourhood has a campus character with distinctively high-quality buildings and spaces. Notably, the neighbourhood includes buildings that step up significantly in height compared to adjoining residential areas.

Mount Scopus College and nearby Presbyterian Ladies College offer similar high-quality campus environs for their students. The Mount Scopus site is notable due to the College's ambition to relocate. Considering its size, location adjacent to the Deakin University campus and proximity to the new SRL station, this neighbourhood presents a significant future opportunity for the Burwood Precinct.

**Deakin University will be a major driver of growth, innovation, and employment within the precinct. Strategic planning is an opportunity to encourage the campus to be better connected to Burwood Highway, complemented by a framework that supports a wider mix of uses.**

**In the event of any potential relocation, the Mount Scopus site is strategically placed to expand the precinct's role as a centre of education and research. There is an opportunity to grow jobs in this area, blending education, research commercialisation, and diverse accommodation on the doorstep of the new SRL station.**

## 3 Burwood Highway East

Burwood Highway East is a defining spine which links the precinct to the growing Burwood Heights Activity Centre. The area is characterised by its sloping land form, rising towards the ridgeline in the east. A new housing scale is emerging along Burwood Highway with a particular focus on student housing. The area needs improved pedestrian access across Burwood Highway.

**Burwood Highway East offers potential to extend activity from the new SRL station outward and link it towards Burwood Heights. Existing commercial and retail sites along Burwood Highway are ready to grow. The area needs improvements to make it easier to get around and increased housing choices.**

#### 4 Station West

The Station West area follows the western edge of Gardiners Creek, focused on McIntyre Street and extending north along Elgar Road. Many of the existing houses and streets are closed off to the creek reserve, limiting access to green open space. This area contains predominantly single storey homes and units to the west of the SRL station, with some multi-unit housing starting to emerge across the neighbourhood.

This area will benefit from high-accessibility to the future SRL station. Housing diversity and choice is already increasing as the neighbourhood changes. New development has the opportunity to improve access to Gardiners Creek. By supporting the consolidation of lots to deliver new medium scale buildings, the neighbourhood should accommodate more housing. Families and students in particular will benefit from proximity to future amenities, education, and jobs within the precinct and the wider SRL East corridor.

#### 5 Burwood Economic Cluster

The Burwood Economic Cluster is an employment area which accommodates a diverse range of light industrial and commercial uses. It is also an important movement corridor between Burwood Highway and Highbury Road.

This neighbourhood could have better walking paths to connect Burwood Highway and Highbury Road. This employment area is a unique opportunity to explore a variety of new employment and enterprise uses for Burwood, extending on the existing cluster along Highbury Road. Planning for this neighbourhood can support new and diverse employment opportunities within walking distance of central Burwood. The current suburban character of the neighbourhood is changing and could accommodate higher scale buildings, particularly on larger sites that front Duffy Street, McIntyre Street and Evans Street.

#### 6 Highbury Enterprise Precinct

Located to the south of Highbury Road, this area has an existing business park and industrial area. This area connects with both Highbury and Huntingdale roads and contains a mix of commercial and light industrial buildings.

There is potential to support further next-generation employment opportunities for the wider precinct. Proximity to Deakin University and the SRL station is an opportunity to support new local enterprises, start-ups and incubator spaces in this neighbourhood. Low to medium scale buildings could be flexibly designed to support growing technology and innovation businesses. Structure planning can consider the potential of Highbury Road as a mixed-use activity spine, extending on Burwood Highway and enhancing movement across the precinct.

## 7 Burwood Highway West

This area of opportunity follows Burwood Highway towards the existing neighbourhood centre, west of Warrigal Road. It provides the western approach towards the centre of the precinct from the primary movement corridor along Burwood Highway. Existing sites along Burwood Highway provide a mix of low rise residential and larger light commercial uses.

**The new centre of activity at the SRL station means this area has a big opportunity for diverse growth. The neighbourhood has good public transport, including the existing Route 75 tram, so commercial sites and varied housing options can grow from the centre as the precinct changes over time.**

## 8 Creekside Neighbourhood

Located close to Gardiners Creek, the Creekside Neighbourhood is a residential area with ample recreation, open space opportunities and active transport connections. The surrounding buildings is low in scale, generally between one and two storeys high.

**An opportunity exists to consider an increase in housing supply and diversity within the Creekside Neighbourhood. Along Highbury Road there may be some opportunities for mixed-use development, while along the creek's edge new development could focus on housing. Gardiners Creek can provide enhanced walking and cycling options, and will continue to provide a high degree of outdoor recreation space and connection to nature.**



# Next steps

## Consultation

We are committed to developing shared visions for each of the SRL East Precincts. Engagement with local communities and other stakeholders is a crucial element of the structure planning process.

We want to hear your ideas and aspirations for the places in which you live, work, visit and study. We want to hear from people who aspire to live in these places in the future, as more housing choices become available and are easier to reach.

This Draft Precinct Vision is another key step towards developing a new structure plan for the area. It builds upon the *SRL Precincts: Discussion Paper* and previous community consultation to guide a new planning framework around SRL East stations.

Changes to statutory planning settings will support new land uses, such as business and retail as well as residential and community facilities. It will also allow for increased densities, depending on the characteristics and context of different areas across precincts.

The structure plan and associated technical studies along with a draft planning scheme amendment will be released for public consultation in late 2024. The Minister for Planning may refer public submissions to an Advisory Committee.

Your feedback on this document will inform the development of planning tools and policies and help investment and decision making – ensuring coordination and collaboration between community and stakeholders to achieve the best outcomes for the community.

## Building on what we've heard

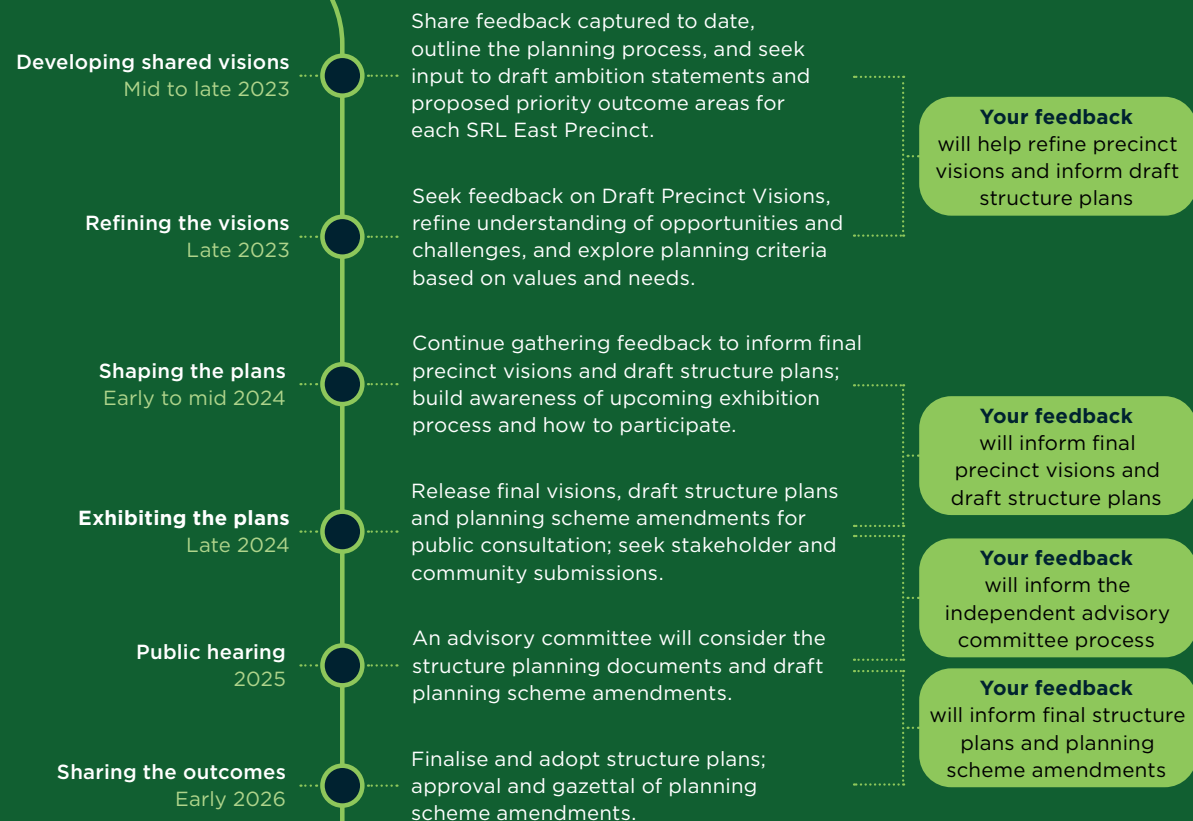
This Draft Precinct Vision provides an early opportunity to share your ideas for the future of the SRL East Precincts.

If you would like to participate in the community engagement activities or provide feedback on the Draft Precinct Vision please go to:

[engage.vic.gov.au/suburban-rail-loop](https://engage.vic.gov.au/suburban-rail-loop)

## Taking your feedback on board

The key steps in the SRL East structure planning and planning scheme amendment process are as follows:





[suburbanrailloop.vic.gov.au](http://suburbanrailloop.vic.gov.au)



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Clayton	
Draft Vision Statement	Council's Submissions
<p><b><i>Clayton will be a welcoming, eclectic and cosmopolitan district with a vibrant high street at its heart - infused with the character of great international food, independent traders and local creativity. With thoughtful planning and development, Clayton's town centre will build on its existing character and community spirit. Clayton is a place with a rich mix of activities that make it an attractive place to live, work and visit. A program of urban enhancement has resulted in a welcoming, comfortable place with a strong identity. With increasingly leafy streets and a network of open spaces encouraging play, Clayton is a great place for walking and cycling. Creating sustainable neighbourhoods with great recreational spaces and more homes to suit locals of different ages and cultures will make Clayton an inclusive and vibrant place to live. Clayton will be a major employment and community services centre. Its world-leading health hub will deliver exceptional care. The precinct brings together research institutions, major hospitals and commercial enterprise, making it a place of entrepreneurial energy. Better connectivity will bring communities, cultures, businesses and services together in Clayton, strengthening its vibrant culture.</i></b></p>	<p>Agree with most of the intent of this statement, however we reiterate that the Vision for the area should reference Clayton's role in the Monash National Employment and Innovation Cluster (NEIC). Clayton's role as a major employment, healthcare services and education hub is the area's key point of difference and should be emphasised up front in the Vision statement.</p> <p>Council are supportive of Clayton being designated a transport super hub and this should be reflected in the Vision statement, as identified in the SRL Discussion Paper.</p> <p>Unlike many areas across Melbourne, Clayton has the potential to become a place that can offer people somewhere vibrant to live while working or studying nearby without the need for the car and this is an important point to emphasise.</p>

**Council's comments on the Precinct Plan for Clayton**

The plan in part aligns with Council's Clayton Precinct Plan 2020 with some key differences. Our detailed comments on the plan are as follows:

- The area for significant change is small within Clayton and we would like to understand in greater detail whether the capacity for additional homes and jobs can be achieved with this small opportunity for significant buildings;
- The area marked as 'Supporting Health, Education and Research Growth' does not provide any indication of the building typologies expected. Development will need to carefully consider the impacts on neighbouring properties in Madeleine Road which are expected to have only medium levels of change.
- The precinct plan has missed the opportunity to identify the Cooke Street carpark site and the Thomas Street carpark sites which are currently the largest undeveloped sites within the Clayton Activity Centre and have a lot of potential for development as they are largely unconstrained.
- The plan misses the opportunity for a pedestrian mall to connect Clayton Road with the Clayton Community Centre and public plaza associated with the development of the Cooke Street Carpark site, as set out in the Clayton Activity Centre Precinct Plan 2020.
- There should be further east-west connection opportunities explored across the entire precinct, particularly through the medical and the retail precinct.
- More clarity on what is envisaged for the 'potential enhanced corridor' streets would help provide further detailed feedback.
- Significant upgrading will be required to widen the footpath and realize the potential for further outdoor dining and improved public realm along Clayton Road. This is in alignment with the Clayton Activity Centre Precinct Plan 2020 and we would like should be identified in the precinct plan.
- Significant enhancements will also be needed to be made to Cooke Street and Thomas Street, as well as traffic enhancements for Madeleine Road where higher levels of vehicular traffic would be expected.
- There is only one key east-west connection within the town centre at Carinish Road. This is currently a busy vehicular access that is utilised for local traffic. If SRLA proceeds with the proposed closure of Carinish Road on the western side of Clayton Road an alternative east-west vehicular route will need to be considered. This has not been displayed on the Draft Precinct Plan and it should be, as it warrants further consideration in respect of vehicular traffic movements from east to west direction across the precinct.
- Support the higher change areas along the arterial roads.
- Support Talbot Quarry site as a potential Medium Change area.

Preliminary Ideas for Clayton	Council's submissions
<b>Preliminary Idea 1: Development of the SRL Station</b>	Support this opportunity for the new SRL Station including the expansion of retail uses on Clayton North to the north of the railway line to and to support a greater diversity of land use, activity and change around the station hub.
<b>Preliminary Idea 2: Improve north-south connections to enhance the user's experience</b>	<p>Support this opportunity, subject to the detail around the impacts of traffic movements around the station and within the surrounding streets.</p> <p>We support the improvement of landscaping, including the widening of the footpath along Clayton Road to encourage walking and create more inviting places to gather or pause. Council urges the SRLA's to advocate for the Westall Road extension with State Government that would enable heavy vehicle movements to be removed from Clayton Road.</p> <p>Improving links between the Monash Medical Centre and the new SRL Station are considered vital as these connections will also serve pedestrians that choose to access the University on foot or by bike. This aligns with Council's Clayton Activity Centre Precinct Plan 2020.</p> <p>The Monash and Clayton precincts, while having very different roles, cannot be considered in isolation due to their proximity and the fact they are surrounded by the large anchor strategic sites such as the Monash Medical Centre within the Clayton precinct and the Monash University within the Monash SRL Station precinct. Opportunities to provide research and education integration should be further encouraged.</p>
<b>Preliminary Idea 3: Expand the health precinct to support the clustering of health and community services.</b>	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 National Employment and Innovation Cluster. This generally aligns with Council's Clayton Precinct Plan 2020, but should be expanded to include growth of its

	role in STEM and health innovation with its nearby links with the Monash University and Monash Medical Centre.
<b>Preliminary Idea 4: Support the intensification of employment clusters to support local businesses.</b>	<p>Support the growth within the employment clusters and advocate for growth to occur in Huntingdale and at Clayton as well as the Audsley Street employment clusters, particularly as Huntingdale benefits from its location at a railway station and its direct connection with Clayton.</p> <p>Growth in employment areas is supported around the Clayton Station where there is greatest accessibility.</p>
<b>Preliminary Idea 5: Link Strategic sites with the station to improve connections.</b>	<p>Council supports the option in identifying new pedestrian and cycling connections between key sites to create highly connected neighbourhoods.</p> <p>The east-west connections between the station and Huntingdale are a significant concern with the closure of Carinish Road. Council has advocated for and continues to have a strong preference for the closure of Haughton Road instead of Carinish Road. Providing the southern entrance of the SRL Station within the public realm will provide a direct pedestrianised connection to the Clayton Road main retail centre. As significant numbers of pedestrians will be heading south, this avoids conflict with vehicular traffic travelling along Haughton Road once the closure occurs. It also reduces rat-running through the residential area along Madeleine Road, will improve accessibility for pick-up/drop-off (PUDO) parking at the station and will maintain the flow of traffic along Carinish Road in an east-west direction as it currently does. This would be preferable outcome for the Activity centre and the SRL station.</p> <p>The Cooke Street Carpark and Thomas Street Carpark site is a potential key strategic sites, being the largest undeveloped parcel of land within the precinct with significant opportunity for a large mixed-use development in the future. They would also provide the ability to improve east-west connections that link directly with the shopping precinct, as set out in the Clayton Activity Centre Precinct Plan 2020.</p>

<b>Preliminary Idea 6: Identify links between Clayton and Monash to improve connectivity.</b>	Support this preliminary idea as it aligns with the Clayton Precinct Plan 2020.
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<b>Clayton Opportunity Areas</b>	<b>Council's submissions</b>
<b>1. Clayton Central</b>	Support this opportunity and generally aligns with the Clayton Activity Centre Precinct Plan 2020. The Council's structure plan however focused on the expansion of medical uses to the south of the existing Monash Medical Centre. We note that this area could consider health and research related uses between the Medical Centre and the Station.
<b>2. Health Neighbourhood</b>	Support this opportunity. It is noted that Fregon Reserve will be improved with the addition of more trees and improvements, however there is no acknowledgement of the existing shortfall of open spaces across the area and the need for identification of additional open spaces to meet the needs of significant additional population in the area.
<b>3. Central Residential</b>	Note that this area has a high proportion of multi-unit strata titles which will likely present challenges in future in relation to lot consolidation. This area presents opportunities to establish additional pedestrian and cycle connections that connect the industrial areas to the east with the Clayton Activity Centre.
<b>4. Audsley Street</b>	Note that this area is within the City of Kingston. Monash Council supports these opportunities.
<b>5. Clayton Edge</b>	Support the opportunities presented in this area, but the area has similar challenges as set out in area 3 with a high proportion of strata titles which will likely present challenges in future in relation to lot consolidation. Council is supportive of this aspiration but suggests considering alternative wider residential areas allowed for residential growth if these locations cannot be realised in the shorter-term.

6. Central South	Note that this area is within the City of Kingston. Monash Council supports these opportunities.
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Monash	
Draft Vision Statement	Council's Submissions
<p><b><i>Monash is already home to globally recognised education and research institutions and will grow as Melbourne's epicentre for innovation in health, medicine, materials and manufacturing. Monash will support a new business destination of state significance that will unite multinational enterprises and young entrepreneurs from mature and emerging sectors. These will be the jobs and industries essential to Melbourne's future competitiveness and prosperity. With a strong emphasis on environmental sustainability and working partnerships between government, institutions, industry and business, Monash will be acknowledged for its leadership role, showcasing the coexistence of new technologies and economic growth. Monash will be a place where walking and cycling complement high-frequency public transport, and reduce car dependence. In the streets and squares around the station, a new kind of town centre will unfold that complements the open space and recreational amenities of the university</i></b></p>	<p>Council supports the Vision statement for Monash and the recognition of the role of the Monash National Employment and Innovation Cluster (NEIC) in jobs and research, as well as setting out how the SRL Station will have a key role in the exciting evolution and growth of the area for all the economic sectors within the cluster.</p>



*precinct. A dynamic mix of social, cultural and commercial experiences will create opportunities for people to connect, collaborate and share their ideas. It will have an eclectic feel, where new buildings will sit alongside spaces that have been adapted for businesses to grow. Entertainment uses will support public life through vibrant streetcorner cafes, small bars and urban art in unexpected locations. Over time, Monash will deliver more housing diversity for all kinds of people. Students, researchers, academics, and entrepreneurs from all over the world will mingle with locals in Monash's compact, smart and sustainable neighbourhoods. At Monash, SRL East will unlock a knowledge and innovation precinct of global impact.*

#### **Key comments on the Draft Precinct Plan for Monash**

Our detailed comments on the plan are as follows:

- The mix of uses that will be proposed for the significant change area need to be outlined.
- We reiterate Council's concerns regarding the introduction of residential uses at this location where land use conflicts could occur. This relates to the introduction of new sensitive uses in areas that require separation distances to avoid reverse amenity impacts.
- Properties to the east of Monash University in Beddoe Avenue and Marshall Avenue are zoned Residential Growth Zone (RGZ3) to facilitate housing growth in the form of apartments. Given that this area is adjacent to Monash University, connects well to public transport on Dandenong Road and can access buses along Clayton Road, the area has more development potential than the indicative medium change area, while maintaining the Garden City character with the retention of garden space and canopy trees.
- In addition, the triangular area bound by Princes Highway, Wellington Road and Blackburn Road has both locational advantages and connections to both the University and Monash Medical Centre and could be a higher change area.

- It is not clear why the residential areas to the east of Blackburn Road along Ferntree Gully Road were not included as a higher change area like all other arterial road treatments.
- Future employment areas should provide a couple of different indicative typologies that would transition down in scale toward the residential interfaces but allow for taller buildings where they would be in closer proximity to the SRL Station.
- There should be further east-west connections explored through the employment precincts and how they could extend further east of Nantilla Road into the employment area.
- Additional connections through the employment area to the west of the station should be provided, and the plan should indicate whether they are intended to be walking and/or cycling connections or a local street. Further, these connections should show how they connect with the existing pedestrian and cycle network that runs along Forster Road.
- Significant upgrading will be required for Normanby Road and Howleys Road. The widening of the footpath will be essential to the success of the SRL Station and the provision of infrastructure for the increased levels of pedestrians, particularly students accessing the university via public transport. For this reason, Council maintains that an SRL Station access would be best located on the south side of Normanby Road or an underpass be provided, as Normanby Road traffic movements are expected to increase substantially.
- Monash University is a key landholder to the areas success in terms of improving its walkability and additional cycling connections throughout the precinct. Monash University and other nearby institutions future plans should be integrated with the structure planning process to ensure a holistic approach to the precinct in reducing the existing physical barriers and boundaries to this area.

Preliminary Ideas for Monash	Council's submissions
<b>Preliminary Idea 1: Create a new town centre in the Monash Precinct</b>	<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 development is located and designed to serve the primary role of the Precinct as an education, research and health precinct.</p> <p>The Monash precinct differs from other station precincts as it has a strong existing employment and student base that primarily operates around business hours. It is therefore likely to have different operational characteristics and less "out of hours" activity.</p>

Preliminary Ideas for Monash	Council's submissions
<p><b>Preliminary Idea 2: Activate streets to make moving between destinations a connected experience.</b></p>	<p>Support this opportunity, subject to the detail around the impacts of traffic movements around the station and within the surrounding streets.</p> <p>We support the SRLA in advocating for the institutions and large landholdings to orient buildings and engage with streets, but also recommend the larger institutions to consider the removal of hard boundaries and finding new connections that will improve the connectivity across the area given the significant changes now expected for the area.</p> <p>Council would be interested to understand how future plans for Monash University might integrate with the SRL Structure Plan, given its sheer size and close relationship with the SRL Station.</p>
<p><b>Preliminary Idea 3: Encourage innovation clusters that support economic growth.</b></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 Employment Cluster more generally.</p> <p>It is noted that the employment areas are highlighted as a key factor in the success of the precinct, but question why the Axxess Corporate Park to the north of Ferntree Gully Road is has not been included as an opportunity area, nor the employment areas to the east of the drainage easement.</p>
<p><b>Preliminary Idea 4: Improve movement and connections across the precinct.</b></p>	<p>The idea of identifying new pedestrian and cycling connections across the precinct is supported, but question the short-term feasibility of delivering this key idea, particularly where they bisect employment areas.</p> <p>The new town centre and employment areas should provide new connections that link the employment areas along Blackburn Road where the Australian Synchrotron, Moderna and the Melbourne Centre for</p>

Preliminary Ideas for Monash	Council's submissions
	<p>Nanofabrication is located. Connections should also be provided to the employment areas further east where there is potential for employment expansion, as identified in the Draft NEIC</p> <p>We also support exploring emerging transport options to connect with the precinct such as the Chadstone to Rowville Link which is being explored. If other new transport infrastructure were to service the area, a station/stop should be provided at the SRL station to allow for seamless and direct public transport connections.</p>
<p><b>Preliminary Idea 5: Create greener streets that include increased vegetation and reduced hard surfaces.</b></p>	<p>Further landscaping is encouraged, particularly along Normanby Road and Howleys Road to encourage walking and create more inviting places to gather or pause.</p> <p>As noted in our previous submission, Design and Development Overlay 1 (DDO1) applies to existing industrial and commercial areas within the precinct. 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.</p> <p>Furthermore, Monash University has an inspiring native landscape with green and blue features throughout. It is a functional landscape in terms of water harvesting, storage and reuse, which enhances the greenery, supports biodiversity, enhances amenity and cooling. There is an opportunity to build upon this and extend it into the surrounding precinct, including the area around the SRL Station. In short, this area should be aiming for a green, primarily native plantings in a functional water sensitive landscape.</p>

<b>Preliminary Ideas for Monash</b>	<b>Council's submissions</b>
<b>Preliminary Idea 6: Drive productivity and economic growth.</b>	<p>Council supports all of the points made in this statement and encourages the intensity of land uses along corridors of economic activity to align with areas of greatest accessibility.</p> <p>Further, Council supports public transport capable roads along Ferntree Gully Road Blackburn Road to be constructed to encourage accessibility, buses and trams that will service the area in future should also provide a direct connection with the SRL Station, meaning that Howleys or Normanby Road should also be constructed as public transport capable.</p>

<b>Monash Opportunity Areas</b>	<b>Council's submissions</b>
<b>1. Monash University and CSIRO</b>	Support this opportunity for institutions to improve their integration with the surrounding community through the provision of improved pedestrian and cycling access points, orientation of buildings and removal of physical barriers such as fences around the perimeter of their sites.
<b>2. Monash Central</b>	<p>Support this statement and the need to balance any offer of housing with the employment and innovation priorities of the area, ensuring the primary interests is in protecting the employment land within this precinct.</p> <p>This precinct only forms a small part of the MNEIC and it is important that the Cluster is able to maintain its role and ability to attract large enterprises and provide for additional employment opportunities as it main role and function.</p>
<b>3. Employment Growth</b>	This aspiration is supported.

Monash Opportunity Areas	Council's submissions
	<p>Council's comments on the Draft Precinct Plan relating to the indicative cross section is relevant to consider here also. The indicative built form typology does seem to meet the aspirations set out within this opportunity area statement, and the SRLA should consider making the amendments suggested earlier.</p> <p>We also question why the employment areas north of Ferntree Gully Road and east of the drainage easement to the east and west of Nantilla Road were not considered as separate opportunity areas for employment growth. We feel these areas also have potential for further employment growth also. Although they do not benefit from the proximity of the SRL Station as the identified land, they are within a reasonable distance from the station and could provide significant increases in job numbers.</p>
<b>4. Blackburn Road North</b>	Monash Council supports these opportunities and note the comments relating to Preliminary Idea 6 are relevant to this section also.
<b>5. Notting Hill Residential</b>	<p>Support the opportunities in this statement, but question why the residential area to the north of Ferntree Gully Road was not included in the opportunity area. The opportunity area map does not reflect how the change areas are mapped in the Draft Precinct Plan and is confusing.</p> <p>Growth of this area should be focussed along Blackburn Road and consider inclusion of higher growth along this portion of Ferntree Gully Road.</p>
<b>6. Nanotech Neighbourhood</b>	Monash Council supports these opportunities and notes that much of this area has had significant levels of investment over recent years. As set out in our comments in opportunity area 3, we foresee economic development potential on sites also to the east of the drainage easement and east of Nantilla Road.



Glen Waverley	
Draft Vision Statement	Council's Submissions
<p><b><i>Glen Waverley will be home to a thriving multicultural community with the job and lifestyle opportunities its growing population needs. A diverse range of housing options will mean people can stay in the community they love, whatever their life stage. Building new housing will be matched by increases to natural habitats and open spaces that support active and healthy lifestyles. SRL will mean Glen Waverley residents will have everything they need, closer to home. Improving walking and cycling options as the suburb grows will encourage people to leave the car at home. New connections will create new job opportunities for Glen Waverley. Just as residents will travel to workplaces in Clayton, Monash or Box Hill, people from across the corridor will come to work, study and play in Glen Waverley. The southern end of the precinct will become a commercial destination with a thriving business community. The new station will create a lively plaza as a centrepiece to a revitalised town centre. Building on the vibrancy of Kingsway, it will be a place for celebrations, cultural events and community gatherings. The town centre will come alive in the evenings with restaurants, bistros and bars. SRL will unlock opportunities in Glen Waverley, delivering a vibrant and diverse precinct with diverse and affordable housing.</i></b></p>	<p>The Vision statement for Glen Waverley is supported, however more emphasis should be placed on maintaining Glen Waverley's key attractions: state of the art educational facilities, a significant retail, diverse and convenient dining options and a leafy and green character.</p>

<b>Key comments on the Draft Precinct Plan for Glen Waverley</b>	
Our detailed comments on the plan are as follows:	
<ul style="list-style-type: none"> <li>• The full potential of the precinct will not be realised unless the future lowering of Glen Waverley Station and the extension of Myrtle Street over the railway line occurs. This will enable improved vehicular traffic circulation to divert around the edge of the town centre, removing traffic from Kingsway and the lowering the station to unlock a large parcel of developable land.</li> <li>• Support the general locations identified for significant change. The area north of the railway line and located between Rose Avenue and Sneddon Drive has potential for higher change due to its proximity to the station and the town centre. This would align more readily with the aims of Preliminary Idea 5, to facilitate housing choice and affordability where there is access to public transport and amenity.</li> <li>• The Department of Education should be consulted to understand whether they have any plans to expand Glen Waverley Secondary College, or other schools within the area, especially with the forecast growth that is anticipated.</li> <li>• The area marked 'Diversifying Retail and Commercial Uses' in Syndal does not provide any indication of the building typologies that are intended for this area. The retention of fine-grain shopfronts along the Blackburn Road retail precinct at ground floor level should be retained with the allowance for a greater mix of uses above.</li> <li>• Whilst there are areas where a higher level of change is possible along the eastern side of Springvale Road, the Precinct Plan fails to recognize the topography and current residential and neighbourhood zoning of the area. The areas of change should be modified and reduced to reflect the existing zone boundaries.</li> <li>• Higher change areas should be restricted to the street frontages of main roads on the north side of High Street Road and the area north along Springvale Road.</li> </ul>	

<b>Preliminary Ideas for Glen Waverley</b>	<b>Council's Submissions</b>
<b>Preliminary Idea 1: Revitalise central Glen</b>	Support this opportunity in principle, subject to the detail around the impacts of traffic movements around the station and within the surrounding streets.

Preliminary Ideas for Glen Waverley	Council's Submissions
<b>Waverley by enhancing transport choice.</b>	<p>The consolidation of car parking around the periphery of central Glen Waverley is supported, as well as the expansion of the laneway network in line with the Glen Waverley Activity Centre Structure Plan 2016.</p> <p>Development of the Myrtle Street extension (over the railway line) would enable the 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.</p> <p>Without these interventions and the closure of Coleman Parade, vehicles will continue to dominate Kingsway and the ambition for a pedestrian and cycling friendly environment will not be realised. Given that the precinct planning is a long-term vision for the area, we urge the SRLA to consider and advocate for the future proofing to lower the existing metropolitan station.</p> <p>In terms of improved crossings over Springvale Road to the east, enhanced links to the east should also consider improved bus services through the residential areas to ensure accessible sustainable transport links as the steep sloping nature of the residential areas further east discourage walking and cycling in these areas.</p>
<b>Preliminary Idea 2: Support the heart of Glen Waverley to grow.</b>	<p>Support this opportunity as these points all align with the Glen Waverley Activity Centre Structure Plan 2016, and our adopted proposal to redevelop the Glen Waverley Library, which will include community space and further offices for Council staff.</p> <p>As mentioned above and in our submission on the Discussion Paper, Council is considering options to widen the footpaths along Kingsway in the future to provide improved areas for gathering, dining, socialising and entertaining. Unless an additional vehicular road is provided, this opportunity may need to be reconsidered</p>

Preliminary Ideas for Glen Waverley	Council's Submissions
	as traffic would in Kingsway will increase because it will remain the only north-south connection in central Glen Waverley.
<b>Preliminary Idea 3: Expand the employment capacity and diversity of the existing areas near Waverley Road and within central Glen Waverley.</b>	<p>Supports the expansion of employment capacity and diversity within and surrounding the Glen Waverley activity centre.</p> <p>Aristoc Road is approximately 800ms from the Glen Waverley train stations and currently performs a successful service industry and employment function. The Aristoc Road precinct is also one of the only employment areas that services the Glen Waverley area. Given the distance from the station and the need for service industry that makes up the bulk of the businesses in that location it is preferable to maintain the ability for small-format industrial uses to locate in this area.</p> <p>Opportunities for additional employment growth should be accommodated within the existing commercial areas of the Glen Waverley Activity Centre.</p>
<b>Preliminary Idea 4: Connect central Glen Waverley and the new transport hub into the surrounding network of green and active transport hubs.</b>	<p>Council supports the opportunity to fill the gaps regarding connections between the Scotchman's creek trail and Coleman Parade west. We support the idea of identifying new pedestrian and cycling connections across the precinct, that could seamlessly connect existing green and active transport corridors, such as Scotchman's Creek.</p> <p>An opportunity exists to achieve increased levels of tree canopy cover to retain Glen Waverley's historic green and leafy character and to significantly improve urban cooling effects. Water sensitive design should go hand in hand with urban greening and plans for both blue and green infrastructure will need to be key pillars for all precincts.</p>

<b>Preliminary Ideas for Glen Waverley</b>	<b>Council's Submissions</b>
<b>Preliminary Idea 5: Facilitate housing choice and improve affordability by supporting growth in residential development.</b>	Support Preliminary Idea 5. There should be reference to opportunities to increase the provision of affordable housing, in line with State Government Housing Policy and the adopted Monash Affordable Housing Strategy 2023.
<b>Preliminary Idea 6: Better connect the precinct's two centres of activity at Syndal and Glen Waverley.</b>	Supported.

<b>Glen Waverley Opportunity Areas</b>	<b>Council's submissions</b>
<b>1. Central Glen Waverley</b>	Support this aspiration for central Glen Waverley and the suggested mix of uses within the town centre.
<b>2. O'Sullivan Road Residential</b>	Support the plans for this opportunity area and the encouragement of lot consolidation. This area could support the scale of a higher change area given it is adjacent to the Glen Shopping Centre and other major land uses.
<b>3. Montclair Residential</b>	Support this aspiration but note that connections from Bogong Reserve to the town centre are important to identify as it remains a key connection to the precinct.

<b>4. Springvale Road East</b>	Opportunity Area 4: Springvale Road East as a medical office and mixed-use area is supported in principle, however the geographic extent of the area needs to be reduced. Whilst there are areas where a higher level of change is possible along the eastern side of Springvale Road, the opportunity area fails to recognize the topography and current residential and neighbourhood zoning of the area. The extent of Opportunity Area 4: Springvale Road East should be modified and reduced to reflect the existing zone boundaries.
<b>5. Waverley and Aristoc Road</b>	Support opportunities for a mix of employment uses within this precinct but reiterate that this area should retain the ability for some industrial land to be maintained to accommodate some services.
<b>6. High Street Road North</b>	Support these opportunities in principle but note that the higher change areas should not extend beyond the frontage of High Street Road.
<b>7. Syndal</b>	Opportunity Area 7: Syndal is supported in principle. However, it is noted that there has been no detailed planning undertaken for this area and whilst it is within the catchment of the Syndal Station is around 1 kilometre from Glen Waverley. Additionally, a substantial proportion of the Syndal Activity Centre is separated from Glen Waverley by the Glen Waverley metro train line, poor east/west street alignment and Wesley College.



Burwood	
Draft Vision Statement	Council's Submissions
<p><i>Burwood will grow and transform into a thriving urban centre, as Deakin University builds on its success. The renewal of established neighbourhoods will create new residential diversity and amenity, leveraging the natural landscape to create a nature-based, and sustainable suburb. A vibrant urban centre will emerge around the new SRL transport hub to create a lively social centre for the community. The centre of Burwood will provide everything locals need. It will be home to great cafes and restaurants, providing spaces to work and a unique destination to meet in the evenings and on weekends. Burwood Highway and Highbury Road will be home to new services and amenities to meet the needs of a diverse and growing community. A better-connected Burwood Precinct will be dynamic, supporting emerging careers and enterprise, nurturing growing families and connecting generations. Pedestrian and cycle routes will seamlessly connect its centre, the Gardiners Creek corridor and the rest of the suburb – if you don't want to drive, you won't have to. Gardiners Creek and its extraordinary network of open spaces and wildlife habitats bring people together to experience nature and help supports the active, outdoor recreation lifestyle that people in Burwood enjoy. Deakin University will continue to cement its place as a globally significant university and research centre, embracing opportunities anchored to the emerging Burwood Precinct. New populations of</i></p>	<p>It is noted that the bulk of change anticipated arising from the Burwood SRL Precinct Plan is located north of Highbury Road in the City of Whitehorse.</p> <p>The Burwood Vision broadly supported. There are opportunities to improve the Vision by rewording it to provide a greater emphasis on Burwood's future key attractions: the tertiary facilities at Deakin University and the new activity centre as its key features.</p>

*students, academics and industries will continue to generate ideas and innovation in Burwood. As both an important biodiversity corridor and a treasured community amenity, an enhanced Gardiners Creek will be the focal point of this vibrant precinct. Burwood confidently embraces renewal while celebrating its beautiful natural assets and vibrant urban centre.*

#### **Key comments on the Draft Precinct Plan for Burwood**

Our detailed comments on the plan are as follows:

- Support the opportunity for intensifying employment uses in the employment areas within the City of Monash. The industrial site next to Gardiners Creek should be carefully considered in respect of intensifying uses adjacent to the Gardiners Creek to minimise impacts on the environs of the creek, with the aim of improving the amenity of this section of the creek.
- More information should be provided on how the connections might link across neighbouring localities to improve cycling and walking networks more widely. A cycling and walking trail should be identified that connects to Mt Waverley.
- Gardiners Creek is an identified opportunity area and housing is envisaged to increase beside the creek. Given the topographical constraints and current neighbourhood character this change in housing density is not supported.
- Support the opportunity for intensifying employment uses in the employment areas within the City of Monash. The industrial site adjacent to Gardiners Creek should be carefully considered in respect of intensifying uses adjacent to the Gardiners Creek to minimise impacts on the environs of the creek and improve the amenity of this section of the creek.
- The Plan needs to indicate how the connections might link across neighbouring localities to improve cycling and walking networks more widely including a clear cycling and walking trail i that could provide a link to Mt Waverley.
- Municipal boundaries should be shown on the plan for greater clarification for all stakeholders.

Preliminary Ideas for Burwood	Council's submissions
<b>Preliminary Idea 1: Embrace the opportunity presented by the new SRL Station to establish a new mixed-use centre</b>	Support this idea in principle but question whether significant change should be best located directly abutting Gardiners Creek.
<b>Preliminary Idea 2: Extend and enhance the natural features of Gardiners Creek.</b>	<p>This is supported.</p> <p>In the SRL EES submission, Council advocated for the naturalisation of Gardiners Creek, between Highbury and Warrigal Road, and it has been included as a priority action in the Yarra Catchment Integrated Water Management (IWM) Plan. The creek is proposed to be naturalised as part of the SRL project beside Burwood Station. It seems appropriate that the naturalised portion of the creek should be extended along the full length of the area for precinct planning, to secure the health and biodiversity of the nature corridor as a whole, particularly when the creek is acknowledged as the key focal point for the precinct. Naturalisation will greatly enhance community amenity, recreational value as well as the ecological function, habitat and biodiversity values of the creek.</p> <p>Monash Council's wetlands along the Gardiners Creek corridor are also a significant feature that provide amenity and recreational values to the community, particularly as the Melbourne Water land including the creek itself is currently fenced off. Recognition of these wetlands and the values they provide, as well as plans to enhance their functioning and amenity in the long-term, are an important component to acknowledge in the Precinct Plans.</p>

<b>Preliminary Idea 3: Enhance Burwood Highway, Highbury Road and Elgar Road corridors activity.</b>	The expansion of employment and residential capacity through a range of building types along Highbury Road, including improved connections to the centre of the precinct is supported.
<b>Preliminary Idea 4: Support the growth of the education precinct.</b>	Deakin University should be encouraged to align with the future jobs created in the area to encourage and expand education and employment opportunities through knowledge transfer and incubator opportunities.
<b>Preliminary Idea 5: support job growth across the precinct.</b>	The intensification and diversification of employment land along Highbury Road is supported, but there are opportunities for the Highbury Road frontages to be further activated. Further, intensification will need to be carefully considered where it abuts Gardiners Creek so as not to impact on the biodiversity or amenity of the creek.
<b>Preliminary Idea 6: Enable greater housing choice.</b>	Supported.

<b>Burwood Opportunity Areas</b>	<b>Council's submissions</b>
<b>1. New Burwood Central area</b>	Support this aspiration for central Burwood with the good mix of uses and greater housing choices within walking distance of the station.
<b>2. Central Campus</b>	Support this opportunity.

<b>3. Burwood Highway East</b>	Support this opportunity.
<b>4. Station West</b>	Support this opportunity.
<b>5. Burwood Economic Cluster</b>	<p>This area only partially sits within the municipality of Monash. Support the opportunities for a mix of employment uses within this precinct. The key industrial site within the City of Monash is adjacent to Gardiners Creek, so any future development would need to carefully consider the impact it could have on the adjacent creek environs.</p> <p>Although the upgrading of the industrial land is supported, it is still located a long distance from the station, and opportunities for greater densities within and immediately surrounding the activity centre should be considered.</p>
<b>6. Highbury Enterprise Precinct</b>	Supports opportunities for Highbury Road as a mixed-use activity spine, but maintains that the protection of employment land is necessary and would like controls put in place to limit the level of any sensitive uses that could encroach these areas and present reverse amenity issues.
<b>7. Burwood Highway West</b>	Support this opportunity.
<b>8. Creekside Neighbourhood</b>	<p>Opportunity Area 8 – Creekside Neighbourhood identifies this area as an opportunity for increased housing provision. <u>This is not supported.</u></p> <p>This area is currently within a Neighbourhood Residential zone, comprising traditional family style housing and a scattering of dual occupancies. The topography is steep. The current height limit is 2 storeys. Whilst the area is within the Burwood SRL catchment as the crow flies, the road layout and surrounding land use mix mean that the area is in a practical sense removed from the Burwood Station environs.</p> <p>Given the topography, absence of community infrastructure and the existing housing stock there is considered to be limited redevelopment opportunity.</p>

	The Gardiners Creek and environs is located in an Urban Floodway, which may allow for improvements along the creek but does not encourage more intense development within or adjacent to its immediate environs in Monash.
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