

7.1.5 SUBURBAN RAIL LOOP STRUCTURE PLAN SUBMISSION

Responsible Manager:	Sean McNamee, Manager Strategic Planning
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RECOMMENDATION

That Council

1. Notes that State Government released the Suburban Rail Loop East Draft Structure Plans and Draft Planning Scheme Amendments package for community consultation on 17 March 2025, with a submission closing date of 22 April 2025 and that Council has been given until no later than 5 May 2025 to formally make its submission.
2. Reaffirms its broad support for the Suburban Rail Loop East (SRL) project as an opportunity for increased housing, employment, and transport improvements in established urban areas of Monash and southeast Melbourne more broadly.
3. Notes that for Monash the SRL East Structure Plans and Amendment packages are:
 - a) Clayton GC247 (SRL Clayton Structure Plan),
 - b) Monash C176 (SRL Monash Structure Plan),
 - c) Glen Waverley C177 (SRL Glen Waverley Structure Plan) and
 - d) Burwood GC248 (SRL Burwood Structure Plan)
4. Notes that each of the 4 SRL East Structure Plan and Amendment packages includes:
 - a) a draft Structure Plan,
 - b) a draft Structure Plan Implementation Plan,
 - c) an extensive range of supporting background technical documents, and
 - d) planning scheme amendment documentation that introduces new zones, built form controls, a development uplift mechanism not previously included in the Victoria Planning Provisions, and parking overlays.
5. Whilst welcoming the commencement of community consultation on the Draft Structure Plans, notes that a period of 5 weeks community consultation for a State significant, multi-generational project, is insufficient and has constrained Council's ability to comprehensively review and responsibly consider the material by the due date, particularly given there are 4 SRL East Structure Plan packages applicable to Monash.
6. Notes that despite comprehensive State policy on the form and content of structure plans, the statutory obligations, under both the Planning & Environment Act 1987 and the Suburban Rail Loop Act 2021, (that apply to the Suburban Rail Loop Authority as the designated planning authority for the Suburban Rail Loop declared planning areas and previous Council submissions to SRL East Precinct plan process), the draft SRL East Structure Plans and Amendment package do not provide the level of certainty and direction required in structure plans. They do not include basic design, costings, funding, and delivery mechanisms for the equitable and timely provision of the additional public

open space, community infrastructure, movement, and transport infrastructure. improvements that have been identified as required in the draft SRL East Structure Plans.

7. Notes that the draft SRL East Structure Plans and Amendment package continue with an overreliance on the ability to utilise existing Council land, community facilities and Council funding to deliver the bulk of the community infrastructure provision and improvements and fail to recognise the existing community needs and use of this land and Councils broader governance, community engagement, financial and planning obligations arising from day to day service provision and meeting the existing and future needs of the balance of the Monash community.
8. Notes that despite having land holdings in the Structure Plan areas and land acquisition powers, the SRLA have not acquired or proposed to acquire additional land for community infrastructure needs and have not incorporated any meaningful level of community infrastructure provision on their current land holdings.
9. Notes that the draft SRL East Implementation Plans contain many delivery actions that should have been scoped, costed, and resolved to a higher standard of certainty and included in the draft SRL East Structure Plans, prior to the commencement of the rezoning process that will create a significant increase in land value.
10. Notes that the draft SRL East Implementation Plans allocate 87 projects and delivery actions to Council as lead agency, many of which remain at an investigation and/or concept level, effectively transferring SRLA planning authority obligations and responsibilities to Council.
11. Notes that given the consultation time constraints, this report and the proposed submission focus on issues considered to major shortcomings and gaps in the draft SRL East Structure Plans and amendment packages that:
 - a) present considerable risks to the delivery of the housing, community facilities and quality urban environment set out in SRL East Structure Plans,
 - b) present significant financial, operational, reputational and governance risks to Council,
 - c) are likely to create unreasonable and unfunded medium and long term negative financial and operational commitments and burdens on Council,
 - d) fail to give effect to major State and Local policy supporting urban consolidation, housing targets, affordable housing, and infrastructure funding.
 - e) allocate 87 Actions to Council to research, investigate, design, fund and deliver infrastructure, services or transport and movement network improvements.
12. Notes that the forecast dwelling increase for the SRL East Structure Plan areas provided in the 2021 business case has not been reviewed as part of the preparation of the SRL East technical and background reports and remains at the 2021 Business Case estimate of 11,400 dwellings. This number of dwellings equates to 16% of the Monash Housing Target allocated to the SRL East Structure Plan areas leaving the balance of 58,100 dwellings to be accommodated elsewhere in Monash.
13. Notes that the lack of resolution of these identified issues in the recommendations above including the absence of any infrastructure funding mechanism, creates significant uncertainty in the delivery of the identified infrastructure in precinct areas, reduces

development industry investment confidence, and potentially creates significant financial risks for Council in these precinct areas over time.

14. Notes that the amendment package proposes to rezone land in the SRL East Structure Plan areas to a new zone, the Precinct Zone. This zone change will trigger a Windfall Gains Tax assessment for all non-exempt land, including significant Council landholdings that are not in a Public Use zone. This includes Council owned car parks and the Monash Operations Centre. The SRLA in line with its planning authority obligations should take appropriate action to ensure that Council owned land not in a Public Use zone, is not subject to a Windfall Gains Tax assessment, and land that is subsequently rezoned from a public use zone to aid in delivery of the precinct plans and visions be similarly exempt.
15. Notes that the issues raised in report and draft submission will be expressed in more detail and expanded upon as material is further reviewed by officers and experts as part of the preparation for the future Advisory Committee hearings. This may result in the identification of additional issues of concern, and these will be reported to Council as and when/if needed.
16. Notes that in anticipation of the Advisory Committee hearing later this year initial engagement of legal representation via Maddocks and subject matter experts has commenced and that the Structure Plan and amendment document packages are currently being reviewed in detail.
17. Notes that although submissions close on 22 April 2025:
 - a) an Advisory Committee has not yet been appointed to consider submissions,
 - b) the Advisory Committee Terms of Reference and hearing process has not been set out,
 - c) it is possible that, given the number of SRL East Station Precincts and volume of material, there may be more than one Advisory Committee established with hearings running concurrently to consider the submissions, and
 - d) given the current resource sharing arrangements with other Councils, in the event of multiple Advisory Committees being established and hearings running concurrently, there will likely to be significant logistical and additional financial implications for Council in ensuring meaningful representation across the Advisory Committee hearings which could necessitate the appointment of additional Barristers (and legal representatives) to ensure representation at each Advisory Committee.
18. Directs the Chief Executive Officer to write to Chief Executive Officer of the Suburban Rail Loop Authority and the Chair of Planning Panels Victoria:
 - a) outlining the concerns set out in recommendation 17 and requesting an urgent update on the status, Terms of Reference, and proposed process for any Advisory Committee Hearings into the SRL East Structure Plans and Amendment package, and
 - b) request that any Advisory Committee be convened as a single Advisory Committee, to avoid duplication of effort and minimise costs of representation to all parties, particularly Council given the presence of four SRL East precincts in Monash.
19. Notes and endorses the recommendations of this report along with the draft submission at Attachment 1 as Council's submission to the Suburban Rail Loop East Structure Plan exhibition for planning scheme amendments:

- a) GC247 (Clayton Structure Plan),
- b) C176 (Monash Structure Plan),
- c) C177 (Glen Waverley Structure Plan) and
- d) GC248 (Burwood Structure Plan).

20. Notes that further updates will be presented to Council as the matter progresses if and when needed.

INTRODUCTION

The purpose of the report is to consider and adopt a submission to the draft Suburban Rail Loop East Structure Plans and planning scheme amendment package released by the Victorian Government for the Suburban Rail Loop (SRL) East Project as set out in this report and Attachment 1.

The submission is purposefully written at a high level as officers have been working through the significant amount of material provided. Given the limited amount of time provided to make a submission, and agreed later submission date, officers will need to continue to review and refine (with lawyers and experts) the detail of submissions over coming months.

Based on the broader themes in this report and attached submission, these will be expanded upon and more detail provided. The more detailed submissions will be presented to Council for noting as may be required over coming months.

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.

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.

Pursue a planning framework that meets Monash needs.

Good Governance

Ensure a financially, socially, and environmentally sustainable organisation.

BACKGROUND

In June 2024, Council considered a report on the Suburban Rail Loop Authority's Phase 2 – Shaping the plans, Precinct planning project.

This Phase of the project included the release of the SRL Precinct Visions and key principles, a precursor to detailed structure plans for the precincts.

Overall, the Precinct Visions and the key principles are aligned with the direction and content of existing Council planning documents for Clayton and Glen Waverley as far as promoting increased development intensity in the core commercial areas. However, the report noted that:

“Whilst these Precinct Key Directions represent an advancement on the initial Draft Precinct Visions of Phase One and the subject of the February 2024 Council report, they do not provide a great level of detail and remain at a high-level conceptual plan stage.”

In particular, the report and submission highlighted:

- The SRL represented significant public investment in these precincts and the development uplift that will eventuate from this investment.
- Key directions should be reworded to give effect to State and Monash policy objectives.
- The plans should include provision for:
 - affordable, diverse quality housing
 - accessible and responsive community infrastructure
- The need to reduce the over reliance on existing Council facilities or land ownership.
- Precincts either have limited or severely constrained State education facilities and community infrastructure now.
- The plans contain no identification or mention of changes or increases in the provision of community infrastructure.
- There is no indication of service provision standards or aspirations for the provision of community infrastructure.
- There was no quantification of infrastructure required or a proposed infrastructure funding mechanism.

A full copy of this report can be found here:

<https://www.monash.vic.gov.au/files/assets/public/v/1/about-us/council/agendas/2024/25-june/7.1.4-srla-precinct-plan-submission.pdf>

DISCUSSION

The Draft SRL East Structure Plans and Amendment package

The Suburban Rail Loop Authority (SRLA) released draft Planning Scheme Amendments (PSAs) on 17 March 2025.

Draft PSAs that fall within the City of Monash are as follows:

- Clayton Structure Plan – Amendment GC247
- Monash Structure Plan – Amendment C176mona
- Glen Waverley Structure Plan – Amendment C177mona
- Burwood Structure Plan – Amendment GC 248

The plans propose to introduce Structure Plans for each SRL precinct and a range of planning scheme amendment changes to give effect to the Structure Plans.

Each SRL East Precinct amendment package includes:

- A guidebook on the structure plan
- The draft structure plan
- A structure plan implementation plan
- A structure plan background report
- An extensive series of issue based technical reports
- A suite of proposed planning scheme changes

It should be noted that the SRL East draft Structure Plan and Amendment packages described above for the 4 station precincts within Monash comprises 239 documents. This has presented a challenge in reviewing the material within the time provided by the SRLA and consequently the focus of this report is on key, significant issues and gaps within the documents.

Further reporting and submissions on more detailed technical issues may be required prior to the commencement of the Advisory Committee hearings in late 2025.

The formal closing date for submissions is 22 April 2025, however officers have secured an extension until 5 May to enable this matter to be considered in the Council meeting cycle.

Officers have been advised the Minister for Planning will shortly appoint an Advisory Committee to consider matters within the draft Planning Scheme Amendments and public submissions to this exhibition. *(Although this has not occurred at the time of writing.)*

Should an Advisory Committee be appointed, hearings are currently scheduled for late 2025.

Content of the draft SRL East Structure Plan and Amendment package

The draft SRL East Structure Plans and amendment package represents the next stage of the SRL planning process and builds on the earlier material prepared by the SRLA as part of the Suburban Rail Loop East – Precinct Planning Project in 2024. Officer comments and discussion of the merits of the material is provided later in this report.

Draft SRL East Structure Plans

The draft Structure Plans maintain the 5 themes from the SRL Precinct Visions of:

- Enriching Community
- Boosting the Economy
- Enhancing Place
- Better Connections; and
- Empowering Sustainability

In addition to these themes the draft Structure Plans introduce 3 Structure Plan Priorities:

- More homes and greater housing choice
- More jobs closer to where people live
- Liveable and sustainable communities.

The purpose of each structure plan is to provide the framework to guide growth and change in SRL Structure Plan areas for the next 15 years and establish a pattern for longer-term change.

The Structure Plans include a land use plan, building heights plans, transport plans and community infrastructure plans for each draft SRL East Structure Plan area.

Draft SRL East Implementation Plans

The draft SRL East Implementation Plans set out a series of actions, statutory and non-statutory and capital projects that are identified as necessary for the success of the SRL East Structure Plan areas.

The Implementation Plans also identify a series of key projects in each of the neighbourhoods of the SRL East Structure Plans.

The key projects are listed under the following categories:

- New or enhanced new open space
- New community facility
- New or enhanced transport infrastructure.

The implementation plan assigns agency responsibility and timing for each implementation action and key project.

Copies of the draft implementation Plans are provided at Attachments 2, 3, 4 & 5.

Planning authority obligations for the SRLA when preparing Structure Plans

The preparation of planning scheme amendments and structure plans is governed by a clear set of requirements and obligations established by the State Government. These apply to Councils when performing the function of the planning authority for the municipality.

In preparing the draft SRL East Structure Plans and planning scheme amendments the SRLA is performing the role of the planning authority. As part of assessing and responding to the draft SRL East Structure Plans and amendment package it is useful to consider the powers, responsibilities, and obligations on the SRLA as a planning authority and how these obligations direct the form and content of structure plans, planning scheme controls and subsequent development outcomes.

The Suburban Rail Loop Authority has planning authority powers conferred on it via the *Suburban Rail Loop Act 2021*.

These powers allow the SRLA to undertake the structure planning and planning scheme amendments in the same way that Council would.

The conferral of these powers also creates obligations on the SRLA, setting out the standard of information, strategic justification, the form and content of the structure plans and planning scheme amendments and the State and local policy objectives that the SRLA is required to include in the structure plan and amendments.

Specifically:

The objectives of the Suburban Rail Loop program include:

- (a) to undertake development consistently with*
- (ii) the planning objectives set out in section 4(1) of the Planning and Environment Act 1987; and*
- (c) to facilitate sustainable population growth, urban renewal and improved liveability; and*
- (d) to encourage land development and the facilitation of timely and coordinated delivery of non-transport infrastructure, transport infrastructure, services and residential and commercial development; and*
- (h) to enhance opportunities for the Victorian community, Victorian businesses and the State to capture value created by the development of precincts, non-transport infrastructure, transport infrastructure and other investments in relation to the new orbital rail loop.*

Relevant objectives of the Planning and Environment Act 1987 include:

- a. to provide for the fair, orderly, economic and sustainable use, and development of land;*
- (e) to protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community;*
- (fa) to facilitate the provision of affordable housing in Victoria;*
- (g) to balance the present and future interests of all Victorians.*

Draft Planning Scheme Amendment package

This section of the report sets out the content of the SRL East Planning Scheme Amendment package. Discussion of the merits of this material is provided later in this report.

The Amendment package proposes to introduce:

- a new zone, the Precinct Zone to each of the SRL Structure Plan areas;
- a new overlay, the Built Form Overlay; and
- introduces a Parking Overlay.

The Amendment also proposes consequential changes, including removing the planning controls derived from the Glen Waverley Activity Centre Structure Plan, removal of the VPO controls where they may apply and general policy updates to include the draft SRL East Structure Plans as background documents and align other planning scheme elements with the draft SRL East Structure Plans rather than Councils structure plans.

Rezoning of land

The majority of land within each of the draft Structure Plan Areas will be rezoned to a Precinct Zone.

The SRLA have indicated that Council land holdings in a Public Use zone will not be rezoned, however other Council will be rezoned.

It should be noted that the rezoning to the Precinct Zone will trigger a Windfall Gains Tax assessment for many properties, including Council land not within a Public Use zone. This matter is discussed later in this report.

Application of Built Form Overlay

A Built Form Overlay is proposed to be applied to the majority of land within the draft SRL East Structure Plan Areas.

Application of Parking Overlay

The overlay will be applied to land within the draft Structure Plan Areas, excluding publicly zoned land. The parking overlays replace the current minimum parking rates, with reduced maximum parking rates.

Timing of the introduction of amendment package

It should be noted that the current time frame for the introduction of the planning scheme changes, including car parking reductions, is early 2026.

Council response to the Draft SRL East Structure Plans and Amendment package

As noted earlier in this report, the draft SRL East Structure Plans build on the earlier work prepared by the SRLA and as such, at a high level, are broadly supported and are consistent with Councils overall objectives for housing and employment in Monash.

In particular, the Clayton and Glen Waverley draft SRL Structure Plans reflect much of the development opportunities and directions of Councils adopted planning policies for those centres.

Additionally, the identification of health and education areas aligns with the existing and emerging role of the Monash Precinct.

Issue 1 – Content, quality, and clarity of the draft Structure Plans

The main area of concern with the draft SRL East Structure Plan and Amendment package is what is not included and range of responsibilities and forward commitments allocated to Council.

From an overall land use and development patten the SRL East Structure Plans are consistent with adopted SRL East Vision Plans. However, the significant issues that Council has consistently raised about community infrastructure provision, new public open space, an over reliance on Council land and existing Council community facilities and the need to include development contributions have not been addressed.

This creates the potential for significant gaps in the ability for the planning scheme, Council, and the State to provide the infrastructure required to fulfill the objectives of the structure plans.

The following issues are identified as shortcomings and gaps of the Draft SRL East Structure Plan and Amendment package.

Issue 2 - Implementation of State and local policy - Lack of certainty, clarity, and direction

The SRL East Structure Plan material provides the following description of what a structure plan does.

“A Structure Plan is a blueprint to guide how an area develops and changes over time.

It guides how future growth is managed to achieve social, economic and environmental objectives and is an essential tool in Victoria’s planning system to create well-planned sustainable communities.”

As with any major planning project there are a range of overarching State and Local policy directions and objectives that guide the development of the project and, in the case of Structure Plans, provide clear direction on land use, housing and employment policy matters that the planning authority and the structure plans are required to give effect to.

In addition to the conventional suite of State and Local policy objectives directing the Structure Plans, the State government prepared and adopted an additional policy document, *Planning SRL East Precincts Guidelines for the Preparation of Structure Plans, November 2024* for the SRL East Precincts. The guidelines are designed to:

“ensure that structure planning is premised on a sound strategic footing having regard to the established and strengthened strategic policy context, strong residential and employment population projections, and logical spatial planning which focuses opportunities for densification into subareas, having regard to sound urban design outcomes.”

Whilst the draft structure plans broadly provide a framework consistent with State policy for increased dwelling and employment, they do not go to the level of detail required to give effect to policy objectives.

In many instances this is a result of issues, particularly public open space, and community infrastructure, not being quantified or clearly resolved through the earlier planning process. Consequently, the draft Structure Plans do not provide the required clarity and identification of infrastructure items they are identified as either:

- a policy item for consideration and encouragement,
- for infrastructure such as public open space or community facilities, shown as broad conceptual investigation areas on the Structure Plans; and
- An investigation and delivery action allocated in the (uncosted and unfunded) draft Implementation Plans.

As set out in the overarching planning framework, structure plans should clearly identify locations for public open space, community infrastructure, transport networks, pedestrian connections and

other actions that are critical to successful delivery of the development and urban environment envisaged by the structure plan.

This lack of detail and certainty in the draft SRL East Structure Plans and Amendment package means that they do not fulfill their key purpose as they lack mechanisms or plans to:

- to provide the clarity and certainty needed to encourage the land development objectives set out in the draft SRL East Structure Plans, the Suburban Loop Project, and Plan for Victoria
- facilitate timely and coordinated delivery of infrastructure and services, or
- facilitate the provision of affordable housing,

Issue - Housing Targets – SRL East Dwelling forecasts

Plan for Victoria sets a revised housing target for Monash of an additional 69,500 dwellings up to 2051.

The purpose of the Housing Target is to, “*ensure that every planning scheme identifies enough realistic opportunities for new development to deliver the targeted number of homes.*”

There are currently approximately 78,300 dwellings in Monash and the target represents an increase of just under 90%.

The forecast dwelling increase for the SRL East Structure Plan areas is 11,400 dwellings. This means that the to provide for the balance of Monash Housing Target of 58,100 dwellings, Council would need plan to accommodate these dwellings elsewhere in Monash.

The SRL East Structure Plan dwelling forecast represents 16% of the Housing Target set for Monash. It is unclear how the planning for the SRL East has considered the State housing targets and maximised the development opportunities arising from the SRL East project.

The adopted forecast dwelling numbers for the SRL East Structure Plan areas are shown in the table below. It should be noted that these dwelling and numbers are unchanged from the initial dwelling forecast of the Suburban Rail Loop Business Case 2021.

SRL Dwelling forecast

Dwellings	2021	2041	change	Avge Annual growth rate
<i>Clayton</i>	<i>6010</i>	<i>11,600</i>	<i>5590</i>	<i>3.3%</i>
<i>Glen Waverley</i>	<i>3210</i>	<i>4710</i>	<i>1500</i>	<i>1.9%</i>
<i>Monash</i>	<i>3920</i>	<i>8270</i>	<i>4350</i>	<i>3.8%</i>
Total	13,140	24,580	11,440	3%

Source: SRLA Business Case 2021

Whilst it is acknowledged that there is a difference between development capacity provided by planning controls, dwelling demand and the ultimate development build out over time, it is

important that these different figures are adequately considered together to properly plan for infrastructure needs.

The SRL East Land Use Scenario and Capacity Assessment indicates that the proposed planning framework creates sufficient floorspace capacity to support population growth to 2041 and beyond. In particular, the report notes that the forecast floorspace demand for the SRL East Precincts in Monash is around 50% of the overall forecast floorspace capacity provided.

This level of variance between forecast demand and forecast capacity raises the question as to whether the dwelling forecasts adopted by the SRL Business Case in 2021, prior to the detailed development capacity work undertaken in 2024, potentially underestimate the likely dwelling demand and consequently the actual dwelling and population capacity likely to be delivered in the SRL East Structure Plan areas will be much greater than the current SRL Structure Plans forecast.

This is particularly the case for the Glen Waverley SRL Structure Plan area with a forecast dwelling increase of 1,500 over the period to 2041.

Under current Monash planning scheme controls there are several sites in the Glen Waverley central core area where Council would reasonably expect that large multi-storey developments possible now would deliver close to 1,500 dwellings alone in the next few years.

Floor space demand – based on SRL business case

CAPACITY VS. DEMAND: SRL EAST STRUCTURE PLAN AREAS

	Cheltenham	Clayton	Monash	Glen Waverley	Burwood	Box Hill
Floorspace demand 2041 (sq.m)	2,620,000	2,814,700	3,536,800	1,918,000	1,746,100	3,124,600
Theoretical floorspace capacity (sq.m)	5,946,800	5,217,000	8,943,300	3,978,400	3,619,000	5,338,800
Floorspace demand as a share of capacity (%)	44%	54%	40%	48%	48%	59%

Source: AJM JV

Given the difference between the SRL Business Case 2021 dwelling forecast and the current SRL East Structure Plan capacity estimates the following issues arise:

- Are the dwelling demand numbers too low and require revision?
- Have housing opportunities been maximised?
- Is community infrastructure planning undertaken by the SRLA reflective of the development outcomes and population potential given the significant overall capacity available?
- Can the SRL Structure Plan area make a greater contribution to Municipal Housing Targets than currently identified?

Issue - Housing Target implications for the balance of Monash

The SRL Structure Plans and the DTP Activity Centres program means that planning for many activity centres in Monash is no longer the sole responsibility of Council.

Increased dwelling provision in activity centres is fundamental to Councils Housing Strategy by directing higher density development into and around activity centres. This allowed for more modest redevelopment in the residential hinterland.

The conservative growth estimates for the Glen Waverley and Clayton SRL East Structure Plan areas raises the question about whether the SRL Structure Plan areas growth forecasts are appropriate and presents a challenge for how Council can plan for the additional 58,100 dwellings elsewhere in Monash that constitute the balance of the current Housing Target.

Given the scale of the SRL project, the projected population growth is far too conservative. The 2021 SRL Business Case Housing Demand numbers should be reviewed against the SRL East Land Use Capacity Assessment 2024 and the development potential available in the proposed built form controls.

As the designated planning authority, the SRLA should ensure that dwelling capacity is accurately forecast, provides a dwelling demand that is reflective of the SRL East project, Plan for Victoria Housing Targets, and the significance of the activity centres themselves to Monash and the southeastern region.

Issue - Absence of Affordable Housing requirements

The draft SRL East Structure Plans and amendment documents make multiple reference to encouraging affordable housing, but do not include affordable housing requirements.

This is despite the background technical reports on housing identifying the very clear need and the social and economic benefits for the area and policy obligations that the SRLA has for the provision of affordable housing in the SRL East Structure Plan areas.

The SRL East Housing Needs Assessment report identifies the need for affordable housing as set out in the table below.

SRL East Draft Structure Plan – AJM Housing Needs Assessment – February 2025

Precinct	Current dwellings	New dwellings	Total dwellings 2041	Affordable Housing needed 2041	% of new stock
Clayton	6010	5590	11600	1910	32.4
Monash	3920	4350	8270	1650	20
Glen Waverley	3210	1500	4710	600	38.7

The background reports also note that, particularly in Clayton and Monash, the demand for key worker housing is likely to increase overall demand for affordable housing in those precincts. Without the provision of that housing, workers in the Health and Education sectors will be forced to commute from the more affordable fringe growth areas of Melbourne.

The absence of an affordable housing requirement is considered a significant shortcoming of the draft Structure Plans and does not align with overarching requirements of State policy including:

- The Planning and Environment Act 1987, Objective 1 (fa) “to facilitate the provision of affordable housing in Victoria”
- Current State policy of 10% affordable housing in developments over \$50 million that use the States development facilitation pathway (Clause 53.23 of all planning schemes)
- Other major urban renewal precinct requirements such as Fishermans Bend Urban Renewal Precinct (6% affordable housing)

The omission of a requirement for affordable housing is also at odds with Council policy set out in the Monash Affordable Housing Strategy and Amendment C174, for inclusionary zoning and substantial affordable housing provision in the SRL Structure Plan Areas.

The SRL East Structure Plan areas present a prime opportunity to embed housing affordability, affordable and social housing provision in these key urban renewal areas.

The omission of affordable housing requirements is of particular concern given the significant public investment in these SRLA Structure Plan areas (an average approximately \$6 billion per station box and forecourt), the development and land value uplift that will be created from this public investment and the social and economic benefits arising from the provision of diverse and affordable housing for close to employment and services.

Issue - Absence of standards for public open space and community infrastructure

Whilst the SRL East background technical reports provide detail on community infrastructure and public open space needs and general standards, this analysis has not translated into the draft Structure Plans as provision of standards for infrastructure or the additional amount of public open space required.

The POS modelling commissioned by the SRLA recommends a general goal of 9m² per person.

“Provision of 9 m² (minimum) per person of public open space was adopted as a suitable indicator for this assessment. This is based on the World Health Organisation informal recommendation for public open space provision, it broadly sits in the range of other global cities (Barcelona and New York 10 m² per person, Istanbul 7 m² per person)¹, and is the same indicator adopted for the Fishermans Bend urban renewal project.²”

The results of the open space assessment for the SRL Structure Plan areas are summarised in the table below.

TABLE A.1 SUMMARY OF POTENTIAL CHANGES AND RECOMMENDATIONS

CHANGES TO OPEN SPACE NETWORKS WITHIN THE STRUCTURE PLAN AREAS	CHELTEMHAM	CLAYTON	MONASH	GLEN WAVERLEY	BURWOOD	BOX HILL
Anticipated total population in Structure Plan Area by 2041	20,800 (121% increase from 2021)	26,900 (89% increase from 2021)	17,900 (79% increase from 2021)	11,700 (65% increase from 2021)	11,100 (109% increase from 2021)	29,100 (119% increase from 2021)
Public open spaces already planned for future delivery (by SRLA, local councils, private developers)	4	3	2	3	3	2
This assessment's proposed new public open spaces (to address gaps in public open space provision)	4	6	9	3	3	0
Total area of existing public open space in SRL East Structure Plan Area	112,890 m ²	112,879 m ²	53,252 m ²	59,256 m ²	301,413 m ²	351,863 m ²
Total area of new public open space to be added to the SRL East Structure Plan Area*	135,650 m ²	20,930 m ²	29,180 m ²	8,660m ²	17,780 m ²	16,080 m ²

Overall, the POS report recommends an additional 58,770m² of new public open space be added to the SRL East Structure Plan Areas of Clayton, Monash, and Glen Waverley.

Using the average value \$3,213 per sqm. (from 2022 for the Monash Open Space Strategy) – the estimated cost to purchase and improve the required 58,770 sqm of new public open space across the 3 SRL Structure Plan areas would be in the order of \$188,840,000 to the 2041 SRL time horizon.

Whilst the open space background report is clear on the standards proposed, location and size of the land required for additional public open space, these requirements are not translated into the draft SRL East Structure Plans, the draft Implementation Plans nor into planning provisions for Public Open Space contributions.

Overall, the draft SRL East Structure Plans and Implementation Plans remain vague about the location, function, and size of proposed Public Open Space, using large nominal circles, with the statement *“Investigation area for proposed new open space.”* See the extract below from the SRL

East Glen Waverley Structure Plan.

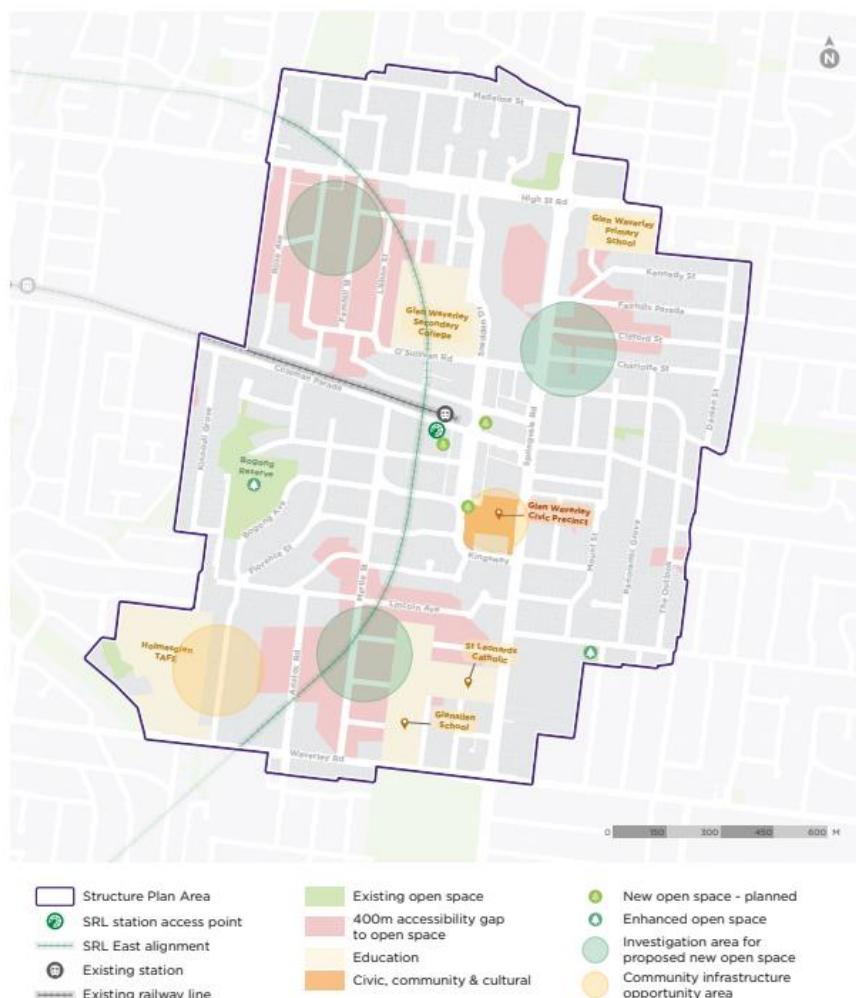


Figure 12: Enriching community plan – Open space and community infrastructure

Issue – Not meeting the increased need for public land

Unfortunately, the SRL East Structure Plans continue to rely on existing open space areas and community facilities to meet the bulk of the forecast needs. This reduces the amount of accessible open space overall and places unrealistic service level expectations on Councils existing community infrastructure.

As Council is aware, the SRLA has powers of compulsory acquisition under Land Acquisition and Compensation Act 1986. This provides an opportunity for the SRLA to identify and acquire land for the provision of open space ahead of significant increases in land value and would avoid placing further burden existing open space areas.

Additionally, the acquisition powers that the SRLA have, exempt the SRLA from the need to offer land back to the original owner at purchase price, if the SRLA decides to sell the land within 18

months of acquisition. This exemption reduces the risk to the SRLA of early acquisition but has not encouraged the SRLA to commence acquisitions required for the broader SRL East Structure Plan public land needs.

As part of the SRL funding arrangement between the State and Commonwealth governments, a funding allocation of \$2.2 billion dollars was provided in February this year.

The Infrastructure Australia review of the SRL Project, in assessing whether it was appropriate to release the initial Federal funding for the project, recommendation to the Federal government stated:

We recommend that the Australian Government allocates its \$2.2 billion funding commitment towards tangible elements of the Suburban Rail Loop (SRL) East project's scope, such as land acquisition and/or land development that supports additional housing opportunities, or road upgrades to improve efficiency and safety of traffic, public transport and active transport movements as enabling works around station precincts.

The conditions attached to the provision of Commonwealth funds provide an excellent opportunity for the SRLA to acquire land now in key locations for use as public open space or the minor movement network improvements to the street pattern identified as critical to the activity centres.

Overall, the lack of detail and clarity of delivery of the public open space in the draft SRL East Structure Plans, Implementation Plans, and amendment documents compromises the ability to deliver public open space and community facilities as envisaged in the SRL East Structure Plans.

The draft Structure Plans should, in accordance with State planning practice notes, provide more direction and certainty about the provision and funding of public open space and community infrastructure.

This uncertainty makes it extremely difficult to provide the clarity and certainty needed to encourage land development and facilitate timely and coordinated delivery of infrastructure and services.

Issue - Community Infrastructure Needs Assessment

Several key gaps have been identified in the background reports on Community Infrastructure Needs Assessments, as follows:

- Use of a total population figure for each SRL East Structure Plan area with no consideration of the future age cohorts that might be living in each Precinct area.
- Significant gaps in the community infrastructure benchmarks applied to the SRL CIA, particularly no consideration of early years' services such as three- and four-year-old kindergarten spaces.
- There is no consideration of the potential use of community services for workers in each SRL East Structure Plan area.
- Limited data on the existing condition, fit-for-purpose, design life, or capacity of existing community facilities located in each SRL Precinct.

- No consideration of the relative distribution of SRL Precinct populations across local government area boundaries.
- No evidence of an alignment between the SRL CIAs recommendations and relevant prior Structure Planning work conducted by the City of Monash.
- The reports do not consider the demands on district facilities and the demands placed on these precincts outside of the precincts.

Overall, this provides low confidence that the forecast needs for community infrastructure will be adequately met.

Issue - Overreliance on Council land, existing facilities, and funding

As highlighted in previous submissions to the SRL planning process, the draft SRL East Structure Plans continue to show an overreliance on the ability of existing Council land and facilities to meet the additional needs forecast by the SRL East Structure Plans.

The overreliance builds in false assumptions about what can be achieved on existing Council land holdings or facilities and assumes that Council will take on design, delivery, and funding responsibilities for the infrastructure. It avoids dealing with the forecast needs identified in the SRL East Structure Plan background documents and created by the SRL East project. This is disappointing as the SRLA have the powers available to easily address these issues including through land acquisition.

Concerningly, it continues the widely held State government assumption that Councils own “lazy land,” with no current community need or users and no future redevelopment plans, therefore has development potential and latent capacity waiting to be unlocked by a third party. In a practical sense, this approach alienates the Council owned land from the community asset base, ignores any existing community need or plans and effectively dictates to Council and the community the future use and development of land that it currently owns and uses.

It is also noted that, despite being within the SRL Structure Plan and Precinct catchment areas, parcels of privately owned land or institutions have not been identified and committed in this manner.

Examples of this overreliance include:

- the assumption that existing State schools and TAFE, have capacity and can/will make their ovals and other spaces available to meet the increased needs of the community
- that Council will build an indoor sport centre on the Holmesglen TAFE site adjacent to Waverley Road.
- Council will upgrade the Cooke Street Community Centre.

As noted elsewhere in this report, whilst the SRL East Structure Plans highlight these “opportunities” they have not been:

- Discussed or agreed to with the relevant landowner
- Ignore the reality of the current intensity of use of both Council and school land

- Scoped, designed or costed
- Ignores the existing obligations and service delivery commitments that Council has to the existing community of Monash.

This lack of detail and clarity carries through into the draft Implementation Plans where the delivery of the basic infrastructure improvements and community facilities identified by the SRL East Structure Plans as key actions are allocated to Council to investigate, resolve, fund and deliver.

Issue - The draft Implementation Plans

The draft Implementation Plans provide a list of actions and projects considered necessary to deliver the SRL East Structure Plans.

In the first instance, the Implementation Plan contain many issues or actions that should have been, scoped, costed, and resolved prior to and/or included in the SRL East Structure Plans, and certainly prior to commencing a rezoning process likely to create a significant increase in land value.

The current SRL East Structure Plans and the Implementation Plans essentially “kick the can down the road”, allocating many issues to Council.

The SRL East Implementation Plans allocate a combined total of 87 separate projects/actions to Council as the lead agency.

Aside from the broad discussions at SRLA workshops reinforcing the need for community infrastructure and Councils very limited ability to deliver these needs, there has been no finalisation of these issues and no agreement to accept responsibility for those actions.

Below are several extracts from the SRL East Glen Waverley Structure Plan – Implementation Plan. The yellow highlight identifies the lead agency.

Objective 5: Provide an enhanced and accessible network of local community Infrastructure that meets the needs of the future community

5.1	Work collaboratively to: <ul style="list-style-type: none"> – Confirm the form and location of community infrastructure considering the guiding principles for site selection, district and regional opportunities, and potential delivery models – Deliver new and enhanced community infrastructure. 	Medium -long term	Deliver	MCC	SRLA
5.2	Facilitate shared user agreements to allow for wider public access to sporting infrastructure on local school campuses.	Medium term	Partner	MCC	DE SRLA

NO.	ACTION		TIMING	IMPLEMENTATION PATHWAY		RESPONSIBILITY	
						Lead	Partner
6.4	Pursue shared user agreements with local institutions to provide greater public access to restricted open space, including at Glen Waverley Secondary College, Holmesglen Institute and local primary schools, among others.		Medium term	Partner		MCC	DE SRLA
E.3	New community facility	A new indoor sports and recreation facility at the Holmesglen Institute site.	5.1	Medium – long term	Deliver	MCC	SRLA
E.4	New open space	A new open space in the vicinity of Myrtle Street to improve access to open space within the neighbourhood.	6.1	Short – long term	Deliver	MCC	SRLA

The development of a series of Implementation Plans that identify and allocate actions and capital projects to Council, particularly where they require financial commitments, land dealings, major operational changes, such as the proposed relocation of the Monash Operations Centre, multi-agency agreements and other complex processes is entirely inappropriate.

At a basic level, the approach set out in the Implementation Plan ignores the fundamental financial and governance obligations that Council has under the Local Government Act in setting forward plans, financial responsibilities, community engagement, risk management and a raft of other regulatory obligations. Additionally, the approach fails to recognise that Councils operate in a rate capped environment and are responsible for the delivery of services and infrastructure to the balance of the municipality.

Issue - Absence of an infrastructure contribution mechanism

The SRL Precincts are significant urban renewal areas and will require a range of infrastructure to be provided or upgraded to accommodate the forecast growth and meet the needs of the current and future population.

However, unlike structure plans in growth areas or other major urban infill areas, the SRL Structure Plans and Amendment package make no provision for an infrastructure contribution to assist in the delivery of infrastructure, public open space and community infrastructure identified or contemplated in the Structure Plans and committed in the Implementation Plans.

This is a serious shortcoming of the project and creates uncertainty for Council, the community, and the development industry.

The absence of an SRL infrastructure contribution is also directly contrary to the SRL Business Case 2021 position on value capture as shown in the extract below.

Value capture

The Business and Investment Case proposes three measures:

- *A mechanism that captures a portion of the property value uplifts attributable to SRL for those who choose to buy non-residential property within SRL Precincts...*

- *It is proposed that this measure will be no more than 1% above the applicable land transfer duty rate on all non-residential property transactions within the SRL Precincts.'*
- *A SRL Developer Contribution will be payable by proponents of any development in a SRL East precinct.'* (authors underlining)

The absence of an infrastructure contribution also means that the infrastructure, open space, streetscape improvements and community infrastructure promoted in the draft SRL East Structure Plans, committed in the Implementation Plans and the infrastructure widely agreed as critical to the success of the SRL precincts has not been:

- Appropriately quantified
- Planned and located in the land use plans; or
- Scoped and costed.

In the absence of infrastructure contributions, the draft SRL East Structure Plan package plans show community infrastructure, public realm upgrades and other necessary urban improvements that may never be delivered.

An infrastructure contribution system should be established as part of the project and prior to any rezoning of land.

Issue – Introduction of the Public benefit uplift framework planning provision


Although the amendment package fails to include provision for Infrastructure Contribution to deliver on the Precinct Structure Plans, the amendment does include a Public Benefit Uplift provision in the Built Form Overlay.

However, the exhibited BFO schedules do not include any specific details on the uplift benefits, nor do they include any public benefit frameworks.

The absence of any information on what this provision would include makes it difficult to assess the overall benefit it may or may not provide. However, from an operational perspective the proposed model appears complex as it currently relies on:

- the SRLA developing a series of potential public benefits plans at some point in the future
- the developer “opting in” to the scheme
- Council accepting the uplift and “community benefits”

Whilst uplift frameworks have been used in other planning jurisdictions and there are several applying in urban renewal areas of the City of Melbourne – Central City (Hoddle Grid), City of Port Phillip – Fishermans Bend, and City of Stonnington – Chapel Street Activity Precinct. These have been designed to address specific policy objectives of each renewal area and do not replace Development Contribution Plan Overlays, Infrastructure Contribution Plan Overlays or Public Open Space Contribution requirements.



Value uplift mechanisms have also been in use in NSW for some time, where traditionally development potential was calculated through floor area ratios, rather than simply building heights. There are, however, options over and above the standard provision of infrastructure and other planning compliance.

The introduction of a Public Benefit Uplift Framework (PBUF) is a significant departure from how planning and development standards and urban infrastructure to support urban development renewal have historically operated.

Whilst the Public Benefit Uplift operates on a voluntary basis, the linking of public infrastructure, public open space, other public goods, such as affordable housing, street or walkway connections and general urban improvements to the provision of an increased development yield, above what is set out in built form controls and structure plans, potentially weakens the long-standing principle of development contributing to urban infrastructure, (that its end users and occupants require) in return for planning approval.

It is also questionable that in environments such as the SRL Precincts, which have had detailed floorspace, building height, wind assessments, population forecasts and transport network assessments completed to determine the built form, building heights and development density controls, that these can be exceeded by providing a minor contribution to a streetscape over and above what is required at a base level.

In addition, as the PBUF operates on a voluntary basis, it cannot be relied upon to deliver any of the urban infrastructure that is required to meet the identified needs and overall urban place envisaged for the structure plan areas.

Where a PBUF is used, it is critical that is introduced only where the community infrastructure, public open space, transport improvements and other urban amenity improvements required to meet the development potential of the proposed planning controls and the planned growth set out in the structure plan are identified and included in appropriate contribution mechanisms. *(As noted in this report this is not the case for the SRL East amendment package.)*

To reinforce this point, the SRLA background report for the PBUF states:

The types of public benefits should also be clearly distinguishable from:

- *Basic and essential infrastructure that should otherwise be delivered via development contributions;*
- *Development outcomes, design features or development quality that would be expected to be delivered via decision making under the Planning Scheme; and*
- *Other types of benefits that accrue to individuals or private entities.*

The SRL Structure Plans and amendment package do not include any requirements, standards, specific locations, costings, or funding mechanisms required to set the “base level” of overall contribution that would be required from development in delivering the structure plan vision.

In the absence of establishing a base level contribution system, such as an Infrastructure Contribution Plan, to deliver on the foundational infrastructure requirements identified in the SRL

East background technical reports, draft Structure Plans and the Implementation Plans, the inclusion of a Public Benefit Uplift Framework is not supported.

Issue - The proposed planning controls

The Precinct Zone

As noted earlier in the report the amendment package introduces the Precinct Zone.

Although a “new” zone, the Precinct Zone operates more as a head provision – simply identifying that the land is within an “SRL Precinct.”

Broadly, the Precinct zone does not introduce major additional land use or built form provisions that are not already available through the existing zones.

In fact, the Precinct Zone contains a “Land Use Plan” identifying areas within the SRL East Structure areas, that then references to the existing zones of the planning scheme, such as the Commercial 1 zone or residential zones.

This approach results in a complicated and layered planning control.

Other than creating a rezoning event that triggers a Windfall Gains Tax Assessment Notice, there appears to be little operational benefit to the planning permit process for the development industry from this zone.

The Built Form Overlay (BFO)

The BFO is a new overlay introduced by the State for use in activity centres as part of the SRL and Housing Statement Activity Centres program. It is being used to replace the existing Design and Development Overlays (DDO), that have historically contained the built form and other design requirements. The only practical difference between the existing DDOs and the new BFO being the inclusion of the “public benefit uplift” or development bonus mechanism in the BFO.

From a planning scheme user perspective, whilst the BFO controls have a significant level of site-specific controls for urban design they are also overly complex and difficult to follow, particularly compared to the existing DDO layout.

The detail of the built form provisions of these overlays is still being reviewed, although on initial review they generally align with the precinct visions in height and development form.

Some initial issues identified include

- Some inconsistencies between the urban design background reports and the content of the BFO, particularly relating to building heights
- Poor drafting of the controls resulting in a lack of clarity of the intention
- The controls often do not reference the structure plan in the decision guidelines
- The maps in the schedules are unclear making it difficult to identify the location of improvements or pedestrian links.

Parking Overlay reduction of parking rates

The Parking Overlay will be applied to land within the draft Structure Plan Areas, excluding publicly zoned land.

The parking overlays remove the existing minimum parking rates and set new reduced parking rates that are as maximum parking rates.

The Amendment proposes a maximum parking rate for shops and offices of 2.5 spaces per 100m².

The current rate, expressed as a minimum, is 3 spaces for Office and 3.5 for Shops.

The change also means that a planning permit is required to provide more spaces than the specified number, rather than the current permit requirement to reduce the number of spaces.

The rationale of reducing the parking rates is to encourage sustainable transport patterns and alternative forms of parking and manage car parking throughout the SRL precincts.

Whilst there is benefit in reviewing reducing the parking provision rates in the activity centre precincts, these reductions need to be undertaken as part of an overall transport and movement improvements, delivering alternatives to private car use in combination with the reduced provision rates.

It is important for Council to be aware that the reduction in parking rates will come into effect upon the approval of the planning changes in 2026. This is well in advance of the supporting transport improvements proposed.

The risks associated with the immediate reductions in car parking numbers are compounded as many of alternative solutions proposed have long lead times, are unfunded or relate to public transport improvements in general that are outside the responsibility of the SRLA, and compete with other operational and funding priorities of Public Transport Victoria and at a Statewide level for funding.

Whilst the change is broadly supported, it serves to reinforce that the SRLA and the State government must ensure a coordinated, long-term delivery program for the range of other actions needed to support the mode shift and reduction in car parking spaces.

Based on the current approach set out in the Precinct Implementation Plans, including lack of scoping and costing projects and shifting responsibility Council, there are concerns that the reduction in parking rates will occur well in advance of any tangible delivery of the alternative transport options and create parking and negative flow on effects for the activity centres.

FINANCIAL IMPLICATIONS

Issue - Rezoning Council land holdings – Windfall Gains Tax

The rezoning of land in the SRL East Structure Plan areas to the Precinct Zone will trigger a Windfall Gains Tax assessment for Council land holdings that are not in a Public Use zone such as council car parks or the Monash Operations Centre.

Councils strongly held position is that Councils, just as universities are, should be exempt from Windfall Gains Tax as any gain Council receives through an increase in land value is either:

- Unrealised as the land is used in perpetuity for community purposes; or

- If the land is sold the funds are used solely for community purposes and infrastructure provision.

The SRLA should give thorough consideration of how the impact of the WGT arising from rezoning Council land holdings can be addressed to ensure that Council is not issued with a WGT bill because of the SRL Project.

This may include the SRLA:

- Implementing an alternative approach to the zoning of Council land in the Structure Plan areas that does not trigger a Windfall Gains Tax event,
- Supporting Council in addressing this issue at the Advisory Committee Hearing; and
- Immediately and independently of this consultation process directly engage with the State government for the introduction of an exemption for Council owned land from Windfall Gains Tax.

Issue - Ongoing financial implications

The shortcomings, gaps and unresolved issues contained in the SRL East Structure Plan and Amendment package point to the potential for significant financial implication for Council as the project progresses and development of the intensity envisaged commences.

Of particular concern is the absence of any form of development infrastructure contribution charge to assist in funding and delivery of the project.

Despite concerns expressed previously there remain significant shortcomings in the project material and there is no indication in the current documentation to indicate what capacity community infrastructure is at, what upgrades are required, how funding for these upgrades will be sourced. As noted in this report in many instances, Council is nominated as the “lead” agency with responsibility for delivery of these upgrades.

Whilst initial discussion with the SRLA showed the potential for a Development Contribution (as stated in the 2021 SRL Business Case). That has not been included.


Additionally, the growth rates predicted for the SRL precincts, (and those set out in the new Housing Targets) represent a significant increase above historical rates (effectively double) and are likely to outstrip the actual rate income that Council can generate in a rate cap environment.

Issue - SRL East Advisory Committee representation & submission costs

As previously outlined in the update to Council in February 2025, costs in preparing for the Advisory Committee hearing for the SRL Amendment package hearing are likely to be significant for Council.

It is expected that the costs associated with the legal team and expert witness on technical matters will be in the region of \$700K to \$900k, but this is highly dependent on the number of days the hearings run.

The base cost is comparable to the costs previously incurred for the SRL Environment Effects Statement Panel Hearing in 2022. During the EES hearing, Council shared legal representation and



experts with Whitehorse City Council and Monash University to reduce costs. The same legal representation and approach is proposed for the SRL Precinct Planning Independent Advisory Committee hearing for continuity and to reduce costs, with this also being shared with Whitehorse City Council, Monash University and Bayside City Council.

It should also be noted that the Advisory Committee has not been appointed and consequently hearing dates have not been set. It is also not clear whether the hearing will be conducted as one hearing, moving through SRL precincts consecutively, or whether the hearing will be split into smaller groupings of two or three SRL Precincts, or heard on an issue-by-issue basis.

If the hearings are split, it would result in significantly increased costs due to the reduced ability to share resources and the need to engage in additional representation.

POLICY IMPLICATIONS

The overall objectives of the SRL Structure Plans are aligned with Council policy for activity centres as far as promoting increased employment and housing opportunities.

However, as set out in this report there are significant policy implications in the future development of the Station Precinct Plans as the material presented does not adequately address or implement a range of State and local policy.

CONSULTATION

Community consultation was not required.

SOCIAL IMPLICATIONS

In developing this report to Council, it is considered that the report does not raise any unintended social implications.

However, it should be noted that the report does raise issues that, if not adequately addressed by the State Government and the SRLA could present significant negative social implications in the Future.

HUMAN RIGHTS CONSIDERATIONS

There are no human rights implications to this report.

GENDER IMPACT ASSESSMENT

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

CONCLUSION

Although there have been extensive and ongoing discussions with the SRLA throughout the last 4 years and Councils previous submissions have raised concerns about public open space,

infrastructure funding and other State policy matters, the SRL East Structure Plan and Amendment package has not addressed those issues.

As this stage of the SRL East project proposes changes to the planning scheme that will facilitate increased development across the SRL East Structure Plan areas and effectively set the development scene for the next 15 years, and beyond it is important that Council pursue these issues.

Given the shortcomings and issues of the current SRL East Structure Plan and amendment package and the significant financial implications for Council as set out in this report, it is important that Council continue to advocate for an appropriate resolution to these issues.

It is recommended that this report and the draft submission at Attachment 1, form the basis of Councils submission to the SRL East Structure Plan and Amendment package.

ATTACHMENT LIST

1. Attachment 1 Draft Monash City Council Submission SRL Structure Plans 29 April [7.1.5.1 - 48 pages]
2. Att 2 srl-east-draft-structure-plan-clayton-implementation-plan a 54 a (4) [7.1.5.2 - 28 pages]
3. Att 3 srl-east-draft-structure-plan-monash-implementation-plan b 290 (2) [7.1.5.3 - 28 pages]
4. Att 4 srl-east-draft-structure-plan-glen-waverley-implementation-plan b 58 e (2) [7.1.5.4 - 22 pages]
5. Att 5 srl-east-draft-structure-plan-burwood-implementation-plan 06 b 0 [7.1.5.5 - 26 pages]

Suburban Rail Loop East Precinct Structure Plans

Draft Planning Scheme Amendments:

Clayton Structure Plan (GC247)

Monash Structure Plan (C176mona)

Glen Waverley Structure Plan (C177mona)

Burwood Structure Plan (GC248)

Submission on Behalf of Monash City Council

29 April 2025

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Executive Summary

Monash City Council (Council) welcomes the opportunity to make a submission on the Draft Planning Scheme Amendments for the Clayton (GC247), Monash (C176mona), Glen Waverley (C177mona) and Burwood Structure Plans (GC248). (Amendments)

Council remains supportive of the SRL East project, not only with regard to the rail project but also Precinct planning which will enable Melbourne to have greater levels of transit-oriented development through the provision of jobs and homes around key public transport nodes. The SRL East project will transform our public transport network by creating an orbital route that connects our mainline train services and the Precinct planning has the potential to redirect growth away from the outskirts of the metropolitan area to slow urban sprawl and help to provide more equitable access to jobs and services across Melbourne. If that is done successfully, benefits for our local community will include:

- Increased transport choices and accessibility to services across the municipality;
- A reduction in traffic congestion on our roads following opening of the rail line;
- The provision of much needed housing in and around public transport nodes with great access across metropolitan Melbourne;
- The provision of additional jobs in our activity centres and within the Monash NEIC.
- Opportunities for uplift and improvement in and around the key activity centres at Clayton and Glen Waverley which will include the provision of new infrastructure and facilities;
- The introduction of an entirely activity centre around the station precinct as the Monash station.

Much of the strategic intent regarding the distribution of houses and jobs as proposed in the Amendments aligns with Council's strategic planning policies implemented via Council's structure plans for both Glen Waverley and Clayton and the Monash's Boulevards Urban Design Framework for both Dandenong Road and Springvale Road. Much of the SRL Precinct planning has reinterpreted Council's objectives and strategies which has driven the significant level of growth already occurring at Glen Waverley.

That said, Council has concerns that a substantial body of strategic work that has already been undertaken by both State Government and Council working directly with our communities and key stakeholders appears to have been ignored.

Although Council remains supportive of the project overall, a number of in-principle issues remain. These have been raised through earlier precinct planning consultations on the Visions and Key Directions. This submission will therefore seek to highlight Council's key issues and outline the missed opportunities that we consider **must** be addressed to ensure that the draft Structure Plans can deliver acceptable outcomes.

Council is also concerned about the extent of risk and liabilities for Council, the impact it could have on the existing and proposed community if infrastructure is not delivered in a timely manner and what we regard as some unacceptable consequences arising from the proposed development pattern.

The extensive information contained within the Amendment packages has wide-ranging and significant impacts for the municipality and Melbourne for the next 15 years and beyond.

As the timeframes for this consultation period have been insufficient to enable a detailed evaluation and response to the technical information, this submission will seek to highlight the issues at a **high level only**. This submission is not intended to be exhaustive, and Council reserves the right to expand on any matters, as well as respond to other matters raised by other stakeholders and parties at the Independent Advisory Committee Hearing which is due to occur later in 2025.

Some of the key issues raised relate to:

- Lack of certainty, clarity or direction in the Structure Plans
- A disconnect between the 2041 dwelling forecast and the capacity estimates even allowing for a reasonable buffer and the potential implications of that excessive capacity.
- The implications and impact of Windfall Gains Tax liability on small businesses in the municipality and the Council.
- The disconnect between the SRL forecast population growth and the Housing targets in Plan for Victoria.
- Absence of affordable housing provisions
- The overreliance on Council landholdings and facilities to meet community infrastructure needs.
- Community infrastructure and open space:
 - No provision for an infrastructure or enhanced open space contributions
 - No clarity on whether the community and development infrastructure identified can be funded and delivered efficiently and fairly.
 - Financial liability and risk to Council for community infrastructure delivery.
 - Reliance upon councils to solely identify and deliver open spaces across the structure plan areas.
 - The further reduction in overall public open space per person when development will place increased demand on public open spaces.
- Absence of Affordable Housing provisions.
- The complexity of the planning controls.
- The complexity, cost and administrative burden of the public benefit uplift framework.
- The misguided focus on general housing and general office floorspace in the Monash NEIC, particularly within the Monash Technology Precinct.
- Specific issues within individual Structure Plan areas such as road closures, land uses, overshadowing and other amenity impacts, specific open spaces and pedestrian connectivity.
- There are many proposed actions identified for precinct planning within the relevant precinct Implementation Plans. Council expects that close collaboration should take place on all matters that we have an interest in. In providing this support, it is Council's role to continue to raise issues relevant to the delivery of the project and the advancement of the long-term interest of the community of Monash.

Key Issues

The size of the Structure Plan amendments

The SRL East draft Structure Plan and Amendment packages for the four station precincts within Monash comprises 239 documents. This has presented a challenge in reviewing the material within the time provided by the SRLA and consequently the focus of this submission is on key, significant issues and gaps within the documents.

The draft SRL East Structure Plans build on the earlier work prepared by the SRLA and as such, at a high level, are broadly supported and are consistent with Council's overall objectives for housing and employment in Monash. In particular, the Clayton and Glen Waverley draft Structure Plans reflect much of the development opportunities and directions of Council's adopted planning policies for those centres.

Additionally, the identification of health and education areas aligns with the existing and emerging role of the Monash Precinct.

The main area of concern with the draft Structure Plans and Amendment package is that whilst the plans build on the earlier SRL Vision Plans, the significant issues that Council has raised in previous submissions have not been addressed. This creates the potential for significant gaps in the ability for the planning scheme, Council and the State to deliver on the Vision of each of the draft Structure Plans.

Further reporting and submissions on more detailed technical issues may be required prior to the commencement of or during the Advisory Committee hearings in late 2025.

Implementation of State and local policy - Lack of certainty, clarity and direction

The SRL Structure Plan material provides the following description of what a structure plan does.

"A Structure Plan is a blueprint to guide how an area develops and changes over time.

It guides how future growth is managed to achieve social, economic and environmental objectives and is an essential tool in Victoria's planning system to create well-planned sustainable communities."

As with any major planning project there are a range of overarching State and Local policy directions and objectives that guide the development of the project and, in the case of Structure Plans, provide clear direction on land use, housing and employment policy matters that Structure Plans are required to give effect to.

In addition to the conventional suite of State and Local policy objectives directing the Structure Plans, the State government prepared and adopted an additional policy document, *Planning SRL East Precincts Guidelines for the Preparation of Structure Plans, November 2024* for the SRL East Precincts. The guidelines are designed to:

"ensure that structure planning is premised on a sound strategic footing having regard to the established and strengthened strategic policy context, strong residential and employment

population projections, and logical spatial planning which focuses opportunities for densification into subareas, having regard to sound urban design outcomes.”

Whilst the draft Structure Plans broadly provide a framework consistent with State policy, they do not give adequate direction and nor do they provide the tools required to give effect to these policy objectives.

In particular the lack of proper resolution of public open space and quantification of community infrastructure provision results in the draft Structure Plans either:

- Identifying a future action or investigation of an action ;
- Identifying public open space or community facilities as conceptual investigation areas in the draft Structure Plans; and
- The identification of other stakeholders such as Council being required to undertake investigation for aspects of what are uncoded and unfunded draft Implementation Plans.

Structure plans would normally be expected to clearly identify preferred locations for public open space, community infrastructure, transport networks, pedestrian connections and other requirements that are critical to successful delivery of the adopted vision.

This lack of detail and certainty in the draft SRL East Structure Plans and Amendment package risks the failure of the Structure Plans to bring about the extent of change and the facilities required to cater for that change in a sustainable manner.

The Amendment , whilst detailed in many aspects, comprises a set of zone and overlay provisions that are new and untested and have never been the subject of any consideration, yet these are being applied for key growth precincts in an untested manner.

The controls are also complex to make reference to and understand.

This is not consistent with the intention of the State Government to streamline the planning system and approvals processes.

Plan for Victoria – Housing Targets

Plan for Victoria sets a revised housing target for Monash of an additional 69,500 dwellings up to 2051.

The purpose of the Housing Target is to, “*ensure that every planning scheme identifies enough realistic opportunities for new development to deliver the targeted number of homes.*”

There are currently approximately 78,300 dwellings in Monash and the target represents an increase of just under 90%.

The forecast dwelling increase for the combined SRL Precincts in Monash is 11,400 dwellings. This means that the balance of the Monash Housing Target, of 58,100 dwellings, would need to be accommodated elsewhere in Monash.

The SRL Project will be one of the most significant public infrastructure projects undertaken in the State. Yet, the SRL dwelling forecast represents just 16% of the Housing Target set for Monash. It is unclear how the planning for the SRL precincts has taken into account the State’s housing targets for Monash and the significant development opportunities arising from the Project.

The adopted dwelling numbers for the SRL are shown in the table below. It should be noted that these dwelling numbers are unchanged from the initial forecast of the Suburban Rail Loop Business Case 2021.

SRL Dwelling forecast

Dwellings	2021	2041	change	Avg Annual growth rate
<i>Clayton</i>	<i>6010</i>	<i>11,600</i>	<i>5590</i>	<i>3.3%</i>
<i>Glen Waverley</i>	<i>3210</i>	<i>4710</i>	<i>1500</i>	<i>1.9%</i>
<i>Monash</i>	<i>3920</i>	<i>8270</i>	<i>4350</i>	<i>3.8%</i>
Total	13,140	24,580	11,440	3%

Source: SRLA Business Case 2021

Whilst it is acknowledged that there is a difference between development capacity provided by planning controls, dwelling demand and the ultimate development build out over time, it is important that these different figures are adequately considered together in order to avoid unintended outcomes.

A review of SRL East Land Use Scenario and Capacity Assessment indicates that the proposed planning framework creates sufficient floorspace capacity to easily support population growth to 2041 and beyond. In particular, the report notes that the forecast floorspace demand for the SRL East Precincts in Monash is around 50% of the overall forecast capacity.

This raises the question as to whether the dwelling forecasts adopted by the SRL in the 2021 business case, ahead of the detailed development capacity work undertaken in 2024, potentially underestimate the likely dwelling demand and consequently the actual dwelling and population capacity to be delivered in the structure plan areas.

This is particularly the case for the Glen Waverley precinct with the SRL forecast dwelling increase of just 1,500 over the period to 2041.

Under current Monash planning scheme controls there are several sites in the Glen Waverley central core area where Council would reasonably expect large multi-storey developments to deliver close to 1,500 dwellings in the next few years alone.

Floor space demand – based on SRL business case

CAPACITY VS. DEMAND: SRL EAST STRUCTURE PLAN AREAS

	Cheltenham	Clayton	Monash	Glen Waverley	Burwood	Box Hill
Floorspace demand 2041 (sq.m)	2,620,000	2,814,700	3,536,800	1,918,000	1,746,100	3,124,600
Theoretical floorspace capacity (sq.m)	5,946,800	5,217,000	8,943,300	3,978,400	3,619,000	5,338,800
Floorspace demand as a share of capacity (%)	44%	54%	40%	48%	48%	59%

Source: AJM JV

Given the apparent disconnect between the 2021 dwelling forecast and the current SRL capacity estimates it is appropriate to ask:

- Whether the dwelling and population numbers upon which open space and community infrastructure planning has been based are sufficiently robust and should be reviewed?
- Is the community getting the most housing opportunities from the SRL project?
- Is community infrastructure planning undertaken by the SRLA reflective of the likely development outcomes and population potential given the significant overall capacity available?
- Can the SRL Precincts make a greater contribution to Municipal Housing Targets than shown in the draft plans provided the right housing goes into the right areas?

Affordable Housing

Although Objective 1 in the draft Structure Plans requires a diversity of housing types, there is no obligation to provide and little incentive to build, affordable housing .

This is despite the background technical reports on housing identifying the very clear need and the social and economic policy obligations for the provision of affordable housing in the SRL East Precincts.

Relevant recommendations from the housing demand reports include:

11.1.2 HOUSING DIVERSITY

Recommendation 4 - Encourage development of a diversity of medium and higher density housing typologies, including larger (family sized) apartments and affordable options.

Recommendation 5 - Ensure adequate open space, facilities and amenity are provided on site or in proximity to apartments to attract diverse household types.

To create attractive residential places, consideration should be given to matters beyond dwelling size and configuration. The Structure Plan should consider how more diversity of housing can be encouraged, without impacting flexibility for the private sector to develop in line with market demand at the time. This should include:

- *Facilitating the provision of open space and other amenity or services within the Structure Plan Area to ensure living centrally in a high-density environment*

appeals to families (open space and community infrastructure needs are considered in other technical reports)

Recommendation 7 - Support the delivery of social and affordable housing in the Structure Plan Area.

The background report identifies the following need for affordable housing as set out in the table below.

SRL East Draft Structure Plan – AJM Housing Needs Assessment – February 2025

Precinct	Current dwellings	New dwellings	Total dwellings 2041	Affordable Housing needed 2041	% of new stock
Clayton	6010	5590	11600	1910	32.4
Monash	3920	4350	8270	1650	20
Glen Waverley	3210	1500	4710	600	38.7

There are three things that work against affordable housing being provided in each of the SRL Precincts.

First, there is an absence of an affordable housing requirement. Notwithstanding the overarching elements of State policy including:

- The *Planning and Environment Act 1987*, Objective 1 (fa) “to facilitate the provision of affordable housing in Victoria”
 - Current State policy of 10% affordable housing in developments over \$50 million that use the development facilitation pathway (Clause 53.23 of all planning schemes)
 - Other major urban renewal precinct requirements such as Fishermans Bend Urban Renewal Precinct (6% affordable housing)
- the approach remains as a voluntary provision.

Second, while the Amendments as exhibited contain some general policies, objectives and decision guidelines that encourage the provision of affordable housing, these:

- are expressed as policies rather than requirements; and
- there are no numerical standards stated in the Amendment documents to identify minimum requirements to be aimed for.

This stands in contrast to the approaches used and approved in other major urban renewal projects such as Fishermans Bend, West Melbourne and the Arden Precinct.

Obligations to provide affordable housing which are expressed as requirements in a zone or an overlay (or a schedule to either) have greater statutory weight than an obligation expressed as a policy. As such this is the preferred approach.

Further, discretionary numerical standards should be included in relation to each of these matters, to provide a minimum expectation/requirement of what will be acceptable. Discretion

enables the requirements to be reduced, if appropriate, based on as assessment against preferred outcomes and decision guidelines.

The below planning controls, incorporating numerical standards, were used to encourage affordable housing in Fishermans Bend, West Melbourne and Arden Precinct:

	Fishermans Bend	West Melbourne	Arden Precinct
Policy	<p>Melbourne Planning Scheme Clause 11.03-6L-06: Fishermans Bend Urban Renewal Area</p> <p>&</p> <p>Port Phillip Planning Scheme Clause 11.03-6L-04: Fishermans Bend Urban Renewal Area</p> <p>Includes affordable housing (including social housing) objective, strategies and policy guidelines.</p> <p>Includes the following policy guideline to consider as relevant:</p> <p><i>'Providing at least six per cent of dwellings permitted under the dwelling density requirements in the Capital City Zone (excluding any Social housing uplift dwellings) as Affordable housing...'</i></p> <p>(unless the proposal cannot meet this due to specific reasons ie. site constraints).</p> <p>Includes separate social housing strategies and guidelines that encourage social housing uplifts.</p> <p>Includes community and diversity strategies which include facilitating affordable housing.</p>	<p>Melbourne Planning Scheme Clause 11.03-6L-15: West Melbourne</p> <p>Includes housing objective, strategies and policy guidelines.</p> <p>Includes a policy guideline for developments of 10 or more dwellings on PUZ6 land and in particular identified precincts, to provide at least one in sixteen dwellings within the development (6 percent) as Affordable Housing.</p>	<p>Melbourne Planning Scheme Clause 11.03-6L-01: Arden Precinct</p> <p>The Affordable housing objective is 'To facilitate inclusive, well-designed, sustainable and accessible housing, with at least six per cent of all new housing in the precinct being affordable for very low to moderate income households and delivered as social and Affordable Housing or shared equity.'</p> <p>In the Affordable housing policy guideline, it includes consideration of a minimum 6 percent of dwellings at 50 percent discount (or alternative mix of contribution and discount of an equivalent value) as Affordable housing.</p>
Zone	<p>Melbourne Planning Scheme Capital City Zone, Schedule 4 (CCZ4): Fishermans Bend Urban Renewal Area</p> <p>&</p> <p>Port Phillip Planning Scheme Capital City Zone, Schedule 1 (CCZ1): Fishermans Bend Urban Renewal Area</p>	<p>Melbourne Planning Scheme Special Use Zone, Schedule 6 (SUZ6): West Melbourne</p> <p>Use of land (Clause 2.0) for dwellings requires a report</p>	<p>Melbourne Planning Scheme Special Use Zone, Schedule 7: Arden Precinct (SUZ7)</p> <p>As per the Buildings and works decision guidelines (Clause 4.0),</p>

	<p>Purpose includes providing social housing where dwelling density is exceeded.</p> <p>Decision guidelines (at Clause 2.4) include consideration of whether the proposal provides affordable housing consistent with objectives and targets set out in local policy.</p>	<p>that addresses '<i>How the proposal contributes to the goal of delivering 6% of housing as affordable housing in West Melbourne</i>'.</p>	<p>the responsible authority must consider if the dwellings proposed provide affordable housing.</p>
Overlays	n/a	n/a	n/a

Thirdly, the Public Benefit Uplift mechanism builds an expectation that to provide affordable housing, there must be some return to the developer being able to develop the site for higher densities as per the uplift mechanism in the planning controls. We think that this will ultimately be counter-productive and given the other options available for Public Benefit, affordable housing is unlikely to be provided in any material quantity. It is not clear whether the Note 2 to the BFO Schedules for Public Benefits is intended to limit the types of public benefits that can be provided (including excluding affordable housing).

Notes:

1. *Public benefits under this provision are calculated over and above any requirements set out in clause 45.01 (Public Acquisition Overlay), clause 45.06 (Development Contributions Plan Overlay), clause 45.09 (Parking Overlay), clause 45.10 (Infrastructure Contributions Plan Overlay), clause 45.11 (Infrastructure Contributions Overlay) or clause 53.01 (Public open space contribution and subdivision) in this planning scheme and any open space requirement specified in a schedule to this overlay.*
2. *In activity centres, public benefits are intended to relate to site specific or local area benefits such as new pedestrian links or improvements to the public realm.*

The Monash Affordable Housing Strategy 2023 advocates for substantial amounts of affordable housing at levels that reflect the future residential and workforce populations. With the growth of the Monash Health Precinct and potential for further educational expansion opportunities, particularly in the Monash Technology Precinct, these will employ greater levels of people in healthcare, research, development and technology innovation as well as an expected increase in both undergraduate and postgraduate students. The background reports also note that, particularly in Clayton and Monash, the demand for key worker housing is likely to increase overall demand for affordable housing in those precincts. Without the provision of that housing, workers in the Health and Education sectors will be forced to commute from more affordable areas of Melbourne.

The focus on general housing in the Monash Structure Plan coupled with the absence of a requirement for affordable housing is at odds with Council policy set out in the Monash Affordable Housing Strategy and Amendment C174, for inclusionary zoning and substantial affordable housing provision in the SRL Precincts.

It is important that both the policy framework provide a clear policy target which should exceed well above the 10 per cent in line with the City of Monash's Affordable Housing Strategy. The Uplift Mechanism should then operate over and above this much in the same way as the Planning Scheme's open space contribution being a base requirement with the uplift mechanism providing **additional** public realm benefits on top of that.

Council is disappointed with the lack of any strong policy statement coupled with more robust encouragement if not a requirement for affordable housing.

The January 2025 Infrastructure Australia review of the SRL Project, in assessing the release of Federal funding for the project recommendation to the Federal government stated:

We recommend that the Australian Government allocates its \$2.2 billion funding commitment towards tangible

- elements of the Suburban Rail Loop (SRL) East project's scope, such as land acquisition and/or land development*
- that supports additional housing opportunities, or road upgrades to improve efficiency and safety of traffic, public transport and active transport movements as enabling works around station precincts*

The SRL precincts present a prime opportunity to embed housing affordability, affordable and social housing provision in the foundations of planning for the Precincts.

This is particularly the case given the significant public investment in these precincts (on average approximately \$6 billion per station precinct) and the development uplift that will eventuate from this public investment.

Absence of an Infrastructure Contribution Mechanism

Unlike structure plans in growth areas or other major urban infill areas, the draft Structure Plans and Amendment package make no provision for an infrastructure contribution to assist in the delivery of infrastructure, recreation facilities, public and community infrastructure identified or contemplated in the technical reports supporting the draft Structure Plans and set out in the Implementation Plans. For passive open space, no funding mechanism has been outlined and no indication has been given that build to rent will also need to contribute to open space funding.

This is a serious shortcoming and risks the success of the Vision of the Structure Plans.

The absence of an infrastructure contribution mechanism is also directly contrary to the SRL Business Case 2021 position on value capture as shown in the extract below.

Value capture

The Business and Investment Case proposes three measures:

- *A mechanism that captures a portion of the property value uplifts attributable to SRL for those who choose to buy non-residential property within SRL Precincts...*
- *It is proposed that this measure will be no more than 1% above the applicable land transfer duty rate on all non-residential property transactions within the SRL Precincts.'*
- *A SRL Developer Contribution will be payable by proponents of any development in a SRL East precinct.'* (authors underlining)

The decoupling of a proper infrastructure contributions mechanism from the preparation of the draft East Structure Plans potentially leads to compromises having to be made down the track when the actual cost of providing the required infrastructure materialises. Growth planning and infrastructure planning should go hand in hand.

Council recommends that an infrastructure contribution system should be established as part of the Project and implemented at the same time as any rezoning of land.

While the State government has announced its intention to conduct (another) review of the developer contributions system and its intent to make a significant shift in how infrastructure funding will be collected and distributed, it should be clear that unless Council is provided with sufficient funding to deliver projects that are ascribed to it as lead agency, that infrastructure is unlikely to be provided.

Previous review into infrastructure funding for established areas have suggested the use of a default metropolitan rate. Whilst this approach may be reasonable in responding to traditional dispersed, infill developments, it is likely to be unsuitable for major urban renewal projects, at much higher densities such the SRL Project.

As Council is bound by certain *Local Government Act 2020* statutory requirements regarding the way that it manages its finances, Council cannot commit to the delivery of any infrastructure as a result of the anticipated SRL population growth until it is certain that the funding source is enduring and sustainable.

The actions specified for Council to deliver on or lead within the Implementation Plan

Where infrastructure is identified in the Implementation Plans for each Precinct, it has not been:

- Appropriately quantified;
- Planned and located in the land use plans; or
- Scoped and costed.

Council is identified as lead agency for 87 separate actions in the four draft Implementation Plans. The list of actions identified have not been developed in consultation with officers or Council and have given no consideration to the current Monash Council Plan, our core values, or a regard to our current pipeline of capital projects, funding constraints and available resources.

Some of the issues Council have identified regarding the draft Implementation Plans are that Council:

- will not support the delivery approach until it is clear on funding mechanisms and what costs are covered;
- does not agree with the levels or responsibilities;
- does not agree with the purpose of the projects;
- does not agree with the timing of the projects;
- does not understand the scope, objectives or intended outcomes of the projects;
- has no clarity on the role that local government can play;
- does not agree in principle with the project;
- does not agree that the project should be completed prior to the gazettal of the Structure Plans; and
- does not think projects are appropriately detailed.
-

Council would prefer that agreed Concept Plans were developed to accompany the Implementation Plans prior to the gazettal of the Amendments so that in-principle matters can be worked through now instead of being 'kicked down the road'.

The extensive list of outstanding work to be carried out as part of a separate process as set out in the Implementation Plans suggests that is an example the Amendments are premature and being rushed through without the full consideration of matters that would normally be dealt with through the preparation of the a structure plans.

While the role of the Implementation Plans is unclear other than to demonstrate some consideration has been given to implementation, they need to be worked through closely with each responsible agency so that there is some agreement on what is proposed.

Whilst Council is likely willing to assist the SRLA on the delivery of some actions provided within the Implementation Plans, the list of actions is currently ambiguous in terms of responsibilities, it is ill-defined in its intent and too open-ended in terms of its scope and responsibilities to provide further comment.

Concerns regarding the shortfall of funding local community infrastructure

There appears to be an expectation that Council will be able to fill the future funding gaps in the delivery of local infrastructure as a result of the uplift in population from the SRL project, as is often the case with large structure planned projects. Councils are responsible for a wide range of services with significant ongoing costs which, in the current rate-capped environment and with the additional potential impost of windfall gains tax, is becoming a greater challenge for Councils to manage.

As the SRL project is a state government initiative, it is fundamentally State Government's responsibility to ensure the infrastructure needed to support the anticipated increase in population and jobs is fully funded by a combination of state and developer contributions.

The City of Port Phillip recently demonstrated in their submission to the Fishermans Bend Standing Advisory Committee that only approximately 10% of all rates revenue is available for spending on new and expanded capital projects. This is largely due to operational costs that

make up 73.5% of expenditure across the municipality, with upgrading and maintenance costs accounting for 16.5%. This proportion of spending on new infrastructure could also be further impacted if future scenarios including inflating development costs, a rate-capped environment, sites subject to additional taxes or slower than anticipated rates of development.

The implications of the Windfall Gains Tax on rezoned land

The WGT which is an inequitable unrealised gains tax, has been in place since July 2023 and applies to land that is rezoned resulting in a taxable value uplift of more than \$100,000 and limited exemptions apply.

While the tax will potentially impact significantly on many small businesses in the rezoned areas of the Precincts, it appears that Council will also be liable to pay this tax on many of its landholdings that are not currently within public use zones and are proposed to be rezoned as part of these planning scheme amendments.

In the first instance, Councils strongly held position is that, as a not-for-profit, community service delivery organisation, Council should be exempt from the WGT as a matter of principle.

In the context of the current SRL East Structure Plan project, the potential liability of a WGT payment for Council land is doubly inequitable, given the significant contributions that Council is clearly expected to make as part of the realisation of these plans.

Council owns 28 properties that appear to be affected by rezoning proposed as part of the SRL East planning scheme amendments that would attract WGT. This will be yet another impost on Council as a landowner, impacting its ability to invest in community infrastructure .

There should be a whole of Government approach to this issue and as the responsible planning authority for the SRL East areas, SRLA should give thorough consideration and advocate strongly on how the impact of the WGT arising from rezoning Council land holdings can be addressed to ensure that Council is not issued with a WGT bill because of the SRL Project.

This may include the SRLA:

- Implementing an alternative approach to the zoning of Council land in the Structure Plan areas that does not trigger a Windfall Gains Tax event,
- Supporting Council in addressing this issue at the Advisory Committee Hearing; and
- Immediately and independently of this consultation process directly engage with the State government for the introduction of an exemption for Council owned land from Windfall Gains Tax.

Community Infrastructure Needs Assessment

Several key gaps have been identified in the background reports on Community Infrastructure Needs Assessments, as follows:

- Use of a total population figure for each SRL Precinct areas with no consideration of the future age cohorts that will reside in each Precinct area.

- Significant gaps in the community infrastructure benchmarks applied to the SRL CIA, particularly no consideration of early years' services such as three- and four-year-old kindergarten spaces.
- There is no consideration of the potential use of community services by workers in each SRL Precinct area.
- Limited data on the existing condition, fit-for-purpose, design life, or capacity of existing community facilities located in each SRL Precinct.
- No consideration of the relative distribution of SRL Precinct populations across local government area boundaries.
- No consideration of demographic trends such as indicators of community vulnerability and social isolation which directly impact upon the need for community services and infrastructure.
- No consideration of infrastructure delivery timing.
- No evidence of an alignment between the SRL CIAs recommendations and relevant prior Structure Planning work conducted by the City of Monash. The reports do not consider the demands on district facilities and the demands placed on these precincts outside of the precincts.

Overall, this provides a low degree of confidence that the project will adequately meet the forecast needs for community infrastructure. Significant further community needs assessment is required.

The Open Space Approach

Absence of standards and a delivery framework

The POS modelling commissioned by the SRLA recommends a general goal of 9m² per person.

"Provision of 9 m² (minimum) per person of public open space was adopted as a suitable indicator for this assessment. This is based on the World Health Organisation informal recommendation for public open space provision, it broadly sits in the range of other global cities (Barcelona and New York 10 m² per person, Istanbul 7 m² per person)¹, and is the same indicator adopted for the Fishermans Bend urban renewal project.²"

It is important to note that:

*For this open space assessment, only residential populations, and not employment populations, were considered in the future provision ratios (provision per capita metric).
Page 30 AJM open space report.*

The results of the open space assessment for the SRL Structure Plan areas are summarised in the table below.

TABLE A.1 SUMMARY OF POTENTIAL CHANGES AND RECOMMENDATIONS

CHANGES TO OPEN SPACE NETWORKS WITHIN THE STRUCTURE PLAN AREAS	CHELTENHAM	CLAYTON	MONASH	GLEN WAVERLEY	BURWOOD	BOX HILL
Anticipated total population in Structure Plan Area by 2041	20,800 (121% increase from 2021)	26,900 (89% increase from 2021)	17,900 (79% increase from 2021)	11,700 (65% increase from 2021)	11,100 (109% increase from 2021)	29,100 (119% increase from 2021)
Public open spaces already planned for future delivery (by SRLA, local councils, private developers)	4	3	2	3	3	2
This assessment's proposed new public open spaces (to address gaps in public open space provision)	4	6	9	3	3	0
Total area of existing public open space in SRL East Structure Plan Area	112,890 m ²	112,879 m ²	53,252 m ²	59,256 m ²	301,413 m ²	351,863 m ²
Total area of new public open space to be added to the SRL East Structure Plan Area*	135,650 m ²	20,930 m ²	29,180 m ²	8,660 m ²	17,780 m ²	16,080 m ²

Overall, the Open Space Technical Report recommends that a total of an additional 58,770m² of new public open space should be added to the SRL East Structure Plan Areas of Clayton, Monash and Glen Waverley. This is based on residential population figures only.

The Open Space Technical Report should also consider the increase to the non-residential population in the Structure Plan areas, as workers will also be key users of open space.

Further, using an average value of \$3,213 per sqm. (from 2022 for the Monash Open Space Strategy) – the estimated cost to purchase and improve the required 58,770 sqm of new public open space across the 3 SRL Structure Plan areas would be \$188.8 million to the 2041 SRL time horizon.

Whilst the background report provides the general location and size of the identified required public open space, only the general locations are translated into the draft Structure Plans, with nothing included in the planning provisions for Public Open Space contributions despite an ability to do so.

The draft Structure Plans and Implementation Plans remain vague about the location, function and size of proposed Public Open Space, using large nominal circles, with the statement “*Investigation area for proposed new open space.*” See the extract below from the SRL East Glen Waverley Structure Plan.

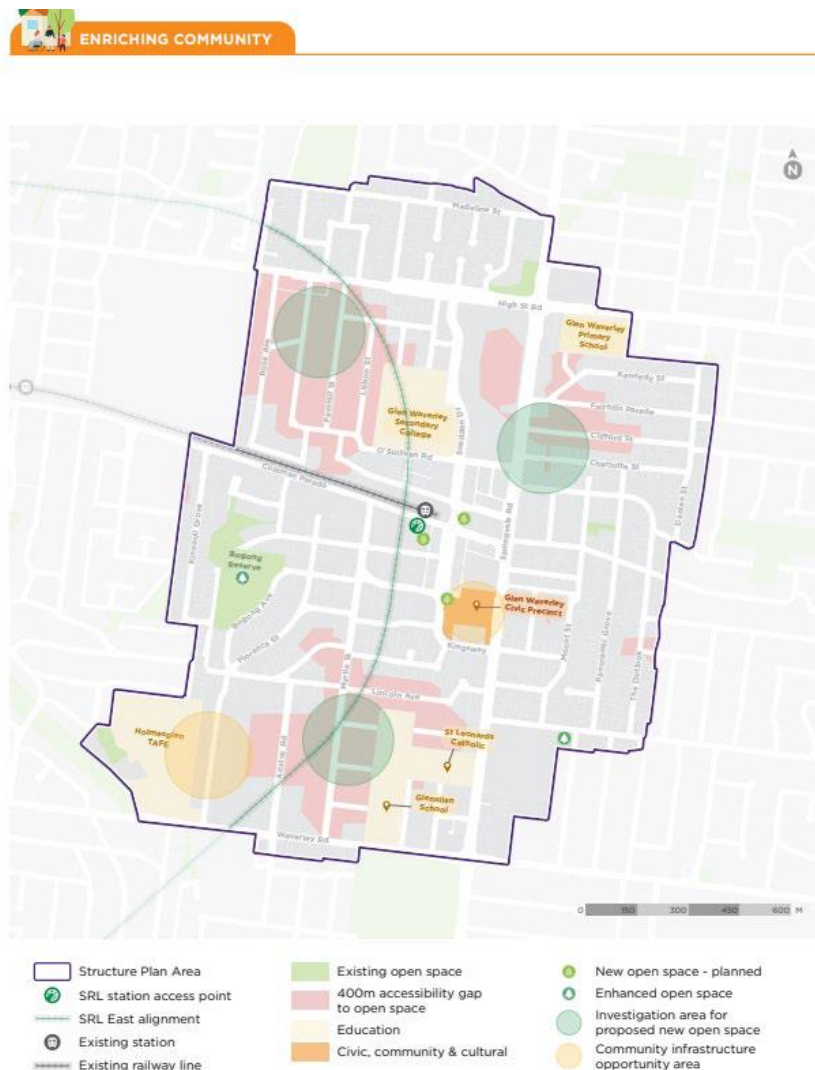


Figure 12: Enriching community plan – Open space and community infrastructure

The lack of detail and clarity of delivery of the public open space in the draft Structure Plans, Implementation Plans, and amendment documents compromises the ability to deliver public open space as envisaged in the SRL East Structure Plans.

The draft Structure Plans should, in accordance with State planning practice notes, provide more direction and certainty about the provision and funding of public open space (as well as community infrastructure).

There are a number of risks in leaving the open space identification and delivery role for councils to map out:

- Councils often do not have enough cash reserves raised from contributions to pay for acquisition at the opportune time, missing key opportunities.

- Opportunistically acquiring sites when landowners place sites on the market is slow and risky, when Councils cannot compete with private developers, leaving Council holding piecemeal parcels of land for long periods of time.
- Opportunistically acquiring sites in established activity centres is problematic as it requires significant lot consolidation as there are not landholdings available at a size required to fulfil the role needed in that area.
- Not enabling open spaces to be acquired via the Amendment substantially increases values of the land so Councils will need to pay more at the time of acquisition.
- Council only being able to secure limited pockets of open space, invariably leads to the potential for significant shortfalls by not performing the function most in need for that location.
- Not having identified the future sites for open spaces in the structure plan also carries additional risks relating to the potential for broad overshadowing impacts of the appropriate location for open space.

Worsening the shortfall in Open Space provision in the City of Monash

The Monash Open Space Strategy (MOSS) identifies that there is an existing shortfall of public open space within most of the SRL precincts in the City of Monash. The benchmark standard of 9sqm per person of public open space in SRL structure plan areas has been identified in the SRLA Open Space Technical Report. This benchmark is currently achieved in Cheltenham, Burwood and Box Hill, but not in Clayton, Monash and Glen Waverley.

The City of Monash precinct areas do not achieve the minimum of 9sqm prior to SRL, and this shortfall becomes substantial when considering the population growth forecast through SRL. It is not acceptable for a project that is aiming at providing substantial levels of high-density residential development, where many dwellings will have access to little or no private open space. Additional numbers of workers in these precincts will add to the low rates of open space per person. The reductions in open space with the additional projected population and workers across the Monash precincts are as follows:

- Clayton - 7.93sqm to 4.97sqm per person **(37.3% reduction)**.
- Monash - 5.35sqm to 4.62sqm per person **(13.7% reduction)**.
- Glen Waverley - 8.36sqm to 5.80 sqm per person **(30.5% reduction)**.

Even accepting that provision is a consideration not the primary consideration, these statistics are substantial warning signs about the lack of public open space, and contrast sharply with the high-quality urban amenity promoted as part of the SRL Structure Plans. Given these reductions, the sizes of the new public open spaces being considered will need to be greater particularly in the identified gap areas.

Insufficient open space has been identified for the Precincts given that there will likely be a very high level of demand within these precincts due to the density of development expected.

Having access to key open spaces will be a key determinant of liveability and amenity within the precincts. Having an area of high amenity open space within a short walk will be essential for those living in high density apartments, particularly in instances where there may be no balconies or the level of communal open space is insufficient. Further, the needs of the worker population in terms of access to open space should be considered.

We question whether a 400m catchment is the appropriate metric to use in the instance where high levels of density are expected, noting also that:

- it appears that the 400m catchment has been applied to some, but not all open space.
- the 400m catchment do not include the term 'safe'. It is important that the 400m catchment takes into account barriers to safe access to open space, such as crossing major roadways, as this will impact on accessibility of the open space to various users.
- the 400m catchment has been referenced to as being a 5-minute walk. While this might reflect the speed of a fit and healthy adult, slower rates of walking should be considered to ensure equity of access principles are met.

It is important to note that open spaces also contribute to pedestrian and cycling connectivity and modal shift and the aspiration of achieving 30% canopy tree cover through the precincts to assist with cooling and greening.

The over-reliance on civic spaces for the provision of open space

The draft Structure Plans also indicate an over-reliance on the use of civic and urban spaces as open space in high density areas. This includes the train station and public building forecourts. Although it is acknowledged there are limited opportunities for green spaces within 200m walk of the high-density residential development, it is even more important that green spaces are delivered in the precincts to enable a range of uses including contemplation and reflection, which is not offered in higher traffic (pedestrian and vehicle) spaces.

The overreliance on Council landholdings and facilities

Council has significant concerns that Council landholdings are the first priority in the stated criteria for identifying sites for community infrastructure and open space in the precincts. Council landholdings are a strategic asset for Monash City Council and are an important element in its financial stability. Its property holding should not be required to substantially provide the land for the identified infrastructure that results from the SRL project.

The overreliance misconstrues what can be achieved on existing Council land holdings or facilities and results in the public purse subsidising development.

Other examples of overly optimistic assumptions include:

- the assumption that existing state schools and TAFE, have capacity and can/will make their ovals and other spaces available to meet the increased needs of the community;
- that Council will build an indoor sport centre on the Holmesglen TAFE site adjacent to Waverley Road; and
- Council will upgrade the Cooke Street Community Centre.

In the case of Glen Waverley, the State Government has more large landholdings than there is local government land available for development. Further to this, Council has previously submitted that if the government was to, at a later time, invest in the lowering of the existing Glen Waverley railway station, it could provide in the order of an additional 4.5ha of developable land that could be used to meet the needs of the community, as well as enable better pedestrianisation and circulation around the precinct.

As noted elsewhere in this submission , whilst the draft Structure Plans highlight some “opportunities” they have not:

- Been discussed or agreed to with the relevant landowner;
- considered the current intensity of use of both Council and school land;
- taken into the future needs outside of the SRL’s study area and general uplift; and
- Scoped, designed or costed these projects.

This lack of detail and clarity carries through into the Implementation Plans where the delivery of basic infrastructure improvements and community facilities identified by the SRL project as key actions are allocated to Council to investigate, resolve, fund and deliver.

Council-owned land is earmarked for the provision of services and infrastructure that will be required from the general uplift in population or to consolidate assets in order to fund its own capital projects. It cannot be also expected to also carry the infrastructure burden from the delivery of a state-led project which will redistribute a significant additional population into the City of Monash.

In the case of Clayton and Glen Waverley, Council submits that no additional Council land should be identified for infrastructure other than what was identified within Monash Council’s *Glen Waverley Activity Centre Structure Plan 2016*, the *Clayton Activity Centre Precinct Plan 2020*, and the *Monash Open Space Strategy Implementation Plan 2021*. These Council projects had identified the key infrastructure requirements that are needed over the next 15-20 years for Council to deliver within these activity centres *before* the expected uplift in population and worker numbers from the SRL project.

There is an expectation that some co-location of facilities through extensions or redevelopment for multi-storey complexes may be required to meet the needs of the forecast populations, however it will be important that these project costs are funded by any contributions plan mechanism. wholly for Council to pick up.

Active sport and recreation infrastructure

Council is reviewing the SRLA’s assessment of the requirements for sports and recreation infrastructure in the precincts and reserves its right to make further submissions on whether the sports and recreation infrastructure proposed to be provided in the Structure Plan areas is appropriate.

The public benefit uplift framework provisions

The Amendment includes a Voluntary Public Benefit Uplift Framework which comprises planning controls in the relevant Schedules to Precinct Zone and the associated Voluntary Public Benefit Framework document. Council has not had sufficient time to fully consider the Public Benefit Uplift Framework. However, makes the following preliminary comments.

First while the categories of uplift are said to be limited to the three categories that have been identified, in actual fact the range of what may be considered a public benefit is extremely broad. It ranges from in Category 1, something as minor as a widened footpath to something as major in category 3, as additional office floor space.

While the category 1 benefits seem appropriate at first blush, the description of public benefits, and the manner in which the scheme operates needs to be mindful that it is quite normal in development, especially larger developments, for there to be public realm improvement works associated with development as a matter of course. The identification of the benefits in paragraphs 1a 1b and 1c of the Framework has the potential to result in developers refusing to provide any public realm improvements unless they received a public benefit uplift in return. It is important for the current obligations of development are ring fenced so that the public benefit is over and above what is generally delivered with larger developments.

To reinforce this point, the SRLA background report for the Public Benefit Uplift Framework states:

The types of public benefits should also be clearly distinguishable from:

- *Basic and essential infrastructure that should otherwise be delivered via development contributions;*
- *Development outcomes, design features or development quality that would be expected to be delivered via decision making under the Planning Scheme; and*
- *Other types of benefits that largely accrue to individuals or private entities.*

The same applies to affordable housing in category 2. At the moment, the pathway created by clause 52.23 would result in a 10% affordable housing contribution due to the expedition associated with the approvals pathway. However, now under the uplift framework, the incentive to use 52.23 would appear to fade away given that under the Framework, affordable housing was provided in return for expedition in decision making, whereas now the affordable housing would only be provided in return for floor area uplift.

As for the Category 3 strategic land use range of uplift, if we understand it correctly, the Framework proposes that mere office space would qualify as a public benefit resulting in exceedance of FARs. This requires further consideration. Not only would an ordinary person not consider that office floor space should be a “benefit ” by floor area uplift, but neither would that provide a legitimate public benefit. Furthermore, it could encourage the wrong type of office floor space in the wrong area.

It is also submitted that the reference to delivery of “prioritised land uses” as the description of the public benefit is far too broad and liable to be mis-used and abused. While currently the strategic land uses are identified as commercial office (as well as health/medical uses) the commercial office category is too broad. Furthermore, depending on what the status of the Framework is (for example is it proposed to be an incorporated document or not?) it could easily be changed to identify other strategic land uses on a whim.

In addition, Council is concerned to ensure that as the Public Benefit Uplift Framework operates on a voluntary basis, it should not be relied upon to deliver any of the essential urban infrastructure that is required to meet the identified needs and overall urban place envisaged for the structure plan areas. If the extent of category 1 benefits are proposed, such as widened

footpaths or linkages, making sure key linkages or foot path widenings do not “go nowhere” is important. This raises questions around coordination with adjoining sites given this public benefit uplift is voluntary. Furthermore, uncoordinated or unintentional provision of fragmented open spaces may lead to underutilised spaces which may attract undesirable behaviour or unsafe activity. We also note that the Framework document contains no benchmarks for preferred footpath widths, nor clarity on whether links should be open to the sky, publicly accessible 24/7, or what interface conditions should apply.

Another matter to be considered in the context of the Public Benefit Uplift Framework is how the additional resident and employment population that arises from any uplift has been taken into account in respect of the Community Infrastructure Needs Assessment. There is a risk that the Public Benefit Uplift Framework could disincentivise developers that sit *outside* the relevant uplift area PBUF applied areas from providing any infrastructure or public benefit in the uplift categories toward the uplift categories arguing that as they do not benefit from the uplift framework, they should not be required to provide public benefits. It should be on those developers that do benefit to do the heavy lifting.

While seemingly necessary, the use of land valuations is a complex and convoluted process that has significant shortcomings in its application and assessment, especially in an environment where there are rapidly changing market conditions. None of the provisions provide any indication of how the responsible authority is to recoup the costs of reviewing valuations and obtaining advice on the attractiveness of the “offer”. Cost recovery provisions should be built into the Framework document.

Providing developers with the discount of 50% of the valuation of their land also appears to be an arbitrary figure that does not have adequate justification within the accompanying reports. The uplift scheme and its various components requires further assessment.

The complexity of the application of the new control framework

The Built Form Overlay controls have a significant level of site-specific controls. Although we commend the detail that underpins many of the controls, we believe that statutory control framework is overly complex and difficult to follow.

Council officers would have benefited from additional time to review the provisions. Over the coming months in advance of any public hearing the Panel Hearing, Council officers will be willing to work with the SRLA in refining these further. Some higher-level comments are as follows:

- The intent and purpose of many of the built form outcomes is not always clear from the control and requires significant amounts of flipping between the Structure Plans, the zone, the built form overlay head clause and the schedules to understand their intent.
- It would be easier to separate out the requirements under sub-precinct areas in the built form overlay rather than having all requirements in the same tables.
- The wording and assessment criteria of some of the provisions is unclear and requires reconsideration.
- We question whether the application of the floor area ratios is correct and if there is the evidence to demonstrate that these will not have unintended impacts.

- For the Built Form Overlay: similarly, to above, the tables with standards should have separate tables applying to each area to be clearer.
- The controls often do not reference the structure plan in the decision guidelines and should.
- The maps in the schedules are unclear. It is hard to find open spaces and understand smaller indicative pedestrian connections.
- The operation provisions of the outcomes and standards have too much detail and needs a whole section dedicated to explain how the scheme is to be interpreted.

The outcomes and standards are convoluted and could be more clearly explained, similar to the new clause 55 variations to the residential zones.

The Policy changes.

While the various changes to the policy aim to underline many of the initiatives identified in the Structure Plans, Council perceives that the policy is too generalised where it comes to the different roles of the different SRL stations. The heavy emphasis on housing that we have commented on in this submission is evident in the drafting of the policy changes. Yet there is no difference drawn between housing in the Monash SLR precinct for example to Glen Waverley despite the two centres have vastly different roles to play. In particular the pre-eminence of the role of the Monash Technology Precinct needs to be emphasised rather than the current emphasis on housing and generalised professional office suites. The aims of the current policy for the Monash Technology Precinct needs to come through very clearly in other parts of the policy framework to cement its prime role and demonstrate that it is virtually the reason for the existence of the SRL Precinct.

The removal of Third-Party Appeal Rights

Council does not support the extent of the removal of third-party review rights particularly in the residential neighbourhoods. Concerns with the time that it adds to an application should instead be met by the provision of sufficient resources rather than cutting third parties out. This is particularly the case where deemed to comply standards are proposed and where there has been little examination of how they work before being introduced on the scale proposed.

Maximum Car Parking Rates

Council is concerned that the maximum car parking rates in the Parking Overlay will have a detrimental impact on the future viability of the activity centres if the transition to car-free trips is slower or ends up being lower than anticipated. There are concerns with maximum parking rates for all land uses but particularly the 30-40% reduction in the car parking requirements for both supermarket and retail land uses. This has the potential to have detrimental impacts to the viability of these uses to locate within the town centres. It may also impact the attractiveness of the locality to larger supermarkets that generally rely on a larger retail catchment area.

Whilst Council does agree that a lower statutory requirement for parking associated with these uses is required to encourage a mode shift away from private vehicles, the magnitude of this reduction is concerning given the existing levels of parking demand in both off-street and on street locations in proximity to such uses within Clayton and Glen Waverley, in particular. Further, in relation to Monash station, Council considers that the introduction of the Parking Overlay should coincide with the opening of the SRL station. It would not make sense to apply

the Parking Overlay earlier than this, given that without the opening of the SRL station, there is no impetus for modal shift.

Parking infrastructure and management will need to be carefully considered, especially with no additional rail commuter parking being provided by SRL East, to ensure that the SRL Precincts can operate satisfactorily and thrive. For example, parking controls should enable visitors to the town centre and discourage people leaving cars on-street for long periods of time. This needs careful consideration throughout the approvals processes to ensure that mitigations are put in place at the right time. In the absence of a clear way forward, no commitment to projects or guarantee of funding, this remains a key concern for Council and the community.

Assumptions on Modal Shift for Transport Modelling

The Structure Plans are based on modelling undertaken as part of the EES process. Council considers there to be a real question as to whether the modelling as a whole is fit for purpose for the assessment of the draft Structure Plan area.

In particular, it should be noted that the modelling on which the EES was based only looked at the 'Project Area', being the area near to the stations, rather than the broader Structure Plan area. Council queries whether this is sufficient, noting that there will be a variety of intersections within the broader Structure Plan area that will be impacted, but no assessment has been undertaken of these intersections. Furthermore, we note that there has been no sensitivity testing to assess impacts on the road network if the aspirational mode shift does transpire. Further, Council is concerned that the projections upon which the EES transport modelling has been based do not properly represent the extent of growth now planned in terms of capacity for in the structure plan area and the precinct planning area beyond.

Further, as this draft Structure Plan is only planning to 2041, it is considered that the level of modal shift that will occur in this timeframe will be limited and not as high as assumed within the modelling.

The SRL project is scheduled to begin operation in 2035, so the major transport benefits from the SRL project will only be realised for 5 years at the end of this draft Structure Plan period. We do not consider that the transport modal shift towards more sustainable modes will transition within such a short period of time. Given existing residents who already have access to a vehicle will likely continue to use this as a primary mode of transport, and other transport mitigations such as new pedestrian and cycle links will not be fully developed within this timeframe, changing dependency on private vehicles will not likely be immediate.

Cars provide a convenient mode of transport that can enable wide-ranging access to all locations across Melbourne and beyond. Council submits that its residents will wish to maintain the option to use a car as they feel it is essential for their lifestyle. This level of convenience is extremely difficult to be replicated by other modes. We agree that with the right policy levers some new residents may locate to the precincts and live car-free, but we maintain that many will still own a car, where practicable.

There is a 10-year interim period within the draft Structure Planning horizon where it is unlikely that behaviours will change much while the SRL is not yet operating and until there is a high level of cultural change in the population.

There are concerns in relation to the appropriateness of "comparator areas" to rationalise the ambitious target mode splits for Monash and Clayton. As a middle ring area, Monash has a broad array of employment areas which its residents are employed in, with only 45% of employees living in Monash either work in Monash or Melbourne (Source: profile.id.com.au based on 2021 Census data). The suburbs adopted as comparisons do not represent comparative diversities in employment areas, for example with 54% of employees living in Boroondara are working within Boroondara or Melbourne and 55% of employees living in Stonnington are working within Stonnington or Melbourne. Given this, the number of residents commuting to work via private vehicle in Boroondara or Stonnington are also likely to be materially lower than that of Monash residents. This is likely due to the high level of active transport modes available and given the short distances to the CBD, the wide array of public transport modes and route options provided to the Melbourne CBD and surrounds and shorter timeframes to travel to the CBD. Monash in comparison, even after construction of the SRL will not benefit from its geographic proximity to Melbourne as much as those suburbs.

The modal shift that has been assumed for the purposes of transport modelling should therefore be reduced with some sensitivity testing and should be slower in its transition. While Council agrees that as Melbourne continues to grow their needs to be a transition to reliance on more sustainable modes and away from the current levels of private car usage, the modelling must be more realistic of the time it will take to achieve this transition.

A lack of commitment and detail in improving other transport network improvements

The public transport goals in the draft Structure Plans are very high level and lack commitment to particular public transport services that will be essential to the success of the area in providing direct links to the SRL station for the broader catchments to use. The draft Structure Plans' lack the commitment of improved frequencies to existing bus services, the re-routing of certain routes to increase the utilisation and efficiency of bus services, and the timing between services is concerning in the context of the high mode split targets.

The draft Structure Plans should include future key bus routes required to ensure the broader catchment will have access to the SRL stations. It is important to consider this in context of the draft Structure Planning, as improvements to connectivity is the pinnacle in providing a cheap and efficient way to significantly increase the uptake of public transport and should ensure best practice road cross-section design for bus capable roads which is a key challenge in planning bus services. Not embedding this into the structure plans, which should improve future bus integration further, is a missed opportunity. People will be less likely to utilise bus services if they are not convenient.

Furthermore, there appears to be minimal transport network interventions proposed across the structure plans. Achieving modal shift relies also relies on significant investment in active transport improvements to the bicycle and pedestrian infrastructure within the precinct. The active transport mode split targets included in the documents are ambitious and Council is not convinced that the recommended active transport projects will achieve these targets. Further, responsibility for these projects has been largely left to Council to the Department of Transport and Planning. SRLA should be taking on a greater role for ensuring funding for these projects,

particularly where they provide a direct link to a new SRL station or improves an interchange between stations or buses.

Council is eager to understand the transport projects identified in greater detail, as they appear to be grossly under-provided for in the draft Structure Plans if modal shift assumptions are to be met.

Providing Public Access to sites at Schools and Institutions

The reliance on the use of shared user agreements with schools and private institutions for the use of sporting facilities and other spaces while desirable, is not supported. Increased maintenance, management and security issues mean that it is unlikely that schools in particular would agree to such arrangements, and Councils would not want to take on the additional costs and risks associated with such agreements. Historically, this option has not yielded good results.

In addition, with the increases predicted in population in the station precincts, it is likely that the land will be required for the future expansion of the schools particularly as no additional school sites have been identified in the draft Structure Plans or the associated community infrastructure assessment.

Urban design considerations

The urban design issues raised by the draft Structure Plans are considerable. Council will undertake an extensive review of the urban design implications. However, our review so far leads to the following observations.

The draft Structure Plans and the suite of background documents have not clearly articulated the logic and flow for its built form proposition, how it incorporates all the technical findings to the recommendations and have not been faithfully translated into the Amendment documents. Further exacerbating this issue is that key information is dispersed across a large number of documents, some of which contain conflicting content, making it difficult to determine factual and reliable information.

As a general observation, the draft Structure Plans have adopted a standardised urban morphological concept that seeks to realise a 'conical' urban form for each precinct. Within that broader urban morphology are eight 'place types', or 'building typologies' that respond to the different contexts/ neighbourhoods. They have been used to emphasise the sense of transition from 'central core' to the edges.

Translation issues

Whilst the various 'place types' is a logical starting point, they appear not to have been considered in tandem with subdivision patterns, and other key place attributes that make each precinct unique (i.e. protection of key views / vistas, or topographical response to places). It is noted that the transition from one precinct to the next appear abrupt and may warrant further refinement.

While each draft Structure Plan contains a description of the future character, these have not been translated or referenced into the Amendment controls. The omission of reference to future character creates a gap between strategic intent and statutory implementation.

Operation of FAR

The mandatory FAR can be exceeded on sites eligible for Public Benefit Uplift Framework. However, a peer review of the maximum building envelopes has not been undertaken to ensure the proposed building envelopes can actually deliver upon the Precinct Vision and overarching objectives. The baseline FAR's have been set considerably lower than what can be delivered under the BFO built form envelope. With the utilisation of PBUF, the maximum building envelope can be exceeded by 20 percent before independent review is triggered.

Closer scrutiny is needed to ensure BFO building envelope envelopes truly supports the precinct vision as they will be used to assess the appropriateness of future development.

Laneways

Laneway interfaces play a critical role in balancing functional access requirements with the need to create a safe and high-quality public realm. While pedestrian access should prioritise streets, laneways offer opportunities for vehicle access, building servicing, and bicycle storage that reduce conflicts on main frontages. Where pedestrian access from laneways is appropriate, it must be designed to ensure visibility, safety, and legibility, with features such as refuges or landings. Distinct and secure entrances for residential and commercial uses, as well as setbacks and splays at key junctions, support both operational efficiency and pedestrian amenity. Properly designed laneway interfaces also contribute to active and well-managed rear environments, maintaining access for commercial functions while minimising visual and physical impacts from parking and services.

Sensitive areas

Some areas of sensitivity have been identified in the Urban Design Report (Strategy UF1), including pockets of land where increased height is less appropriate — such as land on the north side of open space affected by a Heritage Overlay, and areas at the edges of the Structure Plan boundary affected by a Neighbourhood Character Overlay and adjacent to land zoned GRZ or NRZ outside the precinct.

However, when reviewing the urban design report, these areas of identified sensitivity do not consistently align with those mapped or referenced in the report itself. As a result, the height changes proposed in the Planning Scheme Amendment appear inconsistent with the stated methodology and strategic intent.

While the BFO requires the Development Framework to identify sensitive interfaces and areas where built form must transition to surrounding context, it remains unclear how 'sensitive interfaces' have been defined — particularly where proposed heights fail to align with those initially identified in the urban design report.

Solar access to footpaths

While solar access to open spaces is dealt with elsewhere, the Assessment of Solar Access Report identifies only two street types—Active Street and Main Street—where some solar protection to footpaths is considered.

In contrast, the Urban Design Research Paper highlights 'green streets' as key priority walking and cycling routes, where pedestrian and cyclist amenity is to be prioritised. Despite this, no solar protection is proposed along these routes, except within residential neighbourhood precincts.

This narrow approach raises concerns, particularly given the precinct's broader emphasis on encouraging walking and cycling as primary modes of transport without adequate consideration of microclimate and comfort.

The Built Form Overlay states that the associated development framework is to 'Include a movement and place framework that is consistent with Movement and place in Victoria (Department of Transport, February 2019).' Council questions whether there is consistency with the Department of Transport and Planning's Movement and Place Framework, particularly in how walking and cycling corridors are classified and treated in terms of amenity and comfort?

Street Design and Active Transport

The SRL Precinct vision is fundamentally seeking to reduce reliance of private car vehicles and to aspire for precincts that are active transport rich. However, the level of rigour and details given to built form (including its testing, feasibility, etc.) is disproportionate to ensuring future growth is supported by adequate and appropriate active transport infrastructures to genuinely deliver the vision.

There is limited information for how safe, quality cycling infrastructures are to be provided in areas where road space is limited and modal priorities are not explicitly clear, or fully resolved. Across five street types identified in the draft Structure Plans, bicycle infrastructure is only represented in Green Street typical cross section. No other feasibility, or testing have been undertaken.

Site Specific Key Issues

Monash SRL Structure Plan

Monash: An Innovation Precinct of Global Significance

For the Monash Station Precinct, the area's strategic context is most relevant to consider in its role as a Priority Precinct, an Employment and Innovation Area, as well as a Health and Education precinct, as set out in the recent Plan for Victoria and already clearly stated in the Monash Planning Scheme. The area has for many years been identified as part of a National Employment and Innovation Cluster (NEIC), with significant amounts of large format employment landholdings considered valuable for their proximity to the Melbourne CBD and its links to education and research facilities such as Monash University, the CSIRO and more recently biotechnology uses such as Moderna, The Victorian Heart Hospital and the Monash Medical Centre.

The Monash NEIC is the second largest employment generator outside the City of Melbourne, providing 83,000 jobs across the wider area. There has been significant State Government, Local Government and private investment in the Monash NEIC supporting innovation, education and health services, technology and jobs. The Monash Technology Precinct (MTP) is a more focussed part of the NEIC that must be consolidated by the draft Structure Plans and the associated planning controls should not be diluted or weakened by the wrong type of uses being permitted to locate in the area. Allowing the wrong type of uses in the area, be they industrial, general office floor space or general housing has the capacity to derail the ambitions of the MTP.

Whilst Council appreciates that the draft Structure Plan is only a part of the NEIC, it does cover a large part of the MTP and the stated focus of the Structure Plan on housing coupled with the uplift scheme powering commercial office, Council is concerned that the primary objectives of the MTP are being relegated somewhat. Although Council generally supports the Vision statement, Strategies such as 'prioritise employment land' and 'prioritise commercial and office development' are at odds with other actions where the Precinct Zone (PRZ4 – Station development Area, Monash Central and Surrounds) introduces an allowance for residential uses. These are located within the existing (and future) employment areas, potentially jeopardising and overwhelming the competitive market with residential properties, risking the ability for new industries and startups to locate here and have appropriate critical mass.

The SRL station located at Monash is a once-in-a-lifetime opportunity that will likely catalyse the development around the station. Protecting its aspirations is very important to get the land use mix right, aiming for a minimal level of general residential use so as not to preclude its ability to fulfil its role as an employment and innovation area with any housing being primarily directed to key worker, student and other forms of affordable housing.

Council recommends that the boundary for neighbourhood A for in the Monash precinct is realigned to remove the land that is to the east of the linear open space shown in figure 9 of the Monash Structure Plan, so as to provide for a highly restricted range of proportion of residential land use to locate here.

Council is of the opinion that while there are opportunities for higher density employment in the remaining part of the large block that is bound by Blackburn Road, Ferntree Gully Road, Howleys Road and Normanby Road, it should not have any residential role. We also consider that the area west of Howleys Road should only comprise of employment uses so as to avoid conflict with non residential land uses as part of the MTP. Housing has a proven ability to crowd out employment land uses as well as create amenity concerns for industrial uses. However, the primary concern is to maintain the integrity of the role of the MTP. Essentially, housing should be limited to the immediate area around the station (SRLA land) and existing residential zones.

The introduction of sensitive uses within existing employment areas

Under objective 3 of the Monash Structure Plan notes "encourage development around the SRL station as shown in figure 11 to activate and create a dynamic day-to-night-time employment precinct while retaining the employment focus of the neighbourhood". Council has submitted throughout all stages of the precinct planning that it would not support the introduction of sensitive uses into the core employment area due to its ability to create the potential for land use conflicts. Council remains unconvinced by the technical reports that the new housing would be able to appropriately mitigate against all off-site amenity impacts to ensure the

protection of the innovation precinct and the employment areas, and remains unconvinced that the background work has the economic impact of allowing residential uses into this area.

If Council was to support any residential uses, it would be only the limited residential purposes described earlier, namely key worker housing, short stay accommodation, student housing and other forms of affordable housing with a direct link to the primary purpose of the MTP. This should be contained to immediately around the station to ensure there some day to night activity around the station whilst minimising the likelihood of off-site amenity impacts from occurring across the remaining employment area. It is clear within the Land Use Scenario and Capacity Assessment that there is sufficient residential capacity in the Monash Precinct to 2041 without needing to introduce residential uses in the Monash Central) neighbourhood or the Employment Growth neighbourhood. Council therefore maintains that the existing Monash residential areas in Neighbourhood E, F and G should be the priority in the provision for additional residential provision for the precinct.

Council refers to the recent experience with spin-off innovation businesses that demonstrates the multitude of factors that ultimately influence the ability to attract, develop and retain innovative businesses in the precinct.

Council refers the SRLA to the recent experience with Amaero, a high-tech materials additive business that was linked with Monash University. Amaero initially established in Normanby Road in the Monash employment area, however due to a range of unfavourable state policy and regulatory settings associated with the intrusion of sensitive land uses within the employment area, the company cancelled its plans for expansion and relocated to a dedicated business technology precinct in Tennessee, USA.

The Monash Waste Transfer Station

The **Monash Waste Transfer Station** is a key strategic site identified within the plan at page 63 of the draft Structure Plan. It is identified within the sub-Precinct B- *Employment Growth*.

Council supports the site not being identified for rezoning from the PUZ6 as the Council has no current plans to relocate the Monash Operations Centre (MOC) (which also includes offices and hall space) at this time. The site is the sole location for the processing of all waste across the municipality and Council does not have an equivalent site or larger landholding available.

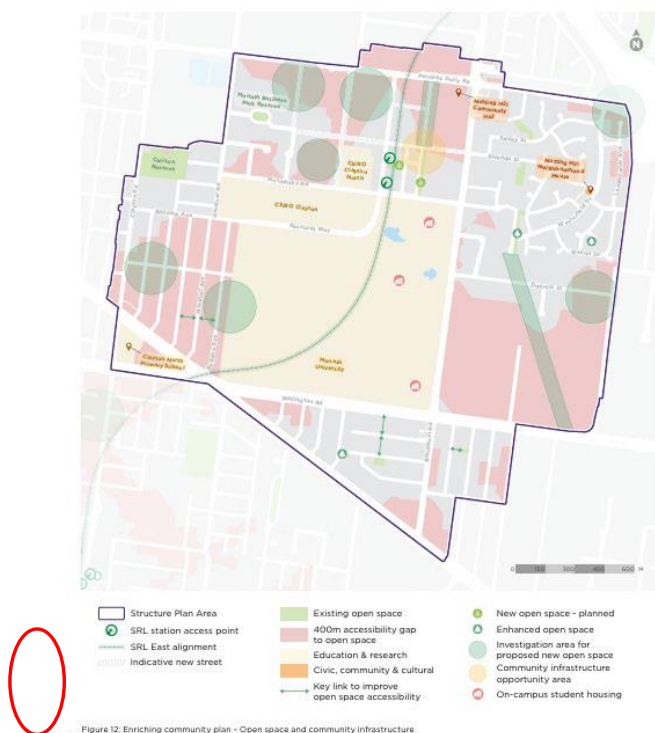
Within Objective 9, an action is to 'Develop a transition plan for the Monash Recycling and Waste Centre located on Ferntree Gully Road'. Whilst in the long-term this may or may not become an aspiration for Council, it is not a current position of Council to relocate the Waste Transfer Station and it should not be a matter for the SRLA.

Open Spaces within Monash

Council's earlier submissions have addressed the limitations of the analysis in relation to public open space and the provision rates. Council also has reservations with the identified investigation areas for open space in the Monash precinct:

The investigation area for open space located along the new internal road that runs north-south within Central Monash area:

It is unclear whether this proposed open space depicted in linear form is expected to be delivered in the shape and size shown on the plan, when all other investigation areas are represented as circular 'investigation areas' on the plan.



Council submits that open spaces should be provided in a more standard square or rectangular shape rather than in a linear arrangement although there is also a role for linear parks where they connect places. This ensures the ability to make the space highly useable. to meet the needs of both the resident and worker population. This is particularly relevant if this is intended to perform the role of the 'flagship open space within Monash Central'. Council thinks that this open space would need to provide a greater function than just passive use. If this is provided as a narrow linear open space it will be inclined to be impacted by overshadowing and feel enclosed by taller buildings. Some guidance should also be provided as to what the minimum dimensions would be and the size of the space.

The Mile Creek Drainage Reserve:

While the conversion of the Mile Creek into another linear open space is desirable, this should not be considered in-lieu of the delivery of more regular shaped public open space. This is a principle that has served open space planning well for decades. The Mile Creek will provide is a key opportunity to improve accessibility across the precinct, and may in the future be a great opportunity to provide the naturalisation of the creek. However, as proposed it is one of the key passive spaces in the area and there are a number of issues that require further investigation and consideration.

Council's early investigations show the embankment of the creek to be very steep right to the edges of the adjacent properties, meaning that the insertion of a pedestrian pathway would likely require further acquisition of land or the delivery of a constructed boardwalk.

Furthermore, there remain safety concerns including the lack of passive surveillance that would need to be managed appropriately.

The lack of integration with Monash University's aspirations

Council has been very clear throughout the planning process that the success of the Monash SRL Precinct, particularly the Monash Central neighbourhood and its surrounds will rely on how well the land use plan integrates with the University's masterplan. It needs to integrate with and build on the aspirations that the University has in improving their connectivity, removing barriers and improving walkability in and around the edges of the University.

Council also notes that the draft Structure Plan does not reflect the University's objective of safeguarding land to enable the expansion of educational facilities to the eastern side of Blackburn Road with a reimagined Blackburn Road.

The integration of the bus terminal with the Monash SRL Station

The existing bus routes are along the arterial road network of Ferntree Gully Road, Blackburn Road and Wellington Road and the new Monash station on Howleys Road is about 400 m from Blackburn Road. Although the proposed bus interchange is shown in the Surface and Tunnel Plans, it is not clearly shown in the structure plans. This seems to indicate a lack of appropriate correlation and detail between the SRL East Surface and Tunnel Plans and the draft Structure Plans and how the two processes interact.

Council supports the future proofing of Howleys Road and Normanby Road for a future high-capacity, high-frequency transit system that connects directly to the proposed SRL Station. This should be illustrated more clearly in the draft Structure Plans .

Clayton SRL Structure Plan

The closure of Carinish Road at Clayton

Following a review required by the EES process, Carinish Road will be permanently closed by the SRL East Project to traffic. Council objected to this closure during the EES and through the review process, stating that it is critical for local traffic circulation due to Carinish Road being the only local road connection that ran directly east-west through the town centre. The closure will further exacerbate the physical barrier between the east and west sides of Clayton Road which traverses it, as there is now no direct east-west road connection between Centre Road and North Road.

The confirmed closure of Carinish Road, has presented a need to address traffic through mitigations to ensure car movements can adequately move out of the local area to the west of the station without significant congestion, and alternative vehicular routes are found with appropriate intersection arrangements to allow east-west and west-east movement to continue without detrimental congestion and rat running through local roads.

A lack of commitment to the Westall Road Extension

The Westall Road extension needs to be delivered by State Government to reduce heavy traffic on Clayton Road through the activity centre and ensure that streetscape improvements can be

made to this street, which will be critical to improving the safety and amenity of this activity centre.

The draft Structure Plan notes that the Westall Road extension needs to be planned, however initial design options have been prepared, but the project has not been prioritised by the State Government was completed some years ago. In order to realise the success of the Clayton Structure Plan, Council consider that a commitment needs to be made as part of the structure planning process to ensure this critical project can be delivered as soon as possible. The reference to the Westall Road Extension project is limited to a “plan for” action, as the planning has been completed, the action should be strengthened to prioritise as a delivery item by DTP and the State.

18.3	Plan for the Westall Road extension project between Dandenong Road and the Monash Freeway to further support Clayton's ongoing development.	Medium - long term	Deliver	DTP
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Strengthening the emphasis on Health and Education Synergies of Monash and Clayton precincts

Similar to the Monash precinct, housing and housing supply headlines the Clayton Structure Plan’s objectives (Objective 2), while its role as a State significant Health precinct is only raised at Objective 8. There needs to be a review of the way that the Clayton Structure Plan relegates the importance of the Monash NEIC and the synergies this precinct can offer between the health precinct and Monash University and its health and education campuses.

The Clayton Structure Plan is key to the success of improving such synergies with Clayton SRL Station, the Hospital Precinct and Monash University through the delivery of improved physical connections. For example, Area B should have dwellings with low parking demand with a focus on affordable key worker housing, affordable student accommodation, specialist and short-term accommodation, alongside the expanded health, medical and research uses.

Glen Waverley SRL Structure Plan

The closure of Coleman Parade

The closure of Coleman Parade will have a significant impact on Kingsway. It was Monash City Council’s position both throughout the EES process, and through all stages of Precinct Planning that traffic will instead be directed along the “heart of the activity centre”, the critical fine-grained retail and food and beverage strip that is Kingsway.

This is inconsistent with the specific policy for the activity centre which is aiming to calm the traffic and reduce the levels of cars along Kingsway. It is also at odds with Council’s longstanding position that a second road crossing over the existing Glen Waverley railway line to redirect traffic around the town centre (otherwise known as the Myrtle Street extension or ring-road), enabling efficient access to parking facilities and further pedestrian prioritisation. This option should not be discounted or lost through the Structure Plan process, particularly given the extensive time frame for the project.

Council has particular concerns that the amenity, useability and pedestrianisation of Kingsway will be compromised further by additional traffic movements caused by the closure of Coleman Parade, without providing an alternative route for vehicles. Further to this, the area is likely to experience further traffic generated from the additional population living in and nearby. Council has commenced the design of a streetscape improvement project for Kingsway, which was an action in the Glen Waverley Activity Centre Structure Plan (Updated June 2016) and welcomes continued dialogue with SRLA on how this can be delivered to improve the Glen Waverley Activity Centre.

Upgrade of the Bus Interchange required

Although the structure plan states there should be “improvements to the existing Glen Waverley bus interchange to improve its functionality, minimise conflict with pedestrians and cyclists, and improve wayfinding to other modes of transport”, we note that this is not an explicit action for State government.

This is considered to be a key mitigation required for the efficient movement from of people between the bus station and the two Glen Waverley Train Stations (MMRN and SRL) as well as a contributing factor to the uptake of public transport modes. It is interesting to note that while much is said about the important public transport nodes grounded by the SRL both here and for instance at Box Hill, little concrete action is identified and taken to leverage off the potential that a reorganisation of these important facilities could provide.

Medical Facilities and ground floor activation of Springvale Road

Medical facilities are only shown in the Mixed-Use area between Clifford Street and Ingram Avenue. Currently most sites north of Clifford Street are also used for medical facilities, and as per Council's current policy, this land use should apply further north up to High Street Road.

The same planning control applies to all residential land on the eastern side of Springvale Road between High Street Road and Waverley Road currently. Medical Centres (and hospitals) are as-of-right, so there is no benefit of representing a consolidated area in the structure plan unless the controls are going to limit medical uses between Clifford Street and High Street Road. As this area provides many small-scale business and services already, it is considered more suitable to designate this area for Mixed-use or Commercial uses than for residential purposes only, to ensure that ground floor activation is a key outcome along Springvale Road.

Similarly, the Mountain View Hotel site on the north-east corner of Springvale and High Street Road is more appropriate for Mixed-Use or Commercial to ensure ground floor activation is a key outcome for this site.

Walkability and Streetscape Amenity along Snedden Drive

Treating Snedden Drive as a service road with a lack of ambition for improvements around activation and walkability is a missed opportunity. With the growth of the population and a likely future need for the enlargement of Glen Waverley Secondary College, this area should be reimagined to provide guidance on how it could transform over time. Snedden Drive should be shown as an activity street in recognition of its role as the principal interface for providing better east-west connections.

More guidance for the Glen Shopping Centre is needed to improve the levels of connectivity through the shopping centre from the east-west and encourage more activation along its length as it transitions over time. Although the Glen currently has no activation at street level on its west and eastern interfaces, additional opportunities could be retrofitted over time.

Burwood SRL Structure Plan

The impact of Built Form on Gardiners' Creek

Council does not support an increase in building heights along the Gardiners Creek. The draft Burwood Structure Plan notes that:

“new development adjacent [to] Gardiners Creek Reserve should be suitably set back to limit creating a sense of enclosure for users of the shared path”. And “New development that abuts Gardiners Creek (Kooyongkoot), should balance privacy and activation through a landscaped setback, passive surveillance and a visually appealing and legible composition”.

Council generally agrees with these statements, however the proposed planning controls will permit development that will not meet these principles. Allowing a doubling of building heights from 2-3 storeys up to 4-6 storeys undermines the objectives of facilitating modest built form, with proposed building heights and setbacks that would dominate the landscape and feel imposing. The natural topography slopes steeply down toward the creek which would further exacerbate the impact of buildings at the scale permitted.

Council's current local policy states that development should be:

“sufficiently recessed and articulated as viewed from the creek reservation to minimise visual bulk and ensure that vegetation provides the more dominant element as viewed from the creekland reserve, the street and adjoining properties”

Which is in line with the existing decision guidelines in place for the Creek Abuttal Areas. The SRL Structure Plans should reflect the existing controls for the direct creek frontages, allowing built form to step up to levels envisaged by the SRLA on the other side of the street.

Whilst there may be other examples along the Yarra at Richmond or Collingwood that may have this level of development abutting the creek environs, Council does not agree that this is a location that should replicate those environs, given its existing character of a bushland setting and the efforts made for many years to protect and improve these environs.

In addition, building heights of 7-8 storeys for the site on Highbury Road which abuts the Gardiner's Creek without any setback is considered unacceptable. There must be strong setback controls developed to protect the environs of the creek. The preferred setbacks plan in the draft Structure Plan shows setbacks on all other sides of this block but does not show any setback from the creek.

Page 98 notes the preferred interfaces and setbacks at this location in Neighbourhood A: Burwood Central:

Preferred interfaces and setbacks plan

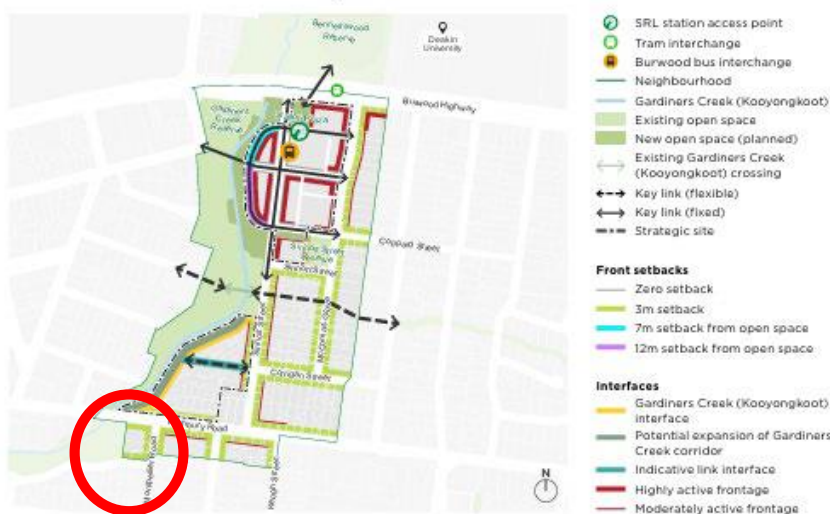


Figure 24: Burwood Central interfaces and setbacks plan

Council also supports allowing buildings up to 6-7 storeys directly to the north of the Gardiner's Reserve. Although we agree with the statement:

'New development adjacent to Gardiner's Creek Reserve should provide a positive interface with the public open space, improve accessibility or passive surveillance' we note there is no guidance in the structure plan document in how to achieve this, or what those limitations might be. This is particularly concerning as this land sits immediately north and would impact sunlight to the open space significantly.

Other Matters

The impact on Vegetation and Tree Canopy Cover

There does not appear to be any analysis on what the overall percentage of tree canopy coverage on private land could be achieved based on the proposed built form and deep soil zones across the precincts. The Precinct Vision documents note a 30% overall tree canopy cover target, although there does not appear to be any actions or requirements set within the structure plans to ensure this happens.

We acknowledge that in the Plan for Victoria that there is an action "Infrastructure designers and managers and planning decision makers will need to consider how to include more canopy trees in urban areas so that these areas increase canopy cover to 30 per cent to deliver significant health and well-being benefits".

Although this is a strategy within the draft Structure Plans, this needs to be translated into the planning controls in a more firm manner and there needs to be a holistic approach to address what percentage tree canopy cover might be required to be delivered on public land in order to impose both achievable targets for both public and private land. As there is such limited capacity on public land, the draft Structure Plans must articulate and control a level of contribution from private developments also.

Removal of vegetation protection overlays does not support the objective of the provision of cool, green, biodiverse environments.

Taller Buildings and the insufficient responses to amenity impacts

The building heights within the central parts of the precincts are significant and cast in discretionary terms and it is vital to the success of the precincts, that the public realm maintains adequate access to sunlight and minimised wind impacts to open spaces and areas of high pedestrian activity. With preferred maximum heights in some precincts proposed at up to 25-storeys in both Glen Waverley and Monash, it is pertinent that with this level of development density that all the precincts respond masterfully to their context.

Although the Urban Design report discusses appropriate wall heights and setbacks, it is not clear whether the proposed building heights have been nominated are based on a capacity required for the land use sought, or if the analysis represents detailed built form analysis. It also does not indicate that this report underpins the nominated scales at a precinct level.

Building heights appear to jump up rapidly from their preferred maximum street wall height and therefore do not seem adequate enough to appear recessive above podium level to provide any adequate protection on the public realm. Above podium levels should be setback so that the taller element remains below a 45-degree plane from the open space. Furthermore, there appears to be a lack of protection regarding the northern interfaces of open spaces. These should have reduced heights to other sides to enable adequate sunlight protection.

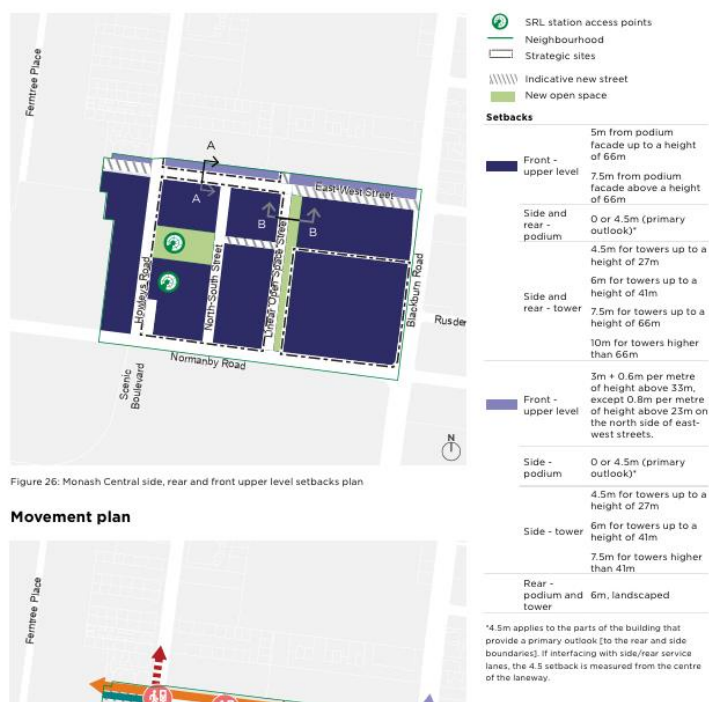
For example, in the Monash Structure Plan, the preferred building heights plan shows the area immediately north of the new public realm at the station forecourt to have street wall height of 4 storeys, progressing up to a potential 25 storeys. It is not clear how the upper-level setbacks would appear. The impact of overshadowing from development at these limits is not clear. It is also noted that Normanby Road would be in shade for the most part as a result of the built form proposed on the north side of Normanby Road. Reconsideration needs to be given to this.

Preferred building heights plan



Figure 22: Monash Central preferred building heights plan

Side, rear and front upper level setbacks plan



Movement plan



Allowances for some areas of having no side setbacks is also a key concern of Councils. The design of significant lengths of frontage without any punctuation with vegetation or views of side setbacks could result in a harsh built form outcome, particularly along larger arterial roads and boulevards where blocks are longer and higher. Not having an allowance for wind to permeate through the sides of buildings could also exacerbate wind-tunnel impacts which are already a significant issue within core areas of Glen Waverley.

Open Space Overshadowing

The built form rule regarding building height and setbacks is designed to ensure the public open space and streets receive sufficient solar access. However, as the building control is discretionary not mandatory, it is possible that buildings will be taller than the preferred (discretionary) maximum heights, resulting in the amenity of nearby open spaces, pedestrian environments and neighbouring properties being further compromised by overshadowing. If the Urban Design report justifies the appropriate heights around both existing and proposed open spaces, then the maximum heights should not be exceeded.

The Planning Scheme Amendment has not translated all of the solar amenity and provisions included in the draft Structure Plans. The solar testing methodology is questionable as it does not refer to the list of benchmarks cited within the document itself (i.e. Geelong ACZ1, Melbourne DDO10, 32, etc.) and there appears to be a strong bias towards development facilitation above all else.

The 'process diagram' included in the Assessment of Solar Access to the Public Realm document is also incomplete and does not explain the rationale for heavily reducing solar access to some prominent open spaces. The supporting documentation has identified a range

of contemporary solar controls i.e. Fishermans Bend, City of Melbourne Amendment, Arden etc as benchmarks which have informed proposed solar controls. It is found that while similar solar access mechanisms have been used, the proposed SRLA solar controls are much more limited in solar protection despite future development density outcomes being similar.

The proposed solar access methodology relies on the redistribution of impacted open space patrons to other nearby open spaces when insufficient solar access can be provided.

Further scrutiny as to the appropriateness of these alternative open spaces are required.

An assessment of the required attributes of replacement open spaces has not been provided.

For example, whether it contains passive / active recreation.

Furthermore, in so far as alternative opportunities for sun are noted, an assessment of what is considered walkable to an alternative open space has not been provided.

The solar access parameters specifies only the duration of time required i.e. 3 hours. It is unclear whether the solar access testing requirements achieve continuous solar access or cumulative solar access. The requirement of a cumulative solar duration is much weaker than a continuous solar duration.

Existing open spaces: Some of the preferred building heights suggested adjacent to existing parks, particularly on the northern side of parks exceed what should be considered acceptable. For example, 10-12 storeys immediately north of the Remembrance Gardens in Clayton would likely impose excessive overshadowing of open space.

The recommendation in the Urban Design Report (attachment C) at page 11 which suggests that solar access to this space should have 50% solar access to Remembrance Gardens for a minimum of 3 hours during mid-winter seems minimal for an area with high pedestrian concentrations. The Remembrance Gardens should not have a role too unlike the State Library Forecourt in the city, in providing a key gateway to a major health precinct and key transport hub, with direct connections to multi-modal public transport nearby, including a metro and loop station. For this reason, sunlight protection controls should be stronger to ensure access to sunlight is provided year-round.

Future open spaces: There are overshadowing of open space provisions within the built form overlay that specifically list open space locations. The structure plans then identify additional public open spaces but do not specify exact locations. As new open spaces are delivered, there will then be no overshadowing provisions for these new spaces until such time that the scheme is amended to reflect the new open space locations.

Council also does not support the direction of tall buildings to be located surrounding open spaces, particularly where future open space locations remain unknown, potentially jeopardising the provision of any high amenity open space if all potential parcels become overshadowed. This direction also seems at odds with 43.06-7.3 (Built Form Overlay) which aims to maintain solar access to existing and proposed open spaces identified in the schedules to the overlay.

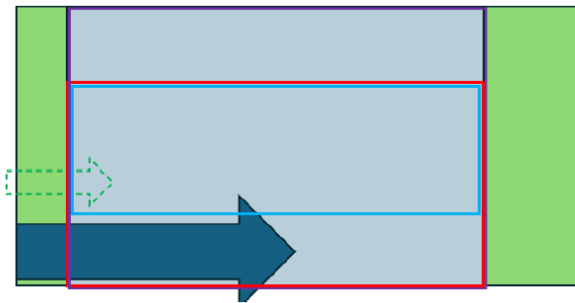
Residential Neighbourhood Development Footprints

The draft Structure Plans identify much of the residential development areas around the town centre appropriate for mid-rise apartments. The Urban Design report shows this form to be

characterised by detached urban form with landscaped breaks and shared amenities between development footprints. In reality though, these areas are typically made up of typical suburban subdivisions that have lot sizes of 500-700sqm with typical street frontages of 15m.

The guidelines indicate the following development footprints for a standard lot in Glen Waverley:

- A development footprint of 460sqm with no side setbacks (purple)
- 350sqm with a setback of 4.5m to one side interface (red)
- 240sqm with a setback of 4.5 to each side (blue)



With lot depths typically more than 40m within the area, a longitudinal side of building which is over 30m in length could be anticipated. These dimensional attributes do not support the development scales sought and it is evident that site consolidation is necessary to deliver efficient development. Development sites should be encouraged to consolidated sites of 1200sqm as a minimum to enable adequate side setbacks of 4.5m in order to achieve successful levels of tree canopy and landscape attributes needed to provide an adequate residential amenity. Further, rear garden areas should be mandatorily protected for deep soil planting and no basements.

General Structure Plan Matters

Repetition within the documents

Of significant concern to Council is the sheer size of the documentation packages associated with these amendments. The content within Section 6- Neighbourhoods is considered by Council to be the most useful section within the draft Structure Plans in providing focussed design guidance at the level of detail needed for both practitioners and development proponents. Unfortunately, this section gets lost as it is located at the end of a long section of overarching policies. There should be a process to review Section 5 and 6 of the documents to remove repetition and duplication.

The order of the objectives

The Structure Plans are clearly based on a template built around the five key themes for the overall project. Although the overarching objectives may be ranked in order of their importance across the project overall, each of the Precincts have distinctively different roles and as a result, the overarching objectives should be reflective of their individual emphasis, signalling the priorities for each area.

A key example is the Monash Structure Plan area. The Vision for the area sets out that the Precinct prioritises the strengthening of the Innovation and Employment Area, yet the draft Structure Plan prioritises residential development, with “Delivering Housing” at Objective 2, while “Strengthen Monash as a globally significant place for innovation” is Objective 8.

At Section 3 ‘Planning for a Growing and Changing Monash’ has ‘More homes and greater housing choice’ set as the first objective with a text box titled ‘A core focus on housing’ at page 25. Although the box is standard text across all draft Structure Plans, it misrepresents the key outcome for the Monash Structure Plan.

Distinct Neighbourhoods vs Land Use Plans

There are some inconsistencies between the delineated neighbourhood areas and what is represented in the land use plan’s ‘future roles’. These need to be consistent throughout and must clearly and consistently reflect the intent for each area.

Strategic Sites

Although there is some detail within the background investigations that has gone into the identification of **strategic sites**, there is a lack of important key information necessary to provide certainty for a landowner or decision-maker in guiding future development at these locations and the implications of being identified as a strategic site.

It is not clear from the draft Structure Plans why particular sites have been identified as strategic sites and what is intended for these sites although some commentary seems to suggest that strategic sites have a key role in the provision of housing. This cannot be the case for all strategic sites given their location in the MTP for instance. Although Council strongly supports the master-planned approach for larger sites that are not subject to some form of master planning initiative, it is important to identify why the site is a strategic site in the structure plan document and what objectives or development outcomes area being sought. *Planning Practice Note 58 - Structure Planning for Activity Centres* states that a structure plan should: ‘*identify key opportunity sites and provide guidance for future development*’ and this has not been adequately addressed.

Housing Guidance

The policies on housing lack clear guidance on the mix of dwelling sizes, type and tenure that is expected to best support the future population. Requiring ‘a diversity of housing types and sizes’ is a vague statement which has no basis in order to measure success in whether that action has been achieved.

The technical work has investigated and made a series of assumptions around the future demographics of each area which can inform these strategies. Although the housing market will likely dictate housing sizes and types at the time of development to some degree, the market will also respond to its strategic policy context. Emerging housing models such as the provision of student, academic and keyworker housing should comprise a significant proportion of new housing in the Clayton and Monash precincts, in particular. It is recommended that demographic estimates on the expected proportions of housing types and sizes needed would strengthen the structure plan policy for each precinct.

Movement and Place Hierarchy

Detail is lacking regarding how DTP's "Movement and Place Framework" has been incorporated into the plans across all precincts.

The draft structure plans designate all streets within the activity centre core as "Activity Streets". There is no further classification of these streets in terms of their role and function for Movement (traffic role hierarchy) and Place (priority for pedestrian amenity). For example, Railway Pde North in Glen Waverley is planned to be a bus priority route and a key vehicular entry/exit into the activity centre from the east, while Coleman Pde will have a reduced traffic role and increased Place value, yet they are both identified as 'Activity Streets'. Clearer definition of the strategic role of each street within the major activity centres will assist the development of streetscape masterplans and assessment of future development planning applications.

We note that within the Implementation Plans there is an objective to prepare and implement streetscape masterplans for each street type. Council supports this approach, as key streets within the activity centres have specific outcomes that ultimately require an individual cross-sections to be developed.

The strategic walking corridor throughout all Structure Plans should better demonstrate how it interconnects key open spaces the community, recreation and education destinations within the Structure Plans. There should also be guidance for large shopping centre sites and large strategic sites that can interconnect neighbourhoods and should not be seen as barriers to walkability.

Bess Ratings

There is a net Zero Buildings implementation action to "*Encourage new buildings less than 5,000 m2 GFA to apply elevated sustainable design outcomes that aim to meet the BESS-8 'Excellence' rating*"

Council has no issue with the BESS rating, but we need to **require rather than encourage** if this goal is to be met. This applies across all draft Structure Plans and Implementation Plans for Objective 20.

Integrated Water Management

For the SRLA to implement Integrated Water Management (IWM) practices effectively, all actions within the Strategy must be fully executed. However, limited modelling has examined the impact of partial implementation. It is unknown and unconfirmed whether these targets are feasible. Preparation of IWM in Planning Scheme amendments, investment in verification, and rigorous monitoring are required to ensure IWM can be implemented. If targets are unattainable, it is unclear who is accountable, and how else IWM can be delivered.

When considering reducing stormwater flow and pollution reduction it is not just about irrigating street trees. Council considers that the structure plans need to look at IWM more broadly to consider how sediment ponds, constructed stormwater treatment wetlands, stormwater harvesting systems, raingardens, swales and other vegetated stormwater treatment systems could be included.

Further, the new Structure Plans must focus on minimising impermeable surfaces and emphasise the inclusion of permeable features, such as permeable paving, to promote sustainability and support efficient water management.

The impact of utilities and the provision of tree canopy cover

There should be a requirement in the plans to ensure the undergrounding of powerlines is incorporated in all new development and construction of upgraded streets in line with cross sections. Although the undergrounding of powerlines is still a restriction in the locating of trees, if they are strategically provided within cross sections, there is an ability to provide adequate larger canopy trees which is often a constraint where overhead powerlines are located.

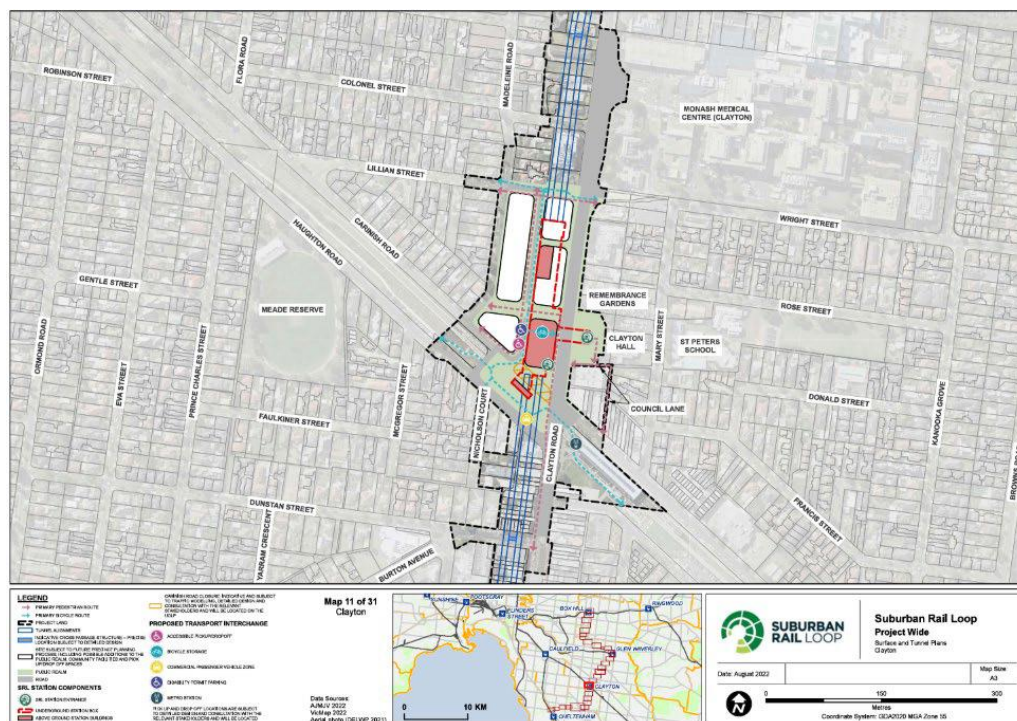
Deficiencies with the Approval Frameworks

As noted previously within the EES process, the range of regulatory mechanisms has been an ongoing challenge in the proper and full assessment of outcomes for the project and how they interact with one another.

The EES process set the parameters for the project area around the stations, culminating in the development of surface and tunnel plans that outlined this. The intention is that the Surface and Tunnel plans were reference designs and it is the Urban Design and Landscape Plans process that has been established to work through the changes needed to these surface and tunnel plans prior to formal approval. The development of the surface and tunnel plans sit as an entirely separate process to the precinct planning process.

It is unclear how the surface and tunnel plans have influenced the precinct planning, nor is it clear within the structure plans how they have responded to the interfaces with the surface and tunnel plans. We note that Council thinks the interfaces and interrelationships between the two is an important matter to raise, as the station precincts are key areas of public realm in the success or failing of the SRL precincts.

On the Surface and Tunnel plans, the white blob sites have the notation “site subject to future precinct planning process, including possible additions to the public realm, community facilities and pick up/drop off spaces” as shown below.



Clayton Surface and Tunnel Plan

Some of these sites are marked in the Structure Plans as ‘Strategic Sites’ like in the case of Monash which indicates a masterplan will be developed in future.

Surface and tunnel areas should therefore be made Strategic Sites to ensure there is agreement on the guiding principles for the station areas are carried through in both processes and respond to their surrounding contexts respectively.

This is pertinent where Council’s landholdings fall within the areas of the surface and tunnel plans, such as Remembrance Gardens in Clayton, but is impacted by both the surface and tunnel plans and also the surrounding development as directed in the draft Structure Plans.

Additional Anomalies and Omissions

There is no comprehensive consideration of a waste management plan across the whole of the structure plan. Council considers that a Waste Management Strategy should be prepared as part of the Amendments to guide individual developments on the general domestic waste management strategies that will be expected within the draft Structure Plan areas to manage its impact on local traffic and amenity issues.

The Gender Equality Act 2020

To the best of Councils knowledge the SRLA has not completed a Gender Impact Assessment. has been considered.

Zoning of Council Land - C157

There are 10 properties that were part of Monash Amendment C157 (gazetted on 15 March 2025) which correctly rezoned properties across the municipality to public use zones, reflecting their ownership and uses. This change has not been reflected in the draft Structure Plans and Amendments , as it currently shows they will be zoned to the Precinct Zone. These recent changes must be reflected and they should be excluded from being rezoned to the Precinct Zone. Amendment GC242 is now approved, which replaces the existing Design and Development Overlays (DDOs) for the helicopter flight paths with Special Control Overlays. This includes the retention of the western helicopter flight path to the Monash Medical Centre and a new flight path to the north west. The Aviation and Airspace technical reports states that Monash Medical Centre are considering re-aligning north-south, which is not the alignment shown in the approved amendment.



SRL East Draft Structure Plan - Clayton

Draft Implementation Plan



Acknowledgement of Country

Suburban Rail Loop Authority acknowledges the Traditional Owners of the land, sky and waters across Victoria and pays respect to their Elders past and present. We proudly recognise the strength and enduring connection to Country as the world's longest living culture and the profound wisdom, resilience, and contributions of First Peoples and their communities. We are committed to the ongoing journey of reconciliation by embedding self-determined Aboriginal ways of knowing and doing across the lifespan of the Suburban Rail Loop project.



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1. Introduction

1.1 Turning the Structure Plan into reality

The Draft Clayton Structure Plan sets out actions to achieve the Vision for Clayton and realise the multi-generational benefits of SRL.

Delivering the Structure Plan actions will require coordination across government, with different implementation pathways for different types of actions:

- **Statutory actions** - foundation actions to implement the Structure Plan. These actions require amendments to the the Monash and the Kingston Planning Schemes.
- **Non-statutory actions** - future actions to implement the Structure Plan, once the Planning Scheme Amendments are made. They rely on partnerships and other mechanisms.

Statutory and non-statutory actions are listed in Section 2 of this Draft Implementation Plan.

In addition to these actions, key projects are identified for the Clayton Structure Plan Area. These are the key projects that will support each neighbourhood's role in achieving the Vision for Clayton and projected population and employment growth. The key projects are listed in Section 3 of this Draft Implementation Plan.

The non-statutory actions and key projects may be reviewed and adjusted over time to meet changing needs in the Structure Plan Area, or as new information or delivery methods become available.

1.2 Implementation pathways

Implementing the Structure Plan will require three main approaches.

Amend Planning Scheme

Amendments to the Monash and the Kingston Planning Schemes are required to allow the land use and development in the Structure Plan, and provide the necessary planning tools. As the responsible planning authority in the declared Planning Area surrounding the SRL station, the Suburban Rail Loop Authority (SRLA) has prepared the Draft Planning Scheme Amendment.

Deliver

Implementing the Structure Plan will require various actions including but not limited to:

- Providing public transport, schools and health services to support population growth in the Structure Plan Area, delivered by the Victorian Government
- Improving the urban structure and amenity, with new and enhanced open spaces, community facilities, public transport, walking and cycling networks, delivered by the Victorian Government and/or cities of Monash and Kingston
- Infrastructure works directly related to land development, funded by the developer.

Partner

Implementing the Structure Plan will require partnerships between the Victorian and Australian governments and the cities of Monash and Kingston. Other partners will include Traditional Owners, community organisations, businesses, landowners and others.

1.3 Timing

This Draft Structure Plan identifies short-term, medium-term and long-term actions and key projects.

Short term:	2026 to 2031
Medium term:	2031 to 2036
Long term:	2036 to 2041


The timing of each action and key project is based on information available when this Draft Structure Plan was prepared. The lead agency for each action and key project will monitor and evaluate their timing, considering strategic resource plans and development within and beyond the Structure Plan Area.

2. Structure Plan actions

The timing, pathway and responsibilities for implementing the Structure Plan actions are detailed in Table 1.

Abbreviations	
SRLA: Suburban Rail Loop Authority	DTP: Department of Transport and Planning
BLCAC: Bunurong Land Council Aboriginal Corporation	MW: Melbourne Water
DE: Department of Education	MCC: Monash City Council
DEECA: Department of Energy, Environment and Climate Action	KCC: Kingston City Council
DH: Department of Health	Water Corp: South East Water and/or Yarra Valley Water, as relevant
DJSIR: Department of Jobs, Skills, Industry and Regions	

Table 1: Implementation Table

Table 1: Implementation Table					
NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
<div></div> <div>ENRICHING COMMUNITY</div>					
Objective 1: Celebrate, protect and interpret Aboriginal cultural values					
1.1	Engage with Traditional Owners and the Aboriginal community throughout SRL East structure planning and delivery.	Short – long term	Partner	SRLA	BLCAC MCC KCC
1.2	Partner with Traditional Owners in the design of new public spaces and to identify opportunities to restore the local natural environment.	Short – long term	Partner	SRLA MCC KCC	BLCAC
1.3	Investigate the inclusion of spaces in community facilities designed for and with Traditional Owners and /or relevant Aboriginal community service providers.	Medium – long term	Partner	MCC KCC	BLCAC SRLA
1.4	Actively work toward achieving Victorian Public Service and agreed contractor Aboriginal employment targets with a focus on local Aboriginal communities.	Short – long term	Partner	SRLA	BLCAC
1.5	Identify opportunities for the advancement of Aboriginal employment outcomes and procurement opportunities when developing an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.	Short term	Partner	SRLA	BLCAC


NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY LeadPartner	
Objective 2: Facilitate the growth of high-quality housing					
2.1	Amend the planning scheme to support significant, high and medium housing growth in the areas shown in Figure 11 of the Draft Structure Plan.	Short term	Amend the planning scheme	SRLA	
Objective 3: Encourage a range of housing sizes and tenures to meet the needs of future households					
3.1	Amend the planning scheme to encourage a diversity of housing types and sizes to be delivered across the Structure Plan Area.	Short term	Amend the planning scheme	SRLA	
Objective 4: Increase the supply of social and affordable housing					
4.1	Amend the planning scheme to encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth.	Short term	Amend the planning scheme	SRLA	
Objective 5: Reinforce existing local centres to provide a key element of Clayton's neighbourhoods					
5.1	Amend the planning scheme to: <ul style="list-style-type: none">Ensure that within established local centres, retail and commercial uses are prioritised at lower levels, and that new housing or mixed-use development is complementary to this primary roleAllow small-scale food and beverage and convenience outlets within the ground floor of some new developments, where their introduction would support the local community.	Short term	Amend the planning scheme	SRLA	
Objective 6: Provide an enhanced and accessible network of community infrastructure that meets the needs of the future community					
6.1	Work collaboratively to: <ul style="list-style-type: none">Confirm the form and location of community infrastructure considering the guiding principles for site selection, district and regional opportunities, and potential delivery modelsDeliver new and enhanced community infrastructure.	Medium – long term	Deliver	MCC KCC	SRLA
6.2	Facilitate shared user agreements to allow for wider public access to sporting infrastructure on local school campuses.	Medium term	Partner	MCC KCC	DE SRLA
6.3	Consider the need for new government primary school provision and monitor the need for new government secondary school provision to serve the needs of the current and future community and surrounding areas.	Long term	Partner	DE	SRLA
6.4	Monitor and respond to the need for new and/or expanded public, not-for-profit and for-profit kindergarten provision to serve the needs of the current and future Clayton community and surrounding areas.	Short – long term	Partner	DE	MCC KCC


NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 7: Create a connected and accessible open space network for those who live and work in Clayton					
7.1	Deliver new open spaces that meet the guiding principles for site selection and in locations that improve walkable access to open space (see Figure 12 of the Draft Structure Plan).	Short – long term	Deliver	MCC KCC	SRLA
7.2	Deliver enhancements to existing open space where required (see Figure 12 of the Draft Structure Plan).	Short – long term	Deliver	MCC KCC	
7.3	Amend the planning scheme to encourage the delivery of new key links through private landholdings to improve walkable access to open space, where there are reasonable opportunities to fulfil the completion of the link on adjacent land over time (see Figure 12 of the Draft Structure Plan).	Short term	Amend the planning scheme	SRLA	
7.4	Assess the suitability of temporary offset open spaces delivered as part of the SRL East Public Open Space Framework for potential future adaptation as permanent parts of the open space network.	Long term	Deliver	SRLA	



BOOSTING THE ECONOMY

Objective 8: Strengthen Clayton's role as a state-significant health precinct					
8.1	Continue to undertake comprehensive health system planning and clinical service planning, including site assessment and health master planning, if required.	Short – medium term	Partner	DH	SRLA Monash Health
8.2	Amend the planning scheme to: <ul style="list-style-type: none"> – Encourage the expansion and intensification of health uses, and facilitate the growth of health floorspace for public hospital and health purposes across the health priority area in Figure 13 of the Draft Structure Plan – Prioritise health uses and discourage further residential development, except in circumstances where its inclusion will support the function of the Health Priority area – Provide for a range of supporting uses in the health priority area (for example retail and hospitality, childcare, gyms and recreation facilities) – Ensure that public amenity (such as access to open space and access to daylight and sunlight) supporting the health and wellbeing needs of patients, health professionals and carers is considered in the design of new development in the health priority area. 	Short term	Amend the planning scheme	SRLA	
8.3	Amend the planning scheme to prioritise health and supporting uses in the Health neighbourhood.	Short term	Amend the planning scheme	SRLA	
8.4	Amend the planning scheme to support health uses in mixed-use locations beyond the Health neighbourhood.	Short term	Amend the planning scheme	SRLA	

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 9: Expand retail and hospitality to reinforce Clayton as a vibrant centre					
9.1	Amend the planning scheme to support an appropriate mix of uses within Clayton Central including prioritising activated retail and hospitality uses at ground floor level and office floorspace in new development above ground level.	Short term	Amend the planning scheme	SRLA	
9.2	Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor, including a focus on stimulating the evening economy in Clayton.	Short term	Partner	SRLA	DJSIR MCC KCC
Objective 10: Encourage a diverse offering of commercial and office floorspace					
10.1	Amend the planning scheme to encourage the proposed commercial and office land uses and intensification envisaged for the Structure Plan Area.	Short term	Amend the planning scheme	SRLA	
Objective 11: Support a transition from industrial uses, capitalising on the shift to a knowledge-based economy					
11.1	Amend the planning scheme to encourage the proposed employment land uses and intensification envisaged for the Audsley Street Employment Area.	Short term	Amend the planning scheme	SRLA	
11.2	Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.	Short term	Partner	SRLA	DJSIR MCC KCC
<div></div> <div>ENHANCING PLACE</div>					
Objective 12: Ensure the scale of built form responds to its context					
12.1	Amend the planning scheme to achieve preferred scale and built form outcomes, including preferred maximum building heights.	Short term	Amend the planning scheme	SRLA	
Objective 13: Create a network of streets and public spaces that are vibrant, inviting and support growth					
13.1	Prepare and implement streetscape master plans for each street type, as required.	Short term	Partner	KCC MCC DTP	SRLA
13.2	Deliver streetscape upgrades consistent with each enhanced street type.	Medium – long term	Deliver	KCC MCC DTP	

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 14: Ensure new development contributes positively to the public realm					
14.1	Amend the planning scheme to ensure that new development provides, as per neighbourhood design guidelines in Section 6 of the Draft Structure Plan: <ul style="list-style-type: none">– Appropriate setbacks and site coverage to achieve preferred character and landscaping outcomes– An appropriate sense of address, surveillance of the public realm and privacy for occupants– Active frontages along key streets.	Short term	Amend the planning scheme	SRLA	
14.2	Amend the planning scheme to: <ul style="list-style-type: none">– Ensure that new development is designed to minimise adverse overshadowing impacts to key streets and public open spaces, and private open space– Ensure that new development minimises adverse wind impacts on the public realm.	Short term	Amend the planning scheme	SRLA	
Objective 15: Ensure new buildings provide good amenity for occupants					
15.1	Amend the planning scheme to ensure that new buildings offer adequate internal amenity for occupants, including through the provision of good daylight and solar access, ventilation, minimal overlooking and appropriate building separation, attenuation design measures, as well as equitable development outcomes for adjoining sites.	Short term	Amend the planning scheme	SRLA	
<div>BETTER CONNECTIONS</div>					
Objective 16: Create an integrated public transport network connecting the new SRL station with key destinations					
16.1	Establish a network of strategic and local public transport routes as shown in Figure 16 of the Draft Structure Plan.	Medium – long term	Deliver	DTP	
16.2	Deliver wayfinding improvements between train and bus modes within the Structure Plan Area.	Medium term	Partner	MCC KCC	SRLA
16.3	Plan for improved bus priority along key movement corridors.	Medium – long term	Deliver	DTP	
Objective 17: Create a legible and safe active transport network					
17.1	Amend the planning scheme to: <ul style="list-style-type: none">– Require the delivery of Critical Key Links to provide for a network of connected, permeable walking and cycling corridors across the Structure Plan Area as shown in Figure 17 of the Draft Structure Plan– Encourage the delivery of Important Key Links and Local Key Links through the future development of private landholdings, generally in accordance with locations shown in Figure 17 of the Draft Structure Plan.	Short term	Amend the planning scheme	SRLA	

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
17.2	Expand and reinforce an active transport network of high-quality strategic and local walking and cycling routes across the Structure Plan Area as shown in Figure 17 of the Draft Structure Plan.	Short – long term	Deliver	DTP KCC MCC	
17.3	Deliver new or upgraded pedestrian and cyclist crossings in accordance with the locations shown in Figure 17 of the Draft Structure Plan.	Short – long term	Deliver	DTP KCC MCC	
17.4	Develop bicycle and micro-mobility end-of-trip policy / guidelines.	Short – medium term	Partner	KCC MCC	SRLA

Objective 18: Minimise the impacts of private vehicles and freight on local streets

18.1	Establish and reinforce the strategic and local traffic and freight network as shown in Figure 18 of the Draft Structure Plan.	Medium – long term	Deliver	DTP KCC MCC	
18.2	Prepare detailed plans for local streets to discourage through-traffic and improve safety.	Medium term	Partner	KCC MCC	
18.3	Plan for the Westall Road extension project between Dandenong Road and the Monash Freeway to further support Clayton's ongoing development.	Medium – long term	Deliver	DTP	

Objective 19: Encourage a shift to more sustainable transport

19.1	Prepare a Precinct Parking Plan to develop an integrated, strategic approach to parking across the Structure Plan Area.	Short term	Deliver	SRLA	
19.2	Amend the planning scheme to: <ul style="list-style-type: none"> Specify appropriate maximum and minimum car parking rates for new use and development within the Structure Plan Area Require a Green Travel Plan for residential and non-residential development of a certain scale Require the preparation of a car parking re-use plan, which explores adaptability and alternative uses of parking spaces, for suitably scaled developments. 	Short term	Amend the planning scheme	SRLA	
19.3	Develop an on-street parking management policy that supports the Structure Plan Area's significant changes in land use density, diversity and accessibility levels over time.	Short term	Partner	KCC MCC	SRLA



EMPOWERING SUSTAINABILITY

Objective 20: Support the accelerated transition to net zero by 2045 with sustainable building design

20.1	Amend the planning scheme to improve sustainable building design standards.	Short term	Amend the planning scheme	SRLA	
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NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
20.2	Partner with Monash Health and other key stakeholders to investigate and implement a decarbonised energy supply strategy for the Health neighbourhood.	Short term – medium term	Partner	SRLA	Monash Health
Objective 21: Promote and support solutions to increase energy resilience and reduce emissions through local renewable electricity generation, storage and use					
21.1	Work with stakeholders to explore improved energy reliability initiatives within the Structure Plan Area.	Medium – long term	Partner	SRLA	MCC KCC
21.2	Develop partnerships to explore renewable energy generation at an appropriate scale for local needs.	Medium – long term	Partner	DEECA	MCC KCC SRLA Utility providers
Objective 22: Reduce waste and encourage use of recycled and sustainable resources					
22.1	Prepare a circular economy plan for the Structure Plan Area that promotes circular economy principles and identifies projects that can be seeded within the area.	Short term	Partner	SRLA	DEECA KCC MCC
22.2	Amend the planning scheme to require the submission of a waste management plan as part of any permit application for development greater than 5,000m ² GFA.	Short term	Partner	SRLA	
22.3	Partner with key stakeholders to deliver targeted investment in circular economy opportunities.	Medium – long term	Partner	SRLA	DEECA KCC MCC
Objective 23: Facilitate a cool, green, biodiverse environment					
23.1	Amend the planning scheme to encourage the integration of greening and cooling initiatives in new development to help minimise the urban heat island effect and promote a biodiverse, natural environment.	Short term	Amend the planning scheme	SRLA	
Objective 24: Embed Integrated Water Management in the Clayton Structure Plan Area					
24.1	Amend the planning scheme to require development to incorporate available or planned alternative water supply by providing third-pipe plumbing through the development to service: <ul style="list-style-type: none"> – All toilets and washing machines – Landscaped areas. 	Short term	Amend the planning scheme	SRLA	
24.2	Work with utility providers to coordinate and progress the delivery of a new third-pipe non potable water supply.	Short – medium term	Partner	MW Water Corp.	SRLA DEECA
24.3	Partner with water authorities and IWM Forum members to support the preparation of an IWM Plan that considers opportunities within the Structure Plan Area.	Short term	Partner	DEECA	SRLA MW KCC MCC BLCAC

3. Key projects

The Clayton Structure Plan Area is divided into six neighbourhoods, each with its own distinct role in achieving the Vision for Clayton. The neighbourhoods are shown on the next page.

The Structure Plan provides the decision-making framework for planning and development in each neighbourhood. Section 6 of the Structure Plan describes the future role for each neighbourhood, sets objectives that will act as the guiding principles for development within the neighbourhood and presents specific neighbourhood guidelines for built form, public realm and open space, and transport and movement.

Key projects to support each neighbourhood's future role in accordance with the neighbourhood guidelines are generally shown on the neighbourhood framework plans within Section 6 of the Structure Plan and are described in more detail and presented spatially in the following sections.

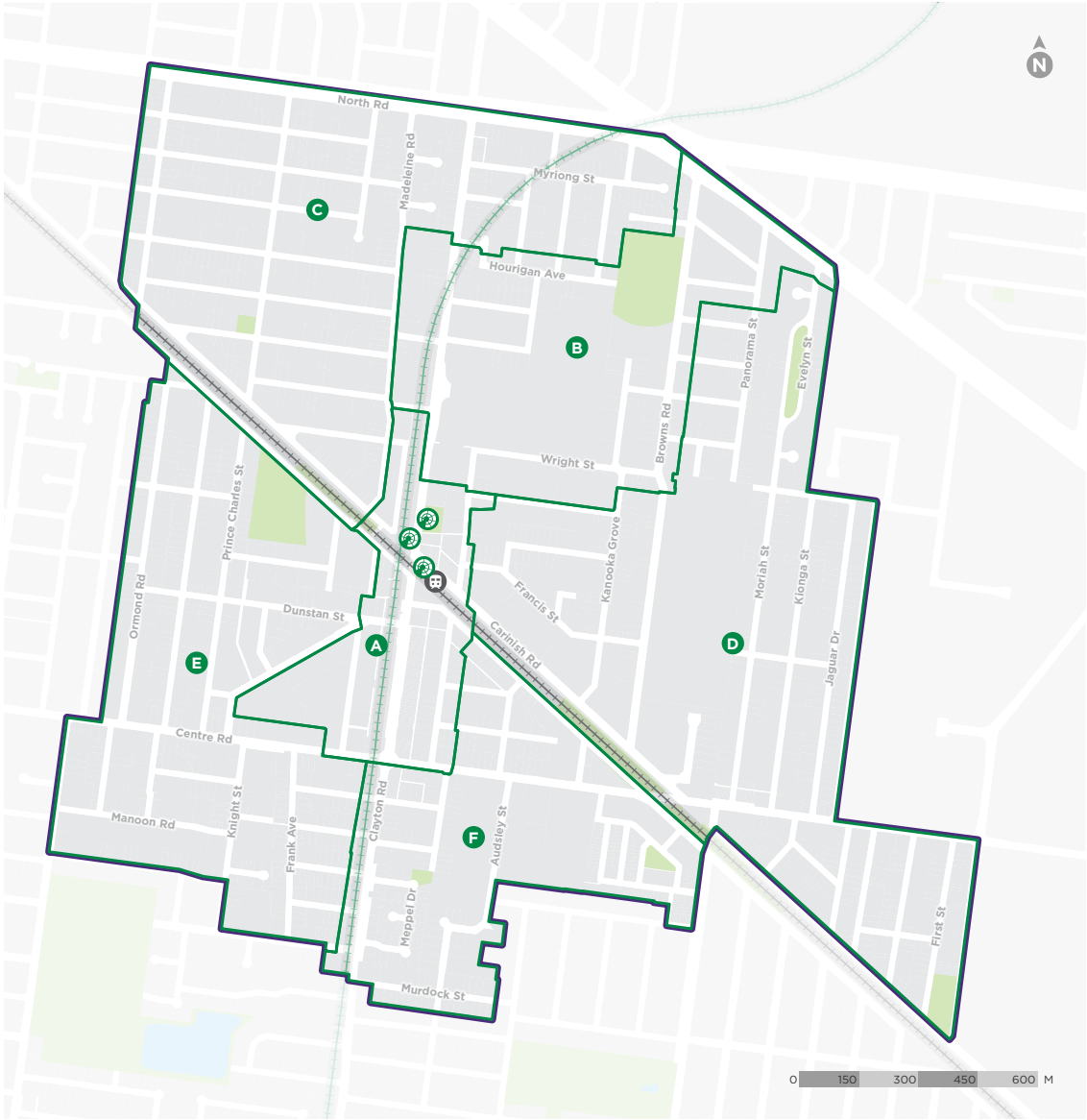
In the following tables, the key projects are categorised to align with the objectives and strategies for each neighbourhood and are listed under the following categories:

- New or enhanced new open space,
- New or enhanced community facility
- New or enhanced transport infrastructure.

A unique identifier illustrates where a key project may apply to one or more neighbourhoods. The key projects are described, identified against the relevant objective/ actions (from Section 2) and shown on a corresponding map.

All key projects are subject to functional and detailed design and procurement processes that could result in changes to the project descriptions and some projects ultimately not progressing.

Key projects for each neighbourhood in the Clayton Structure Plan Area are outlined in the following sections.



Clayton neighbourhoods

- A

 Clayton Central
- B

 Health
- C

 Flora Road
- D

 Inner East
- E

 Dunstan
- F

 Clayton South

3.1 Neighbourhood A: Clayton Central

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
A.1	New transport infrastructure	New pedestrian and cycling infrastructure along Nicholson Court to Dunstan Street.	17.1 17.2	Short – medium term	Deliver	SRLA	MCC
A.2 F.4	New transport infrastructure (intersection/crossing)	A new pedestrian and cycling crossing at the intersection of Centre Road and Thomas Street.	17.3	Medium – long term	Deliver	DTP	KCC MCC
A.3 F.5	Enhanced transport infrastructure (intersection/crossing)	Upgrade crossing for cycling and pedestrians at the intersection of Centre Road and Clayton Road.	17.3	Medium – long term	Deliver	DTP	KCC MCC
A.4	Enhanced public realm	Upgrade streetscape, public transport and pedestrian infrastructure along Clayton Road between Carinish Road and Centre Road.	13.2 17.2	Medium – long term	Deliver	DTP	KCC MCC
A.5	New open space	Delivery of new open space around Cooke Street and Burton Avenue.	7.1	Medium – long term	Deliver	MCC	SRLA
A.6	New open space	New open space near Thomas Street.	7.1	Medium – long term	Deliver	MCC	SRLA
A.7	Enhanced community facility	Upgrade the Clayton Community Centre.	6.1	Medium – long term	Deliver	MCC KCC	SRLA
A.8	New community facility	A new multi-purpose community hub and library (or equivalent).	6.1	Medium – long term	Deliver	MCC	SRLA



Figure 1: Clayton Central neighbourhood - indicative key projects plan

3.2 Neighbourhood B: Health

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
B. 1	Enhanced transport infrastructure	Upgrade of cycling infrastructure from Wright Street to Clayton Road.	17.2	Long term	Deliver	State	
B. 2 C.1	New transport infrastructure (intersection/crossing)	New pedestrian and cycling crossings at the intersections of Hourigan Avenue and Clayton Road.	17.3	Medium - long term	Deliver	DTP	MCC
B. 3	Enhanced transport infrastructure (intersection/crossing)	New pedestrian and cycling crossings across Dandenong Road and Wellington Road around Panorama Street and Cobain Street.	17.3	Long term	Deliver	DTP	MCC
B. 4	Enhanced transport infrastructure	New pedestrian and cycling infrastructure along Browns Road between Princes Highway and Wright Street.	17.2	Medium - long term	Deliver	DTP	MCC
B. 5	New open space	New open space around Wright Street and Kanooka Grove.	7.1	Medium - long term	Deliver	MCC	SRLA



Figure 2: Health neighbourhood - indicative key projects plan

3.3 Neighbourhood C: Flora Road

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
C.1 B.2	New transport infrastructure (intersection/crossing)	New pedestrian and cycling crossings at the intersections of: <ul style="list-style-type: none"> – North Road and Madeleine Road – Clayton Road and Wright Street. 	17.3	Medium – long term	Deliver	DTP	MCC
C.2	Enhanced transport infrastructure (intersection/crossing)	Upgrade of crossing for pedestrians and cyclists at the intersection of North Road and Clayton Road.	17.3	Medium – long term	Deliver	DTP	MCC
C.3	New open space	New open space around: <ul style="list-style-type: none"> – Madeleine Road – Fulton Street and Manton Road. 	7.1	Medium – long term	Deliver	MCC	SRLA

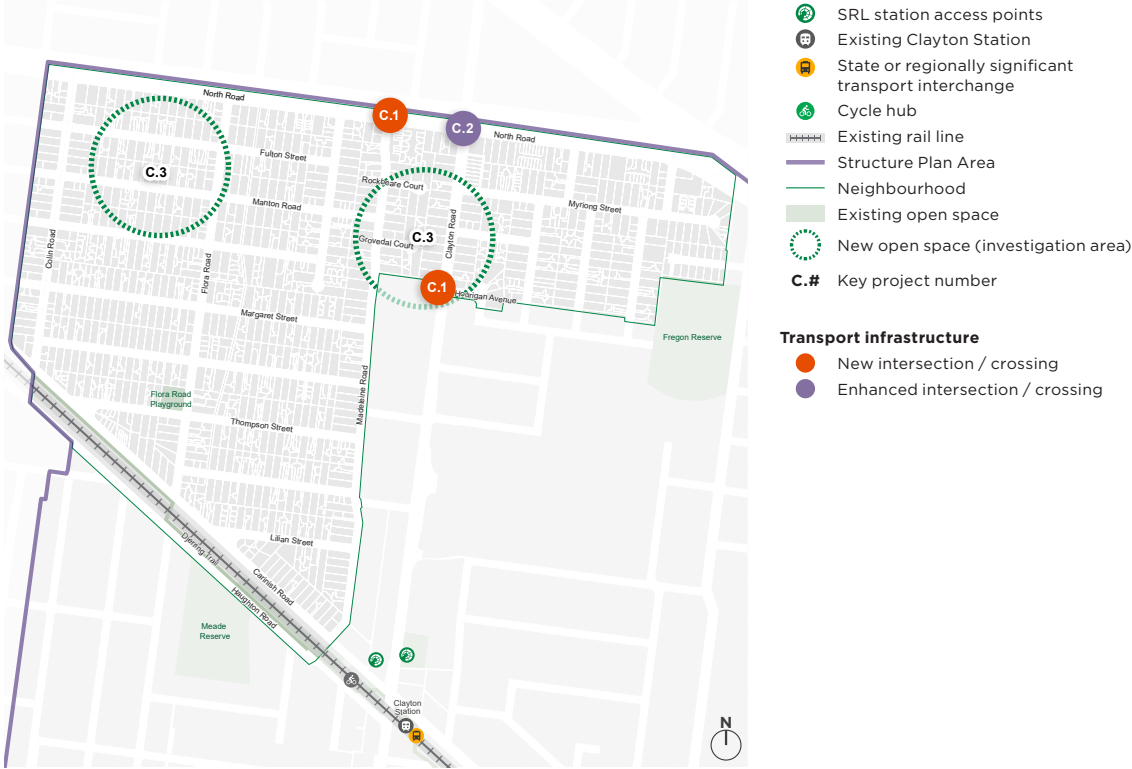


Figure 3: Flora Road neighbourhood - indicative key projects plan

3.4 Neighbourhood D: Inner East

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
D.1	Enhanced transport infrastructure (intersection/crossing)	Upgrade crossing for pedestrians and cyclists at the intersection of Centre Road and Carinish Road.	17.3	Medium – long term	Deliver	DTP	KCC MCC
D.2	New open space (planned)	New open spaces within the PMP Printing Site, with new east-west pedestrian and cycling infrastructure between Francis Street and Bimbi Street, and new north-south pedestrian and cycling infrastructure.	7.1 17.2	Medium – long term	Deliver	MCC	
D.3	New community facility	New indoor sport and recreation facility (or equivalent).	6.1	Medium – long term	Deliver	MCC KCC	SRLA
D.4	New open space (planned)	Delivery of planned new open space at corner of Djerring Trail and Centre Road.	7.1	Short term	Deliver	MCC	

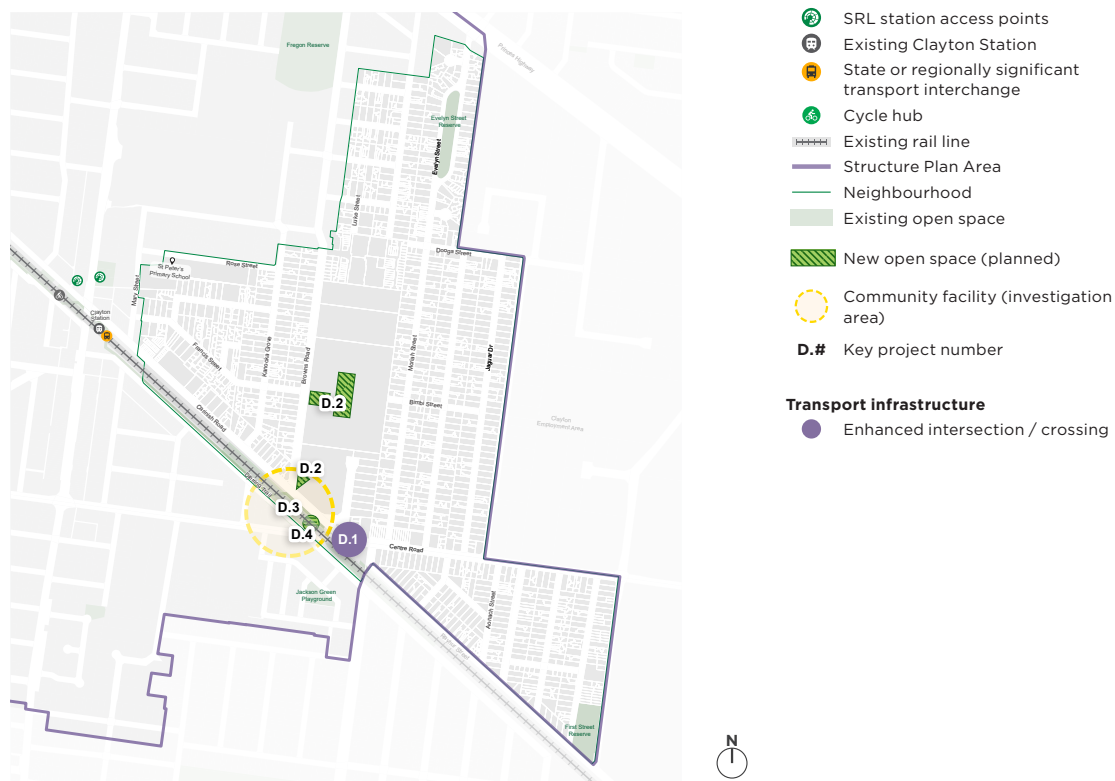


Figure 4: Inner East Residential neighbourhood - indicative key projects plan

3.5 Neighbourhood E: Dunstan

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
E.1	New transport infrastructure	New pedestrian and cycling infrastructure along: <ul style="list-style-type: none"> – Nicholson Court between Haughton Road and the end of Nicholson Court – Burton Avenue between Dunstan Street and Centre Road. 	17.2	Medium – long term	Deliver	MCC	
E.2	New open space	New open space around: <ul style="list-style-type: none"> – Eva Street and Ormond Road – Manoon Road and Springfield Avenue. 	7.1	Medium – long term	Deliver	KCC	SRLA



Figure 5: Dunstan neighbourhood - indicative key projects plan

3.6 Neighbourhood F: Clayton South

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
F.1	New transport infrastructure (intersection/crossing)	A new pedestrian and cycling crossing at the intersection of Meppel Drive and Clayton Road.	17.3	Medium – long term	Deliver	DTP	KCC
F.2	Enhanced open space	Upgrade of Meppel Drive Reserve open space.	7.2	Medium – long term	Deliver	KCC	
F.3 A.2	New transport infrastructure (intersection/crossing)	A new pedestrian and cycling crossing at the intersection of Centre Road and Thomas Street.	17.3	Medium – long term	Deliver	DTP	KCC MCC
F.4 A.3	Enhanced transport infrastructure (intersection/crossing)	Upgrade of crossing to improve pedestrian and cyclist safety at the intersection of Centre Road and Clayton Road.	17.3	Medium – long term	Deliver	DTP	KCC MCC

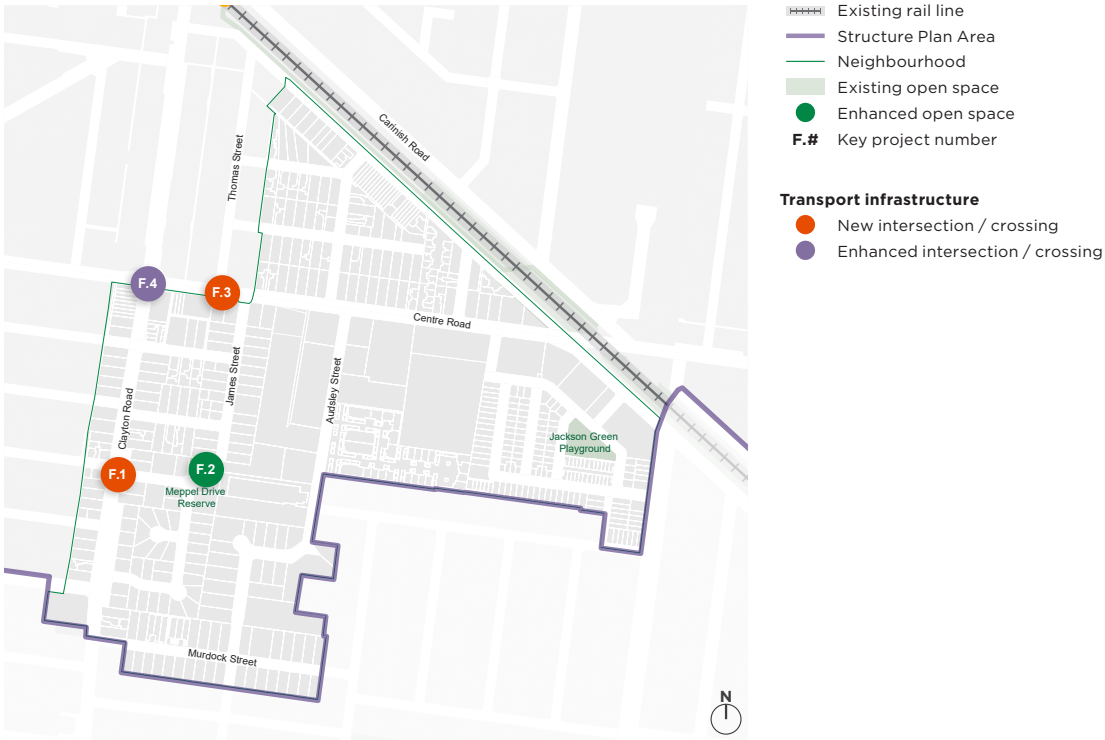


Figure 6: Clayton South neighbourhood - indicative key projects plan

4. SRL East main works

SRL East main works are the rail and station infrastructure and related works.

SRLA will deliver the SRL East main works over the medium to long term. The main works relevant to the Clayton Structure Plan Area are listed below for reference.

Item	Description
SRL.1	The new SRL station at Clayton with a cycle hub.
SRL.2	New pedestrian and cyclist infrastructure along Lillian Street between Madeleine Road and Clayton Road New pedestrian and cyclist infrastructure along Lillian Street between Madeleine Road and Clayton Road including upgrade to crossing at Clayton Road.
SRL.3	Upgrade Remembrance Gardens open space.
SRL.4	A new open space at the SRL station forecourt, facing Clayton Road.
SRL.5	Upgrade streetscape, pedestrian and public transport infrastructure along Clayton Road between Lillian Street Extension and Carinish Road.
SRL.6	New east-west pedestrian infrastructure between Madeleine Road and Clayton Road.
SRL.7	Upgrade pedestrian and cycling infrastructure along the Djerring Trail between Madeleine Road and Clayton Road.
SRL.8	New north-south pedestrian and cycling infrastructure from Lillian Street Extension to Carinish Road.
SRL.9	Upgrade streetscape and pedestrian infrastructure along Haughton Road between Nicholson Court and Clayton Road.
SRL.10	Upgrade of intersection at Shandean Avenue, Dixon Street and Clayton Road.



Figure 7: SRL East main works



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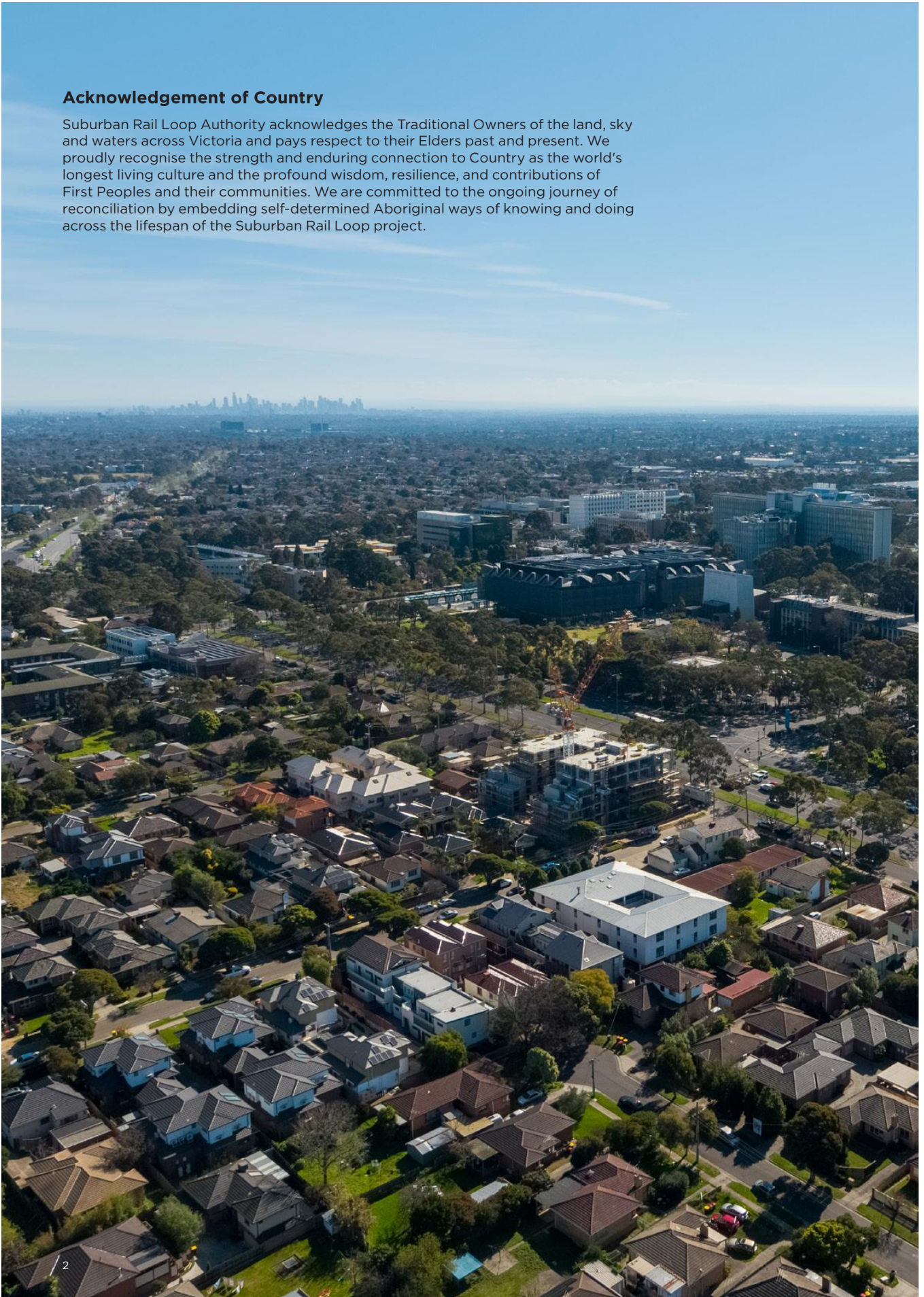
SRL East Draft Structure Plan - Monash

Draft Implementation Plan



Acknowledgement of Country

Suburban Rail Loop Authority acknowledges the Traditional Owners of the land, sky and waters across Victoria and pays respect to their Elders past and present. We proudly recognise the strength and enduring connection to Country as the world's longest living culture and the profound wisdom, resilience, and contributions of First Peoples and their communities. We are committed to the ongoing journey of reconciliation by embedding self-determined Aboriginal ways of knowing and doing across the lifespan of the Suburban Rail Loop project.



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1. Introduction

1.1 Turning the Structure Plan into reality

The Draft Monash Structure Plan sets out actions to achieve the Vision for Monash and realise the multi-generational benefits of SRL.

Delivering the Structure Plan actions will require coordination across government, with different implementation pathways identified for different types of actions:

- **Statutory actions** - foundation actions to implement the Structure Plan. These actions require an amendment to the Monash Planning Scheme.
- **Non-statutory actions** - future actions to implement the Structure Plan, once the Planning Scheme Amendment is made. These actions rely on partnerships and other mechanisms.

Statutory and non-statutory actions are listed in Section 2 of this Draft Implementation Plan.

In addition to these actions, key projects are identified for the Monash Structure Plan Area. These are the key projects which will support each neighbourhood's role in achieving the Vision for Monash and projected population and employment growth. The key projects are listed in Section 3 of this Draft Implementation Plan.

The non-statutory actions and key projects may be reviewed and adjusted over time to meet changing needs in the Structure Plan Area, or as new information or delivery methods become available.

1.2 Implementation pathways

Implementing the Structure Plan will require three main approaches.

Amend Planning Scheme

An amendment to the Monash Planning Scheme is required to allow the land use and development in the Structure Plan, and provide the necessary planning tools. As the responsible planning authority in the declared Planning Area surrounding the SRL station, the Suburban Rail Loop Authority (SRLA) has prepared the Draft Planning Scheme Amendment.

Deliver

Achieving the Structure Plan objectives will require delivery of various actions including but not limited to:

- Providing public transport, schools and health services to support population growth in the Structure Plan Area, delivered by the Victorian Government
- Improving the urban structure and amenity, with new and enhanced open spaces, community facilities, public transport, walking and cycling networks, delivered by the Victorian Government and/or City of Monash
- Infrastructure works directly related to land development, funded by the developer.

Partner

Implementing the Structure Plan will require partnerships between the Victorian and Australian governments and the City of Monash. Other partners will include Traditional Owners, community organisations, businesses, landowners and others.

1.3 Timing

This Draft Structure Plan identifies short-term, medium-term and long-term actions and key projects.

Short term:	2026 to 2031
Medium term:	2031 to 2036
Long term:	2036 to 2041


The timing of each action and key project is based on information available when this Draft Structure Plan was prepared. The lead agency for each action and key project will monitor and evaluate their timing, considering strategic resource plans and development within and beyond the Structure Plan Area.

2. Structure Plan actions


The timing, pathway and responsibilities for implementing the Structure Plan actions are detailed in Table 1.


Abbreviations	
SRLA: Suburban Rail Loop Authority	DTP: Department of Transport and Planning
BLCAC: Bunurong Land Council Aboriginal Corporation	MW: Melbourne Water
CSIRO: Commonwealth Scientific and Industrial Research Organisation	MCC: Monash City Council
DEECA: Department of Energy, Environment and Climate Action	MU: Monash University
DJSIR: Department of Jobs, Skills, Industry and Regions	Water Corp: South East Water and/or Yarra Valley Water, as relevant
	WWCHAC: Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation

Table 1: Implementation Table


NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
 ENRICHING COMMUNITY					
Objective 1: Celebrate, protect and interpret and Aboriginal cultural values					
1.1	Engage with Traditional Owners and the Aboriginal community throughout SRL East structure planning and delivery.	Short – long term	Partner	SRLA	WWCHA BLCAC MCC
1.2	Partner with Traditional Owners in the design of new public spaces and to identify opportunities to restore the local natural environment.	Short – long term	Partner	SRLA MCC	WWCHA BLCAC
1.3	Investigate the inclusion of spaces in community facilities designed for and with Traditional Owners and / or relevant Aboriginal community service providers.	Medium – long term	Partner	MCC	WWCHA BLCAC SRLA
1.4	Actively work towards achieving Victorian Public Service and agreed contractor Aboriginal employment targets with a focus on local Aboriginal communities.	Short – long term	Partner	SRLA	WWCHA BLCAC
1.5	Identify opportunities for the advancement of Aboriginal employment outcomes and procurement opportunities when developing an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.	Short term	Partner	SRLA	WWCHA BLCAC

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 2: Deliver more housing to support jobs growth					
2.1	Amend the planning scheme to support high and medium housing growth in the areas shown in Figure 11 of the Draft Structure Plan.	Short term	Amend the planning scheme	SRLA	
Objective 3: Introduce targeted new housing to support the vibrancy of the precinct					
3.1	Amend the planning scheme to enable significant housing growth near the SRL station that supports the employment focus of the precinct.	Short term	Amend the planning scheme	SRLA	
Objective 4: Encourage a range of housing sizes and tenures to meet the needs of future households					
4.1	Amend the planning scheme to encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth.	Short term	Amend the planning scheme	SRLA	
Objective 5: Increase the supply of social and affordable housing					
5.1	Amend the planning scheme to encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth.	Short term	Amend the planning scheme	SRLA	
Objective 6: Provide an enhanced and accessible network of community infrastructure that meets the needs of the future community.					
6.1	Work collaboratively to: <ul style="list-style-type: none">Confirm the form and location of community infrastructure considering the guiding principles for site selection, district and regional opportunities, and potential delivery modelsDeliver new and enhanced community infrastructure.	Medium – long term	Deliver	MCC	SRLA
6.2	Facilitate shared user agreements to allow for wider public access to sporting infrastructure on local school campuses.	Medium term	Partner	MCC	DE SRLA MU
6.3	Monitor the need for new government secondary school provision to serve the needs of the current and future community and surrounding areas.	Long term	Partner	DE	SRLA
6.4	Monitor and respond to the need for new and/or expanded public, not-for-profit and for-profit kindergarten provision to serve the needs of the current and future Monash community and surrounding areas.	Short – long term	Partner	DE	MCC


NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 7: Create a connected and accessible open space network for those who live and work in Monash					
7.1	Deliver new open spaces that meet the guiding principles for site selection and in locations that improve walkable access to open space (see Figure 12 of the Draft Structure Plan).	Short – long term	Deliver	MCC	SRLA
7.2	Deliver enhancements to existing open space where required (see Figure 12 of the Draft Structure Plan).	Short – long term	Deliver	MCC	
7.3	Amend the planning scheme to encourage the delivery of new key links through private landholdings to improve walkable access to open space, where there are reasonable opportunities to fulfil the completion of the link on adjacent land over time (see Figure 12 of the Draft Structure Plan).	Short term	Amend the planning scheme	SRLA	
7.4	Plan for a potential naturalisation and upgrade of the Mile Creek Drainage reserve.	Short – medium term	Partner	MW	SRLA
7.5	Amend the planning scheme to ensure that new development seeks to activate the Mile Creek Drainage reserve while maintaining its hydraulic function.	Short term	Amend the planning scheme	SRLA	
NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY Lead	Partner
<div>BOOSTING THE ECONOMY</div>					
Objective 8: Strengthen Monash as a globally significant place for innovation					
8.1	Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor, including strategies to strengthen Monash as an innovation precinct.	Short term	Partner	SRLA	DJSIR MCC
8.2	Amend the planning scheme to strengthen policy support for Monash as an innovation precinct.	Short term	Amend the planning scheme	SRLA	
Objective 9: Create a new centre for Monash that attracts jobs and supports investment					
9.1	Amend the planning scheme to: <ul style="list-style-type: none">Facilitate a range of new land uses within Monash Central to increase activity and improve worker amenityPrioritise the delivery of employment floorspace while still accommodating uses that are complementary to this primary function, including new housingEncourage new development to provide active uses at ground floor level.	Short term	Amend the planning scheme	SRLA	
9.2	Develop a transition plan for the Monash Recycling and Waste Centre located on Ferntree Gully Road.	Medium – long term	Partner	MCC	SRLA

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 10: Support the growth of anchor institutions and leverage off their success					
10.1	Amend the planning scheme to support the land use mix and built form requirements that encourage the growth of anchor institutions.	Short term	Amend the planning scheme	SRLA	
10.2	Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor, and specifically addresses the needs of anchor institutions and the clustering and co-location of businesses.	Short term	Partner	SRLA	DJSIR MCC
Objective 11: Support knowledge-based employment, attracting professional services and transitioning to advanced manufacturing					
11.1	Amend the planning scheme to: <ul style="list-style-type: none">Encourage growth in office and professional services in the Monash Central neighbourhood and the Employment Growth neighbourhoodSupport the growth of advanced manufacturing within the Employment Growth neighbourhood and Health Innovation neighbourhood.	Short term	Amend the planning scheme	SRLA	
Objective 12: Provide for a diverse mix of affordable, flexible work spaces to support a wide variety of businesses					
12.1	Amend the planning scheme to: <ul style="list-style-type: none">Encourage the delivery of affordable workspaces within developments in Monash Central, the Employment Growth neighbourhood and the Health Innovation neighbourhoodEncourage office, creative spaces or other workspaces to be used to activate the ground floor of developments in Monash Central and in areas identified for mixed-use (as shown in Figure 13 of the Draft Structure Plan).	Short term	Amend the planning scheme	SRLA	
12.2	Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor, and specifically considers the delivery of affordable workspaces.	Short term	Partner	SRLA	DJSIR MCC
<div><div>ENHANCING PLACE</div></div>					
Objective 13: Ensure the scale of built form is responsive to its context					
13.1	Amend the planning scheme to achieve preferred scale and built form outcomes, including preferred maximum building heights.	Short term	Amend the planning scheme	SRLA	
13.2	Prepare a master plan for the area identified shown in Figure 14 of the Draft Structure Plan, which provides detailed design guidance on preferred scale and built form outcomes.	Short term	Partner	SRLA	MCC MU

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 14: Create a network of streets and public spaces that are vibrant, inviting and support growth					
14.1	Prepare and implement streetscape designs for each street type, as required.	Short term	Partner	MCC DTP	SRLA
14.2	Deliver streetscape upgrades consistent with each enhanced street type.	Medium – long term	Deliver	MCC DTP	
14.3	Prepare a master plan for the area shown in Figure 14 of the Draft Structure Plan, which provides detailed design guidance for the delivery of a network of high amenity Activity Streets and Green Streets.	Short term	Partner	SRLA	MCC DTP MU
Objective 15: Ensure new development contributes positively to the public realm					
15.1	Amend the planning scheme to ensure that new development provides, as per neighbourhood design guidelines in Section 6 of the Draft Structure Plan: <ul style="list-style-type: none">– Appropriate setbacks and site coverage to achieve preferred character and landscaping outcomes– An appropriate sense of address, surveillance of the public realm and privacy for occupants– Active frontages along key streets.	Short term	Amend the planning scheme	SRLA	
15.2	Amend the planning scheme to: <ul style="list-style-type: none">– Ensure that new development is designed to minimise adverse overshadowing impacts to key streets and public open spaces, and private open space– Ensure that new development minimises adverse wind impacts on the public realm.	Short term	Amend the planning scheme	SRLA	
15.3	Work with Monash University and the CSIRO to identify opportunities to better integrate with the public realm.	Short – long term	Partner	SRLA	MU CSIRO
15.4	Prepare a master plan for the area shown in Figure 14 of the Draft Structure Plan, which provides detailed design guidance to ensure that Activity Streets and public and private open spaces have an acceptable level of overshadowing.	Short term	Partner	SRLA	MCC DTP MU
Objective 16: Ensure new buildings provide good amenity for occupants					
16.1	Amend the planning scheme to ensure that new buildings offer adequate internal amenity for occupants, including through the provision of good daylight and solar access, ventilation, minimal overlooking and appropriate building separation, attenuation and design measures, as well as equitable development outcomes for adjoining sites.	Short term	Amend the planning scheme	SRLA	
Objective 17: Encourage built form that facilitates economic success					
17.1	Amend the planning scheme to ensure built form outcomes that encourage business diversity and growth.	Short term	Amend the planning scheme	SRLA	

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
<div> BETTER CONNECTIONS</div>					
Objective 18: Create a new, highly walkable and coordinated street network at the centre of the Structure Plan Area					
18.1	Prepare a master plan for the area shown in Figure 16 of the Draft Structure Plan, which provides design guidance and a delivery pathway for new streets and links, and upgrades to existing streets.	Short term	Partner	SRLA	MCC DTP MU
Objective 19: Create an integrated public transport network connecting the new SRL East station with key destinations					
19.1	Establish a network of strategic and local public transport routes as shown in Figure 17 of the Draft Structure Plan.	Medium – long term	Deliver	DTP	
19.2	Deliver wayfinding improvements between the different modes of transport within the Structure Plan Area.	Medium term	Deliver	MCC	SRLA
19.3	Investigate a future high capacity public transport corridor connecting to the station.	Short – long term	Partner	DTP	SRLA
19.4	Plan for improved bus priority along key movement corridors.	Medium – long term	Deliver	DTP	
Objective 20: Create a legible and safe active transport network					
20.1	Amend the planning scheme to: <ul style="list-style-type: none">– Require the preparation of an master plan for the area shown in Figure 18 of the Draft Structure Plan which provides detailed design guidance for the delivery of a network of Critical Key Links– Encourage the delivery of Important Key Links and Local Key Links through the future development of private landholdings, generally in accordance with locations identified in shown in Figure 18 of the Draft Structure Plan.	Short term	Amend the planning scheme	SRLA	
20.2	Expand and reinforce an active transport network of high-quality strategic and local walking and cycling routes, as shown in Figure 18 of the Draft Structure Plan.	Short – long term	Deliver	DTP MCC	
20.3	Deliver improved walking and cycling crossings in accordance with the locations identified in shown in Figure 18 of the Draft Structure Plan.	Short – long term	Deliver	DTP MCC	
20.4	Develop bicycle and micro-mobility end-of-trip policy / guidelines.	Short – medium term	Partner	MCC	SRLA
20.5	Work with Melbourne Water and Monash City Council to investigate opportunities to allow walking and cycling along the Mile Creek Drainage Reserve.	Short – medium term	Partner	MW	SRLA MCC

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 21: Minimise the impacts of private vehicles and freight on local streets					
21.1	Establish and reinforce the strategic and local traffic and freight network, as shown in Figure 19 of the Draft Structure Plan.	Medium – long term	Deliver	DTP	MCC
21.2	Prepare detailed plans for local streets to discourage through-traffic and improve safety.	Medium term	Partner	MCC	
21.3	Plan for the Westall Road extension project between Dandenong Road and the Monash Freeway to support Monash’s ongoing development.	Medium – long term	Deliver	DTP	
Objective 22: Encourage a shift towards more sustainable transport modes					
22.1	Prepare a Precinct Parking Plan to develop an integrated, strategic approach to parking across the Structure Plan Area.	Short term	Deliver	SRLA	
22.2	Amend the planning scheme to: <ul style="list-style-type: none">Specify appropriate maximum and minimum car parking rates for new use and development within the Structure Plan AreaRequire a Green Travel Plan for residential and non-residential development of a certain scaleRequire the preparation of a car parking re-use plan, which explores adaptability and alternative uses of parking spaces, for suitably scaled developments.	Short term	Amend the planning scheme	SRLA	
22.3	Develop an on-street parking management policy that supports the Structure Plan Area’s significant changes in land use density, diversity and accessibility levels over time.	Short term	Partner	MCC	SRLA
Objective 23: Better link the Monash and Clayton Structure Plan Areas					
23.1	Deliver critical pedestrian and cyclist crossings across Wellington Road and Princes Highway, as shown in Figure 18 of the Draft Structure Plan.	Short – medium term	Deliver	DTP	MCC

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY LeadPartner	
<div></div> <div>EMPOWERING SUSTAINABILITY</div>					
Objective 24: Support the accelerated transition to net zero by 2045 with sustainable building design					
24.1	Amend planning controls to improve sustainable building design standards.	Short term	Amend the planning scheme	SRLA	
Objective 25: Promote and support innovative solutions to increase energy resilience and reduce emissions through local renewable electricity generation, storage and use					
25.1	Work with stakeholders to explore improved energy reliability initiatives within the Structure Plan Area.	Medium – long term	Partner	SRLA	MCC
25.2	Develop partnerships to explore renewable energy generation at an appropriate scale for local needs.	Medium – long term	Partner	DEECA	MCC SRLA Utility providers
Objective 26: Reduce waste and encourage the use of recycled and sustainable resources					
26.1	Prepare a circular economy plan for the Structure Plan Area that promotes circular economy principles and identifies projects that can be seeded within the area.	Short term	Partner	SRLA	DEECA MCC
26.2	Amend the planning scheme to require the submission of a waste management plan as part of any permit application for development greater than 5,000 m² GFA.	Short term	Amend the planning scheme	SRLA	
26.3	Partner with key stakeholders to deliver targeted investment in circular economy opportunities.	Medium – long term	Partner	SRLA	DEECA MCC
Objective 27: Facilitate a cool, green and biodiverse environment					
27.1	Amend the planning scheme to encourage the integration of greening and cooling initiatives in new development to help minimise urban heat island effect and promote a biodiverse, natural environment.	Short term	Amend the planning scheme	SRLA	
Objective 28: Embed Integrated Water Management in the Monash Structure Plan Area					
28.1	Amend the planning scheme to require development to incorporate available or planned alternative water supply by providing third-pipe plumbing through the development to service: – All toilets and washing machines – Landscaped areas.	Short term	Amend the planning scheme	SRLA	
28.2	Work with utility providers to coordinate and progress the delivery of a new third-pipe non potable water supply.	Short – medium term	Partner	MW Water Corp.	SRLA DEECA
28.3	Partner with water authorities and IWM Forum members to support the preparation of an IWM Plan that considers opportunities within the Structure Plan Area.	Short term	Partner	DEECA	SRLA MW MCC WWCHA BLCAC

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3. Key projects

The Monash Structure Plan Area is divided into seven neighbourhoods, each with its own distinct role in achieving the Vision for Monash. The neighbourhoods are shown on the next page.

The Structure Plan provides the decision-making framework for planning and development in each neighbourhood. Section 6 of the Structure Plan describes the future role for each neighbourhood, sets objectives that will act as the guiding principles for development within the neighbourhood and presents specific neighbourhood guidelines for built form, public realm and open space, and transport and movement.

Key projects to support each neighbourhood's future role in accordance with the neighbourhood guidelines are generally shown on the neighbourhood framework plans within Section 6 of the Structure Plan and are described in more detail and presented spatially in the following sections.

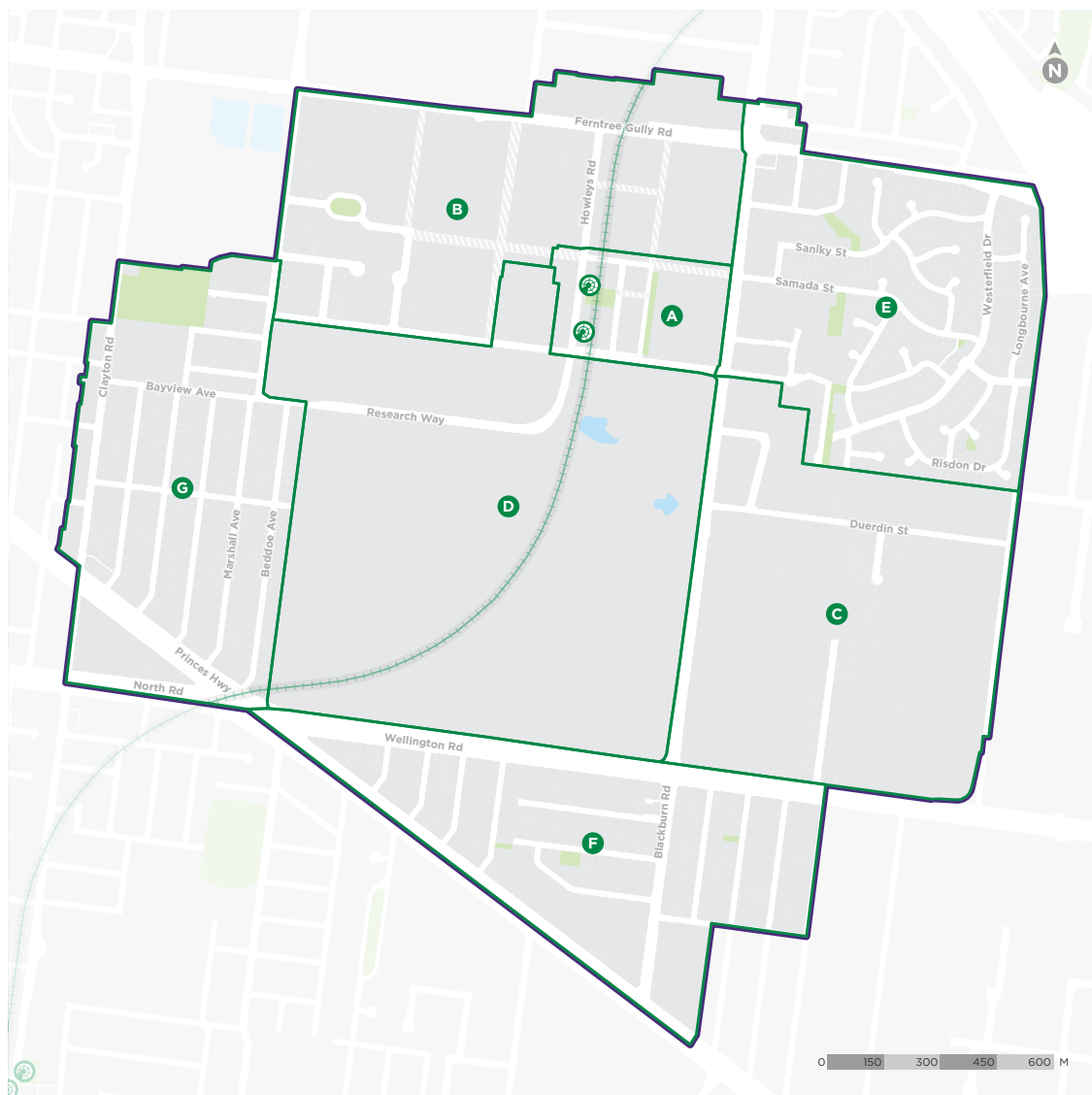
In the following tables, the key projects are categorised to align with the objectives and strategies for each neighbourhood and are listed under the following categories:

- New or enhanced new open space
- New community facility
- Enhanced public realm
- New or enhanced transport infrastructure.

A unique identifier illustrates where a key project may apply to one or more neighbourhoods. The key projects are described, identified against relevant objective/ actions (from Section 2) and shown on a corresponding map.

All key projects are subject to functional and detailed design and procurement processes that could result in changes to the project descriptions and some projects ultimately not progressing.

Key projects for each neighbourhood in the Monash Structure Plan Area are outlined in the following sections.



Monash neighbourhoods

- | | |
|--------------------------------------|--------------------------|
| A Monash Central | E Notting Hill |
| B Employment Growth | F Wellington Road |
| C Health Innovation | G Clayton North |
| D Monash University and CSIRO | |

3.1 Neighbourhood A: Monash Central

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
A.1 B.7	New transport infrastructure	A potential high capacity public transport corridor connecting to the SRL station.	19.3	Medium – long term	Deliver	DTP	
A.2	New community facility	A new multi-purpose community hub (or equivalent).	11.1	Long term	Deliver	MCC	SRLA
A.3	New transport infrastructure	A new East-West Street, including streetscape, public transport, pedestrian and cycling infrastructure, extending Samada Street between Linear Open Space Street and Blackburn Road.		Medium – long term	Deliver	SRLA	
A.4 E.6	New transport infrastructure (intersection/crossing)	New crossing for cycling and pedestrians at the intersection of: – East-West Street and Blackburn Road – East-West Street and Linear Open Space Street.	20.3	Medium – long term	Deliver	SRLA	DTP
A.5 C.1 D.3 E.1	Enhanced transport infrastructure (intersection/crossing)	Upgrade of crossing for cycling and pedestrians at the intersection of Normanby Road and Blackburn Road.	20.3	Long term	Deliver	DTP	
A.6	Enhanced public realm	Upgrade streetscape, public transport, pedestrian and cycling infrastructure along Normanby Road between the new Linear Open Space Street and Blackburn Road.	14.2 20.2	Medium – long term	Deliver	MCC	SRLA



Figure 1: Monash Central neighbourhood - indicative key projects plan

3.2 Neighbourhood B: Employment Growth

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
B.1 D.2	New transport infrastructure (intersection/crossing)	New crossing for cycling and pedestrians at the intersection of: <ul style="list-style-type: none"> Ferntree Gully Road and the new Linear Open Space Street Business Park Drive and Gardiner Road Normanby Road and Ferntree Place extension. 	20.3	Medium - long term	Deliver	DTP	
B.2 E.1	Enhanced transport infrastructure (intersection/crossing)	Upgrade crossing for pedestrian and cycling at the intersection of: <ul style="list-style-type: none"> Ferntree Gully Road, Forster Road and Gardiner Road Ferntree Gully Road and Ferntree Place Ferntree Gully Road and Blackburn Road. 	20.3	Medium - long term	Deliver	DTP	
B.3	Enhanced transport infrastructure	Upgrade of public realm and footpaths along Howleys Road south of Ferntree Gully Road.	14.2 20.2				
B.4 D.2	Enhanced transport infrastructure	Upgrade of streetscape, public transport, pedestrian and cycling infrastructure along Normanby Road between Gardiners Road and Ferntree Place extension.	14.2 20.2	Medium - long term	Deliver	MCC	
B.5	New open space	A new north-south linear open space and street, including streetscape, pedestrian infrastructure, between Ferntree Gully Road and the new East-West Street.	12.1 14.2 20.2	Medium - long term	Deliver	MCC	SRLA
B.6	New open space	Delivery of new open space within the employment growth neighbourhood.	12.1	Medium - long term	Deliver	MCC	SRLA
B.7 A.1	New transport infrastructure	A new high capacity public transport corridor connecting to the SRL station.	19.3	Medium - long term	Deliver	DTP	

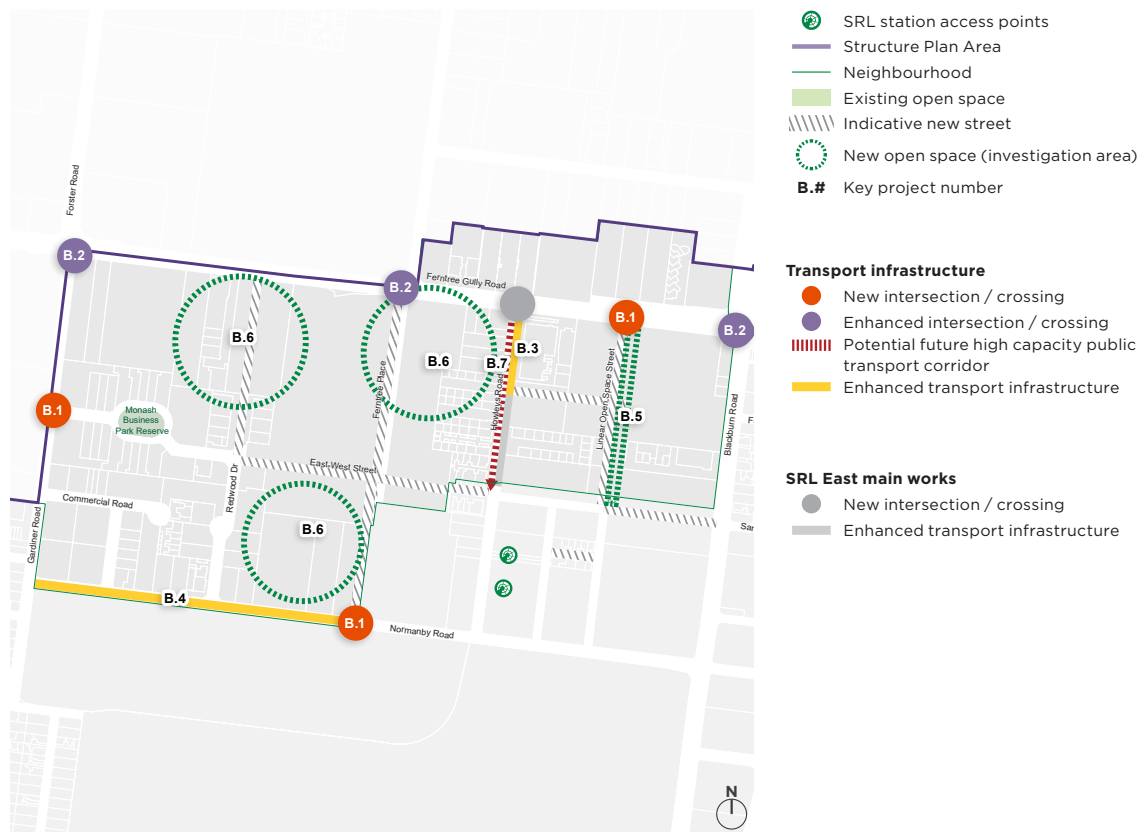


Figure 2: Employment Growth neighbourhood - indicative key projects plan

3.3 Neighbourhood C: Health Innovation

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
C.1 A.5 D.3 E.1	Enhanced transport infrastructure (intersection/crossing)	Upgrade crossing for cycling and pedestrians at the intersection of: – Duerdin Street and Blackburn Road – Normanby Road and Blackburn Road.	12.1 14.2 20.2	Medium – long term	Deliver	DTP	
C.2	New open space	Open space around Nantilla Road and Duerdin Street.	12.1	Short – long term	Deliver	MCC	SRLA
C.3	New open space	New linear open space around Mile Creek Drain including pedestrian and cycling infrastructure.	12.1 20.2	Short – long term	Deliver	MCC	SRLA

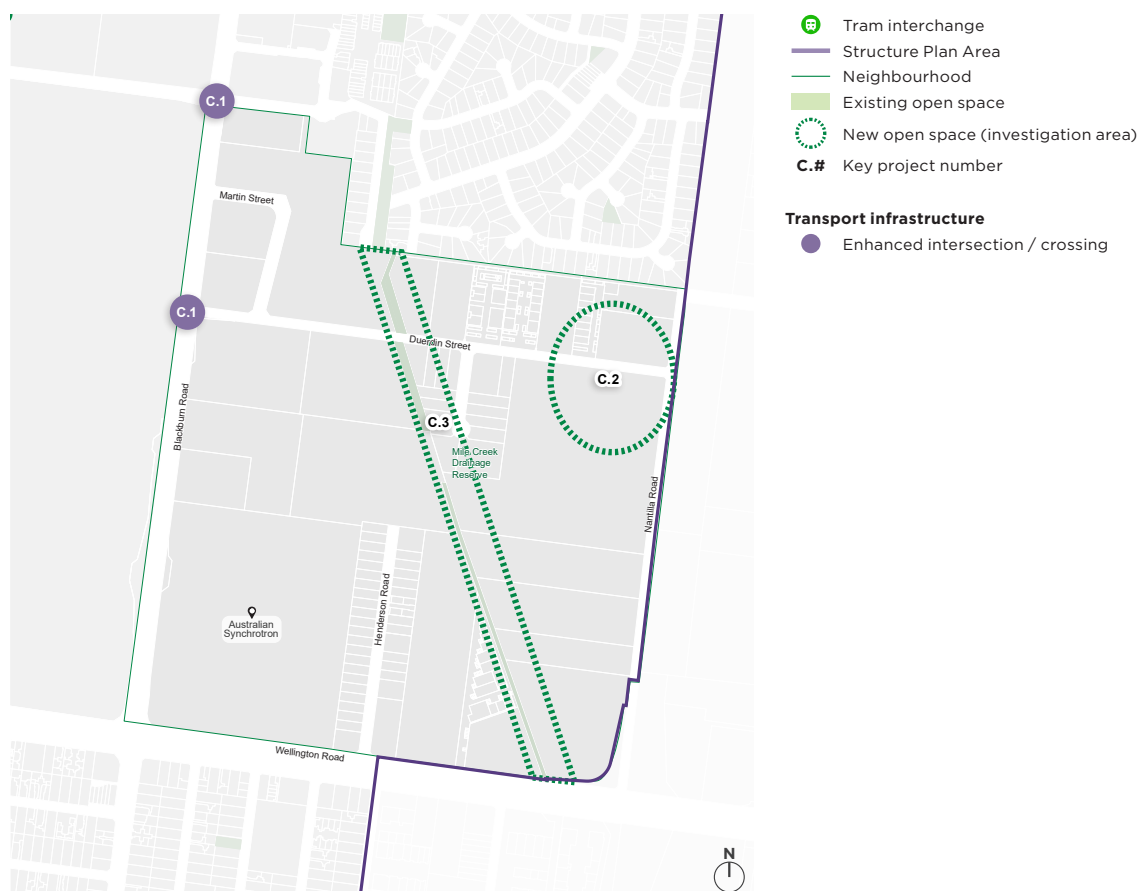


Figure 3: Health Innovation neighbourhood - indicative key projects plan

3.4 Neighbourhood D: Monash University and CSIRO

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
D.1 B.1	New transport infrastructure (intersection/crossing)	New pedestrian and cycling crossing at the intersection of Normanby Road and Ferntree Place Extension.	20.3	Medium - long	Deliver	DTP	
D.2 B.4	Enhanced transport infrastructure	Upgrade of streetscape, public transport, pedestrian and cycling infrastructure along Normanby Road between between Gardiners Road and west of Howleys Road.	14.2 20.2	Medium - long term	Deliver	MCC	
D.3 A.5 C.1 E.1	Enhanced transport infrastructure (intersection/crossing)	Upgrade crossings to improve pedestrian and cyclist safety at the intersections of: <ul style="list-style-type: none"> Duerdin Street and Blackburn Road Normanby Road and Blackburn Road. 	20.3	Medium - long	Deliver	DTP	

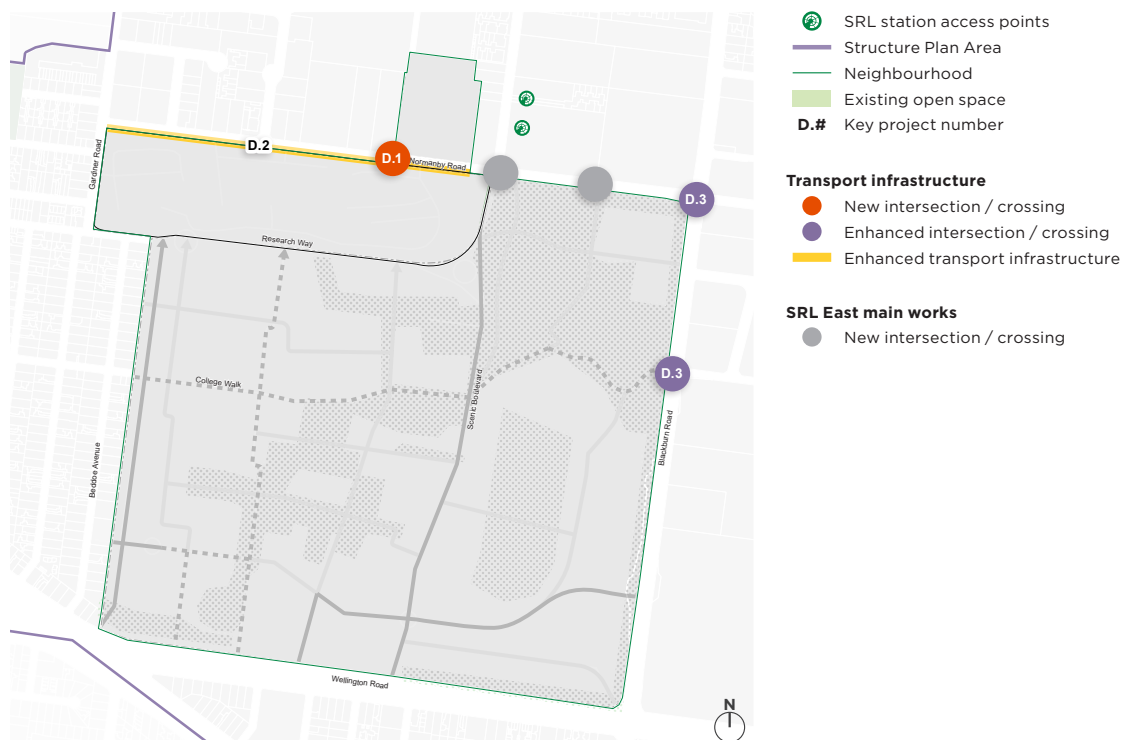


Figure 4: Monash University and CSIRO neighbourhood - indicative key projects plan

3.5 Neighbourhood E: Notting Hill

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
E.1 A.4	New transport infrastructure (intersection/crossing)	A new pedestrian and cycling crossing at the intersection of Ferntree Gully Road and Westerfield Drive.	20.3	Medium - long term	Deliver	DTP	
E.1 A.5 B.2 C.1 D.3	Enhanced transport infrastructure (intersection/crossing)	Upgrade of crossing for pedestrian and cycling at the intersection of: – Ferntree Gully Road and Blackburn Road – Normanby Road and Blackburn Road.	20.3	Medium - long term	Deliver	DTP	
E.2	Enhanced transport infrastructure	Upgrade of streetscape, public transport, pedestrian and cycling infrastructure along Normanby Road between Blackburn Road and Akuna Avenue Linear Reserve.	14.2 20.2	Medium - long term	Deliver	MCC	
E.3	New open space	New open space around Roslings Court and Westerfield Drive.	12.1	Short - long term	Deliver	MCC	SRLA
E.4	Enhanced open space	Upgrade open space at Berrydale Court Reserve and Akuna Avenue Linear Reserve.	12.2	Short - long term	Deliver	MCC	
E.5 A.4	New transport infrastructure (intersection/crossing)	A new pedestrian and cycling crossing at the intersection of the new East-West Street and Blackburn Road.	20.3	Medium - long term	Deliver	SRLA	



Figure 5: Notting Hill neighbourhood - indicative key projects plan

3.6 Neighbourhood F: Wellington Road

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
F.1	Enhanced transport infrastructure (intersection/crossing)	New pedestrian and cycling crossings across Princes Highway/ Dandenong Road and Wellington Road around Panorama Street and Cobain Street.	20.3	Medium – long term	Deliver	DTP	
F.2	Enhanced open space	Upgrade of open space at Arnott Street Reserve.	12.2	Short – long term	Deliver	MCC	

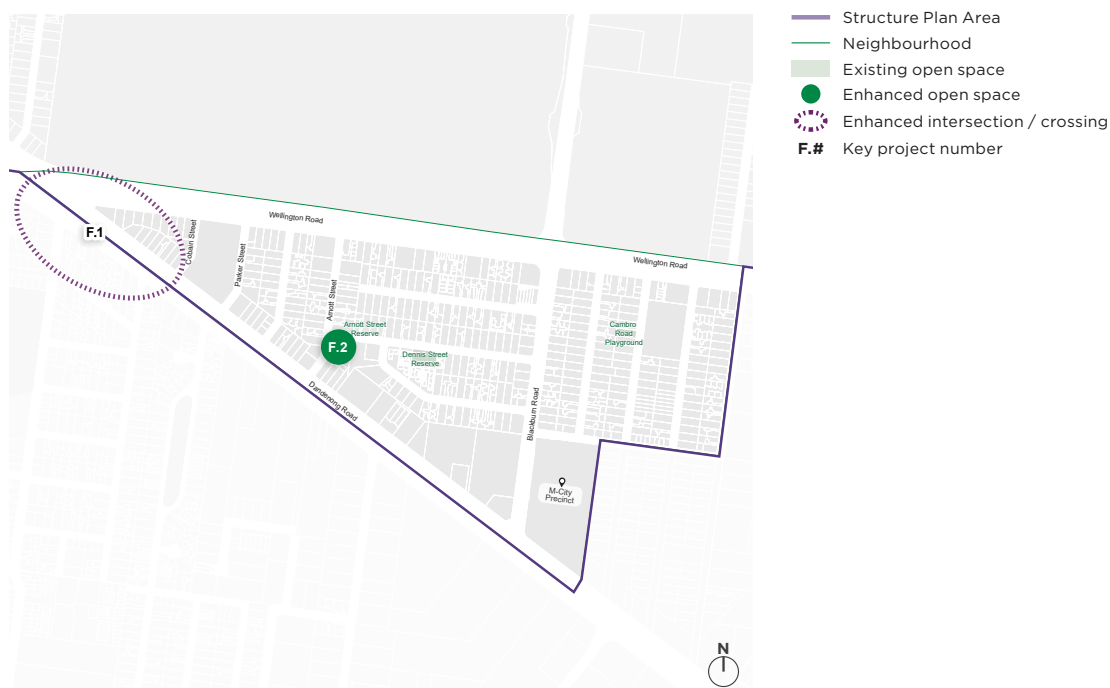


Figure 6: Wellington Road neighbourhood - indicative key projects plan

3.7 Neighbourhood G: Clayton North

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
G.1	Enhanced transport infrastructure (intersection/crossing)	Upgrade crossing to improve pedestrian and cyclist safety at the intersection of North Road and Clayton Road.	20.3	Medium – long term	Deliver	DTP	
G.2	New open space	New open space around: <ul style="list-style-type: none"> – Stockdale Avenue and Woodside Avenue – Beddoe Avenue. 	12.1	Short – long term	Deliver	MCC	SRLA

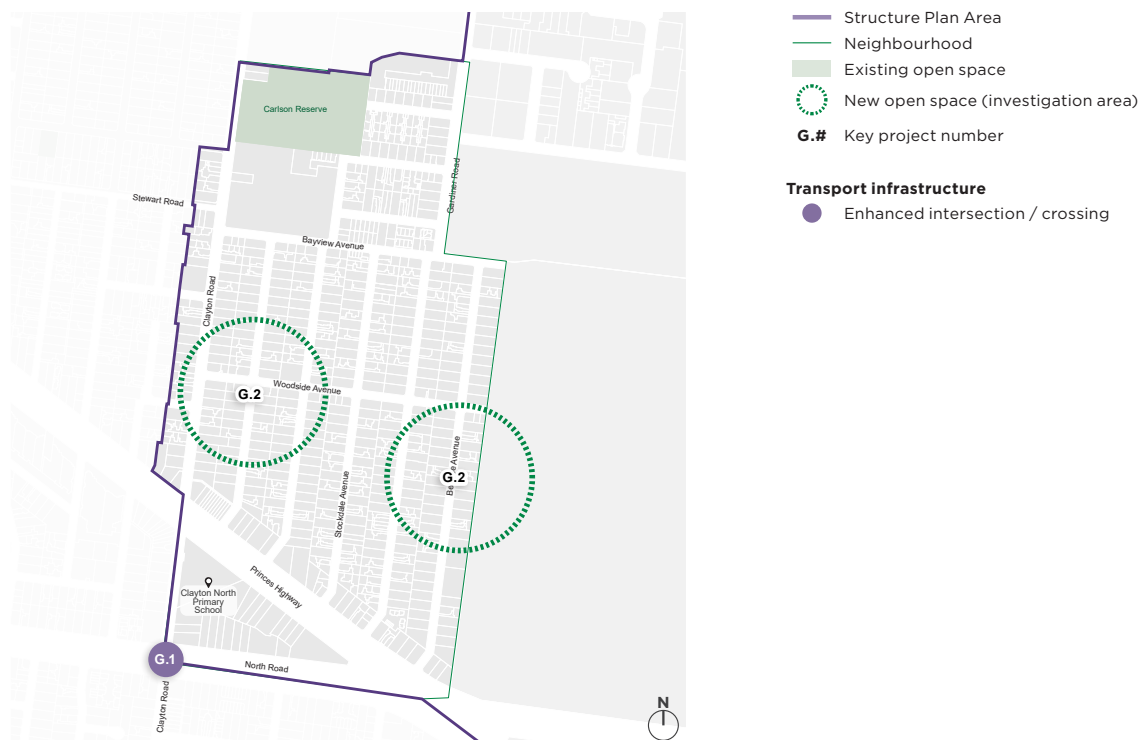


Figure 7: Clayton North neighbourhood - indicative key projects plan

4. SRL East main works

SRL East main works are the rail and station infrastructure and related works.

SRLA will deliver the SRL East main works over the medium to long term. The main works relevant to the Monash Structure Plan Area are listed below for reference.

Item	Description
SRL.1	The new SRL station at Monash with a cycle hub.
SRL.2	A new bus interchange at the SRL station.
SRL.3	New public realm at the SRL station entrance.
SRL.4	A new East-West Street, including streetscape, pedestrian and cycling infrastructure, between Howleys Road and North-South Bus Street.
SRL.5	A new North-South Street, including streetscape and pedestrian infrastructure between East-West Street and Normanby Road, east of Howleys Road.
SRL.6	A new Linear Open Space Street including linear open space, streetscape and pedestrian infrastructure between East-West Street and Normanby Road.
SRL.7	Upgrade streetscape, public transport, pedestrian and cycling infrastructure along Howleys Road between East-West Street and Normanby Road.
SRL.8	Upgrade streetscape, public transport, pedestrian and cycling infrastructure along Normanby Road between Howleys Road and new Linear Open Space Street.
SRL.9	New pedestrian and cycling crossings at the intersections of: <ul style="list-style-type: none"> – Howleys Road and Ferntree Gully Road – Howleys Road and East-West Street – Howleys Road, Normanby Road and Scenic Boulevard – East-West Street and North-South Street – Normanby and Linear Open Space Street.
SRL.10	A new East-West pedestrian link between the new North-South Street and the Linear Open Space Street.

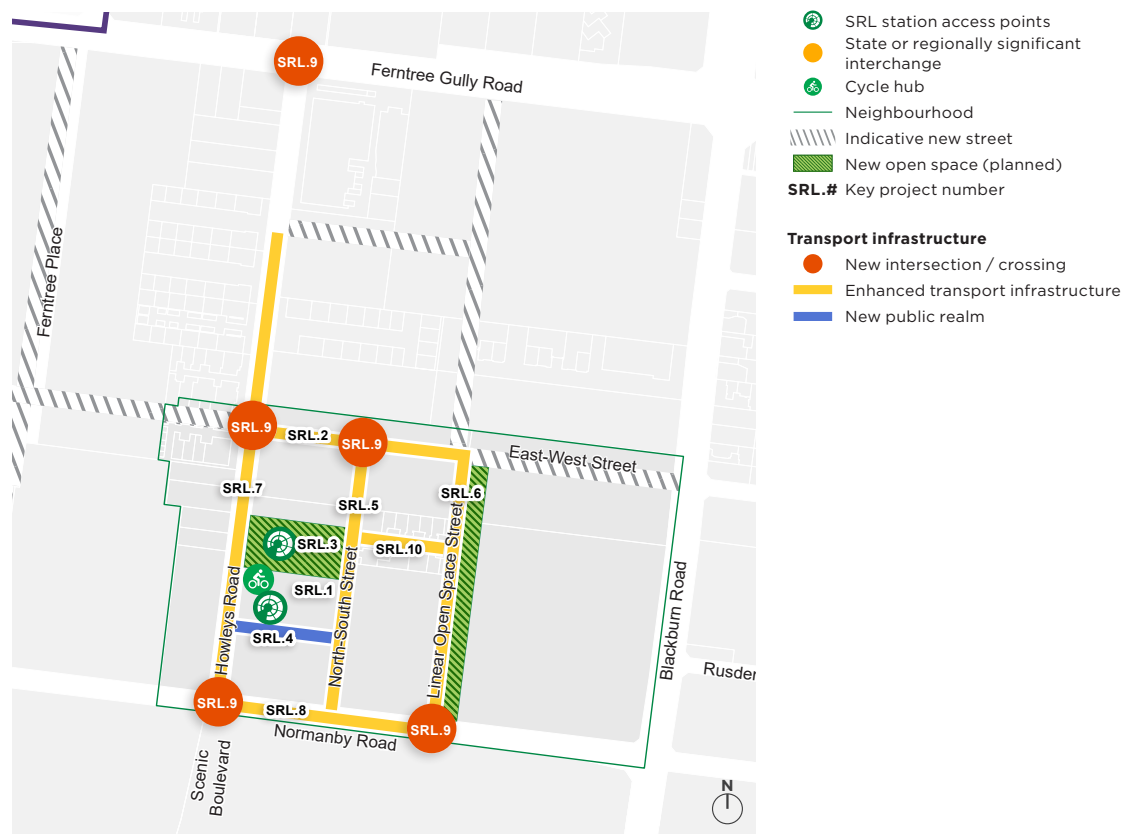


Figure 8: SRL East main works



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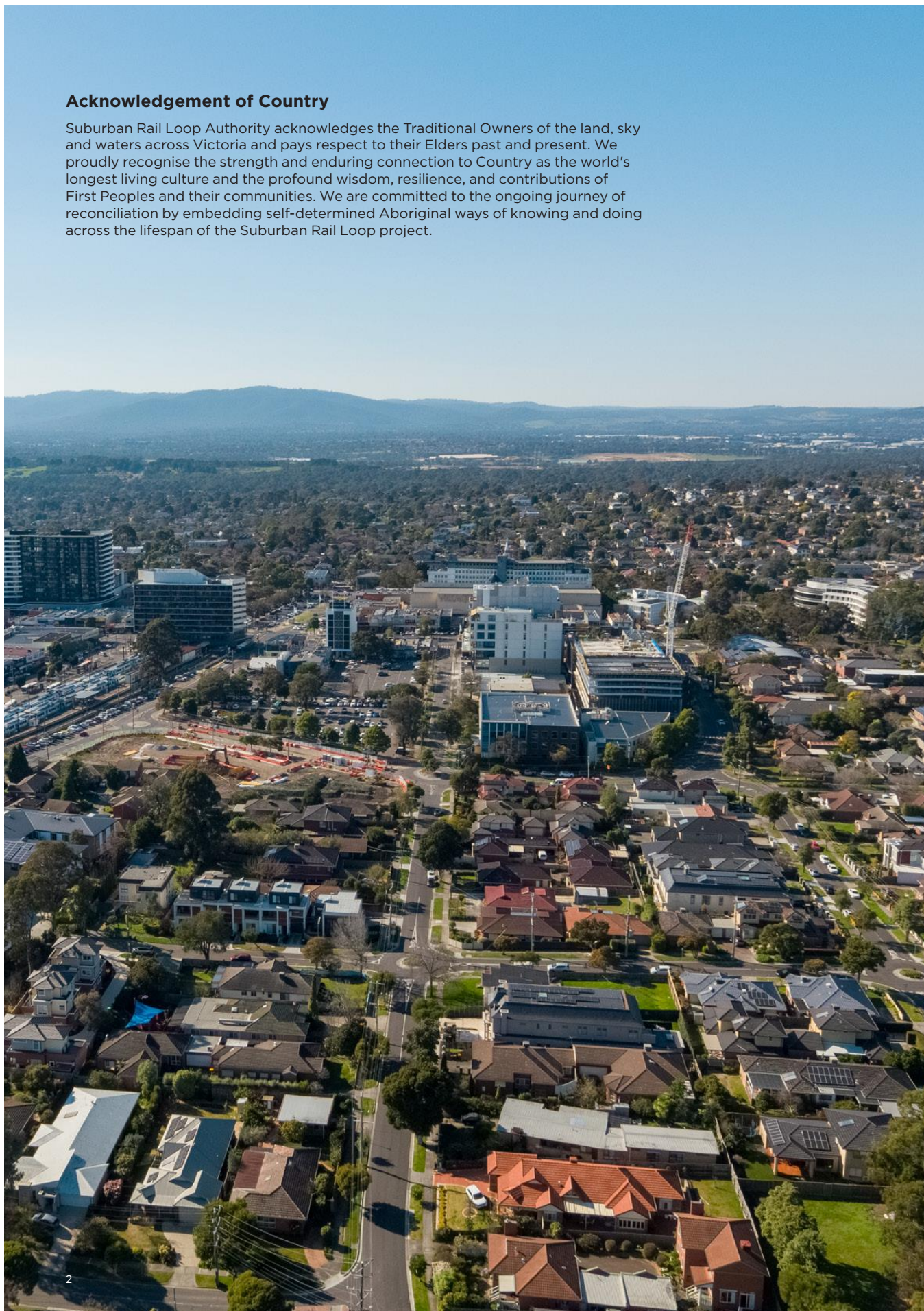
SRL East Draft Structure Plan – Glen Waverley

Draft Implementation Plan



Acknowledgement of Country

Suburban Rail Loop Authority acknowledges the Traditional Owners of the land, sky and waters across Victoria and pays respect to their Elders past and present. We proudly recognise the strength and enduring connection to Country as the world's longest living culture and the profound wisdom, resilience, and contributions of First Peoples and their communities. We are committed to the ongoing journey of reconciliation by embedding self-determined Aboriginal ways of knowing and doing across the lifespan of the Suburban Rail Loop project.



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1. Introduction

1.1 Turning the Structure Plan into reality

The Draft Glen Waverley Structure Plan sets out actions to achieve the Vision for Glen Waverley and realise the multi-generational benefits of SRL.

Delivering the Structure Plan actions will require coordination across government, with different implementation pathways for different types of actions:

- **Statutory actions** – foundation actions to implement the Structure Plan. These actions require an amendment to the Monash Planning Scheme.
- **Non-statutory actions** – future actions to implement the Structure Plan, once the Planning Scheme Amendment is made. These actions rely on partnerships and other mechanisms.

Statutory and non-statutory actions are listed in Section 2 of this Draft Implementation Plan.

In addition to these actions, key projects are identified for the Glen Waverley Structure Plan Area. These are the key projects which will support each neighbourhood's role in achieving the Vision for Glen Waverley and projected population and employment growth. The key projects are listed in Section 3 of this Draft Implementation Plan.

The non-statutory actions and key projects may be reviewed and adjusted over time to meet changing needs in the Structure Plan Area, or as new information or delivery methods become available.

1.2 Implementation pathways

Implementing the Structure Plan will require three main approaches.

Amend Planning Scheme

An amendment to the Monash Planning Scheme is required to allow the land use and development in the Structure Plan, and provide the necessary planning tools. As the responsible planning authority in the declared Planning Area surrounding the SRL station, the Suburban Rail Loop Authority (SRLA) has prepared the Draft Planning Scheme Amendment.

Deliver

Implementing the Structure Plan will require various actions including but not limited to:

- Providing public transport, schools and health services to support population growth in the Structure Plan Area, delivered by the Victorian Government
- Improving the urban structure and amenity, with new and enhanced open spaces, community facilities, public transport, walking and cycling networks, delivered by the Victorian Government and/or City of Monash
- Infrastructure works directly related to land development, funded by the developer.

Partner

Implementing the Structure Plan will require partnerships between the Victorian and Australian governments and the City of Monash. Other partners will include Traditional Owners, community organisations, businesses, landowners and others.

1.3 Timing

This Draft Structure Plan identifies short-term, medium-term and long-term actions and key projects.

Short term:	2026 to 2031
Medium term:	2031 to 2036
Long term:	2036 to 2041


The timing of each action and key project is based on information available when this Draft Structure Plan was prepared. The lead agency for each action and key project will monitor and evaluate their timing, considering strategic resource plans and development within and beyond the Structure Plan Area.

2. Structure Plan actions

The timing, pathway and responsibilities for implementing the Structure Plan actions are detailed in Table 1.

Abbreviations	
SRLA: Suburban Rail Loop Authority	MW: Melbourne Water
DEECA: Department of Energy, Environment and Climate Action	MCC: Monash City Council
DJSIR: Department of Jobs, Skills, Industry and Regions	Water Corp: South East Water and/or Yarra Valley Water, as relevant
DTP: Department of Transport and Planning	WWCHAC: Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation

Table 1: Implementation Table

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
 ENRICHING COMMUNITY					
Objective 1: Celebrate, protect and interpret Aboriginal cultural values					
1.1	Engage with Traditional Owners and the Aboriginal community throughout SRL East structure planning and delivery.	Short – long term	Partner	SRLA	WWCHAC MCC
1.2	Partner with Traditional Owners in the design of new public spaces and to identify opportunities to restore the local natural environment.	Short – long term	Partner	SRLA MCC	WWCHAC
1.3	Investigate the inclusion of spaces in community facilities designed for and with Traditional Owners and /or relevant Aboriginal community service providers.	Medium – long term	Partner	MCC	WWCHAC SRLA
1.4	Actively work towards achieving Victorian Public Service and agreed contractor Aboriginal employment targets with a focus on local Aboriginal communities.	Short – long term	Partner	SRLA	WWCHAC
1.5	Identify opportunities for the advancement of Aboriginal employment outcomes and procurement opportunities when developing an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.	Short term	Partner	SRLA	WWCHAC

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY LeadPartner	
Objective 2: Facilitate the growth of high-quality housing					
2.1	Amend the planning scheme to support significant, high and medium housing growth in the areas shown in Figure 11 of the Draft Structure Plan.	Short term	Amend the planning scheme	SRLA	
Objective 3: Encourage a range of housing sizes and tenures to meet the needs of future households					
3.1	Amend the planning scheme to encourage a diversity of housing types and sizes across the Structure Plan Area.	Short term	Amend the planning scheme	SRLA	
Objective 4: Increase the supply of social and affordable housing					
4.1	Amend the planning scheme to encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth.	Short term	Amend the planning scheme	SRLA	
Objective 5: Provide an enhanced and accessible network of local community infrastructure that meets the needs of the future community					
5.1	Work collaboratively to: <ul style="list-style-type: none">Confirm the form and location of community infrastructure considering the guiding principles for site selection, district and regional opportunities, and potential delivery modelsDeliver new and enhanced community infrastructure.	Medium -long term	Deliver	MCC	SRLA
5.2	Facilitate shared user agreements to allow for wider public access to sporting infrastructure on local school campuses.	Medium term	Partner	MCC	DE SRLA
5.3	Plan for additional government secondary school provision to serve the needs of the current and future community and surrounding areas.	Short - Medium term	Deliver	DE	SRLA
5.4	Plan for increased capacity of new and/or expanded public, not-for-profit and for-profit kindergarten provision to serve the needs of the current and future Glen Waverley community and surrounding areas.	Short – long term	Partner	DE	MCC
Objective 6: Create a connected and accessible open space network for those who live and work in Glen Waverley.					
6.1	Deliver new open spaces that meet the guiding principles for site selection and in locations that improve walkable access to open space (see Figure 12 of the Draft Structure Plan).	Short – long term	Deliver	MCC	SRLA
6.2	Deliver enhancements to existing open space where required (see Figure 12 of the Draft Structure Plan).	Short – long term	Deliver	MCC	
6.3	Amend the planning scheme to encourage the delivery of new key links through private landholdings to improve walkable access to open space, where there are reasonable opportunities to fulfil the completion of the link on adjacent land over time (see Figure 12 of the Draft Structure Plan).	Short term	Amend the planning scheme	SRLA	

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
6.4	Pursue shared user agreements with local institutions to provide greater public access to restricted open space, including at Glen Waverley Secondary College, Holmesglen Institute and local primary schools, among others.	Medium term	Partner	MCC	DE SRLA



BOOSTING THE ECONOMY

Objective 7: Provide for future employment growth within Central Glen Waverley

7.1	Amend the planning scheme to encourage the delivery of office floor space within Central Glen Waverley.	Short term	Amend the planning scheme	SRLA	
7.2	Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.	Short term	Partner	SRLA	DJSIR MCC

Objective 8: Enhance the provision of retail, entertainment and civic uses within Central Glen Waverley


8.1	Amend the planning scheme to: <ul style="list-style-type: none"> Support an appropriate land use mix in Central Glen Waverley including prioritising activated retail and hospitality uses at ground floor level and office floorspace in new development above ground to help accommodate forecast job growth by 2041 Encourage development along Kingsway to deliver retail, hospitality and entertainment floorspace at ground level. 	Short term	Amend the planning scheme	SRLA	
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Objective 9: Diversify and strengthen Glen Waverley's local employment areas

9.1	Amend the planning scheme to: <ul style="list-style-type: none"> Encourage the proposed employment land uses and intensification envisaged for the Aristoc Road Employment Area Accommodate mixed-use development along Springvale Road. 	Short term	Amend the planning scheme	SRLA	
9.2	Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.	Short term	Partner	SRLA	DJSIR MCC

Objective 10: Reinforce local activity centres to support Glen Waverley's neighbourhoods

10.1	Amend the planning scheme to: <ul style="list-style-type: none"> Encourage active uses at ground level within local activity centres Encourage the retention of the fine-grain character of local activity centres. 	Short term	Amend the planning scheme	SRLA	
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NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
<div></div> <div>ENHANCING PLACE</div>					
Objective 11: Ensure the scale of built form is responsive to its context					
11.1	Amend the planning scheme to achieve preferred scale and built form outcomes, including preferred maximum building heights.	Short term	Amend the planning scheme	SRLA	
Objective 12: Create a network of streets and public spaces that are vibrant, inviting and support growth					
12.1	Prepare and implement streetscape master plans for each street type, as required.	Short term	Partner	MCC DTP	SRLA
12.2	Deliver streetscape upgrades consistent with each enhanced street type.	Medium – long term	Deliver	MCC DTP	
Objective 13: Ensure new development contributes positively to the public realm					
13.1	Amend the planning scheme to ensure that new development provides, as per neighbourhood guidelines in Section 6 of the Draft Structure Plan: <ul style="list-style-type: none">– Appropriate setbacks and site coverage to achieve preferred character and landscaping outcomes– An appropriate sense of address, surveillance of the public realm and privacy for occupants– Active frontages along key streets.	Short term	Amend the planning scheme	SRLA	
13.2	Amend the planning scheme to: <ul style="list-style-type: none">– Ensure that new development is designed to minimise adverse overshadowing impacts to key streets and public open spaces, and private open space– Ensure that new development minimises adverse wind impacts on the public realm.	Short term	Amend the planning scheme	SRLA	
Objective 14: Ensure new buildings provide a good level of amenity for occupants					
14.1	Amend the planning scheme to ensure that new buildings offer adequate internal amenity for occupants, including through the provision of good daylight and solar access, ventilation, minimal overlooking and appropriate building separation, attenuation design measures, as well as equitable development outcomes for adjoining sites.	Short term	Amend the planning scheme	SRLA	

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY Lead	Partner
 BETTER CONNECTIONS					
Objective 15: Create an integrated public transport network connecting the new SRL East station with key destinations					
15.1	Establish a network of strategic and local public transport routes as shown in Figure 16 of the Draft Structure Plan.	Medium – long term	Deliver	DTP	
15.2	Plan for improved bus priority along key movement corridors.	Medium – long term	Deliver	DTP	
15.3	Deliver wayfinding improvements between train and bus modes within the Structure Plan Area.	Medium term	Partner	MCC	SRLA
Objective 16: Create a legible and safe active transport network					
16.1	Amend the planning scheme to encourage the delivery of Important Key Links and Local Key Links through the future development of private landholdings as shown in Figure 17 of the Draft Structure Plan.	Short term	Amend the planning scheme	SRLA	
16.2	Expand and reinforce an active transport network of high-quality strategic and local walking and cycling routes as shown in Figure 17 of the Draft Structure Plan.	Short – long term	Deliver	DTP MCC	
16.3	Deliver new and improved walking and cycling crossings in accordance with the locations shown in Figure 17 of the Draft Structure Plan.	Short – long term	Deliver	DTP MCC	
16.4	Deliver upgrades to the east-west active transport corridor along Coleman Parade east of Springvale Road and Kingsway and Snedden Drive as the primary north-south corridor within Central Glen Waverley.	Medium term	Deliver	MCC	DTP SRLA
16.5	Develop bicycle and micro-mobility end-of-trip policy / guidelines.	Short – medium term	Partner	MCC	SRLA
Objective 17: Minimise the impacts of private vehicles and freight on local streets					
17.1	Establish and reinforce the strategic and local traffic and freight network, shown in Figure 18 of the Draft Structure Plan.	Medium – long term	Deliver	DTP	MCC
17.2	Prepare detailed plans for local streets to discourage through-traffic and improve safety.	Medium term	Partner	MCC	
Objective 18: Encourage a shift towards more sustainable transport modes					
18.1	Prepare a Precinct Parking Plan to develop an integrated, strategic approach to parking across the Structure Plan Area.	Short term	Deliver	SRLA	

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
18.2	Amend the planning scheme to: <ul style="list-style-type: none"> Specify appropriate maximum and minimum car parking rates for new use and development within the Structure Plan Area Require a Green Travel Plan for residential and non-residential development of a certain scale Require the preparation of a car parking re-use plan, which explores adaptability and alternative uses of parking spaces, for suitably-scaled developments. 	Short term	Amend the planning scheme	SRLA	
18.3	Develop an on-street parking management policy that supports the Structure Plan Area's significant changes in land use density, diversity and accessibility levels over time.	Short term	Partner	MCC	SRLA



EMPOWERING SUSTAINABILITY

Objective 19: Support the accelerated transition to net zero by 2045 with sustainable building design

19.1	Amend the planning scheme to improve sustainable building design standards.	Short term	Amend the planning scheme	SRLA	
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Objective 20: Promote and support solutions to increase energy resilience and reduce emissions through local renewable electricity generation, storage and use

20.1	Work with stakeholders to explore improved energy reliability initiatives within the Structure Plan Area.	Medium – long term	Partner	SRLA	MCC
20.2	Develop partnerships to explore renewable energy generation at an appropriate scale for local needs.	Medium – long term	Partner	DEECA	MCC SRLA Utility providers

Objective 21: Reduce waste and encourage the use of recycled and sustainable resources

21.1	Prepare a circular economy plan for the Structure Plan Area that promotes circular economy principles and identifies projects that can be seeded within the area.	Short term	Partner	SRLA	DEECA MCC
21.2	Amend the planning scheme to require the submission of a waste management plan as part of any permit application for development greater than 5,000 m ² GFA.	Short term	Amend the planning scheme	SRLA	
21.3	Partner with key stakeholders to deliver targeted investment in circular economy opportunities.	Medium – long term	Partner	SRLA	DEECA MCC

Objective 22: Facilitate a cool, green, biodiverse environment

22.1	Amend the planning scheme to encourage the integration of greening and cooling initiatives in new development to help minimise the urban heat island effect and promote a biodiverse, natural environment.	Short term	Amend the planning scheme	SRLA	
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NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 23: Embed Integrated Water Management in Glen Waverley					
23.1	Amend the planning scheme to require development to incorporate available or planned alternative water supply by providing third-pipe plumbing through the development to service: <ul style="list-style-type: none">– All toilets and washing machines– Landscaped areas.	Short term	Amend the planning scheme	SRLA	
23.2	Partner with utility providers to coordinate and progress the delivery of a new third-pipe non-potable water supply.	Short – medium term	Partner	MW Water Corp	SRLA DEECA
23.3	Partner with water authorities and IWM Forum members to support the preparation of an IWM Plan that considers opportunities within the Structure Plan Area.	Short term	Partner	DEECA	SRLA MW MCC WWCHAC

3. Key projects

The Glen Waverley Structure Plan Area is divided into five neighbourhoods, each with its own distinct role in achieving the Vision for Glen Waverley. The neighbourhoods are shown on the next page.

The Structure Plan provides the decision-making framework for planning and development in each neighbourhood. Section 6 of the Structure Plan describes the future role for each neighbourhood, sets objectives that will act as the guiding principles for development within the neighbourhood and presents specific neighbourhood guidelines for built form, public realm and open space, and transport and movement.

Key projects to support each neighbourhood's future role in accordance with the neighbourhood guidelines are generally shown on the neighbourhood framework plans within Section 6 of the Structure Plan and are described in more detail and presented spatially in the following sections.

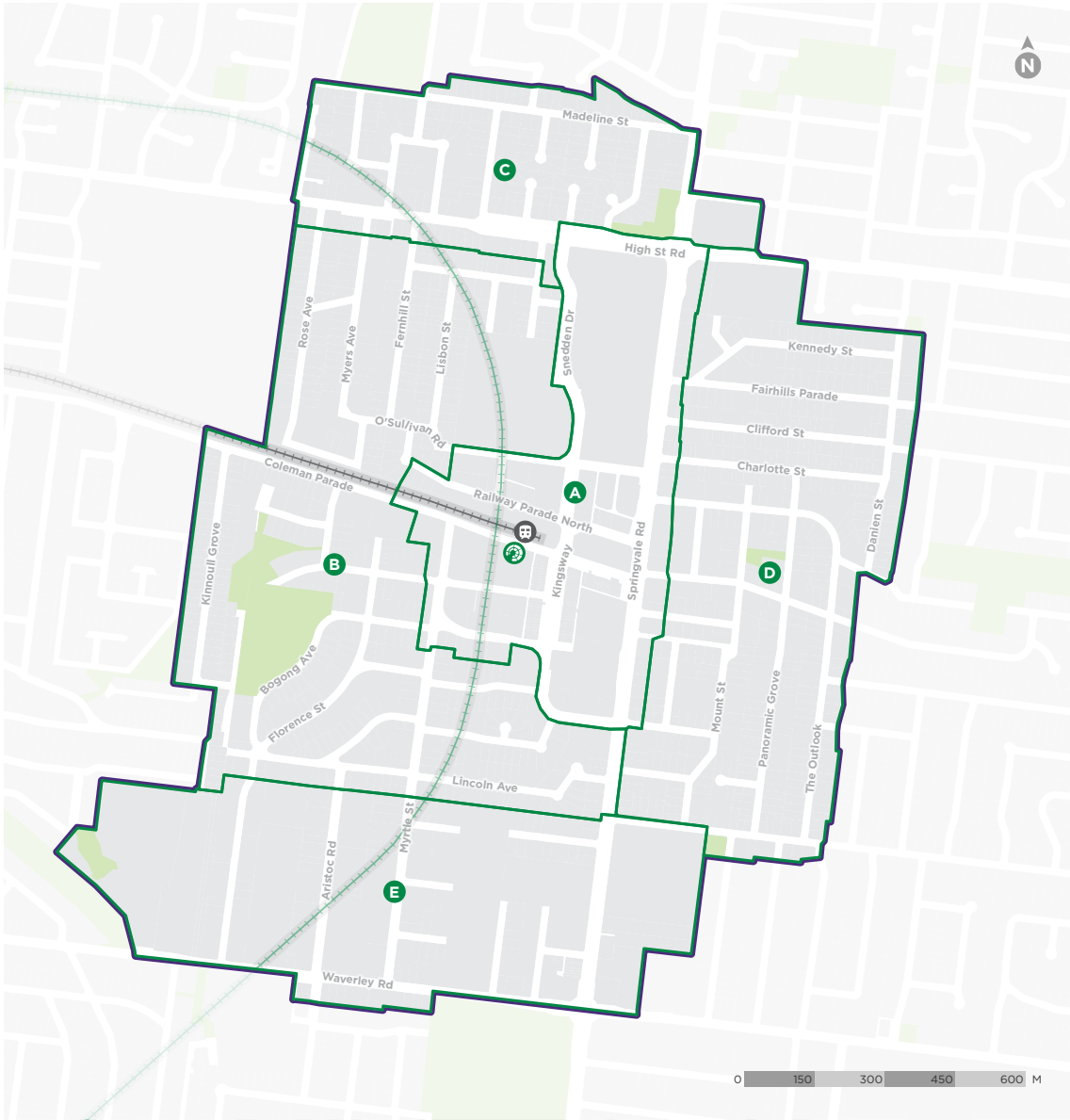
In the following tables, the key projects are categorised to align with the objectives and strategies for each neighbourhood and are listed under the following categories:

- New or enhanced new open space
- New community facility
- New or enhanced transport infrastructure.

A unique identifier illustrates where a key project may apply to one or more neighbourhoods. The key projects are described, identified against the relevant objective/ actions (from Section 2) and shown on a corresponding map.

All key projects are subject to functional and detailed design and procurement processes that could result in changes to the project descriptions and some projects ultimately not progressing.

Key projects for each neighbourhood in the Glen Waverley Structure Plan Area are outlined in the following sections.



Glen Waverley neighbourhoods

- A

Central Glen Waverley
- B

Bogong
- C

Glen Waverley North
- D

Springvale Road East
- E

Waverley Road

3.1 Neighbourhood A: Central Glen Waverley

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
A.1	Enhanced transport infrastructure	Upgrade streetscape and bus infrastructure along Railway Parade North between Euneva Avenue and Springvale Road.	12.2 16.2	Medium – long term	Deliver	MCC	DTP
A.2	Enhanced Transport Infrastructure	Upgrade streetscape and cycling infrastructure along Sneddon Drive between High Street and O'Sullivan Road.	12.2 16.2 16.4	Medium – long term	Deliver	MCC	
A.3	Enhanced transport infrastructure	Upgrade streetscape and cycling infrastructure along Kingsway between O'Sullivan Road and Springvale Road.	12.2 16.2 16.4	Medium – long term	Deliver	MCC	
A.4	Enhanced transport infrastructure	Upgrade pedestrian and cycling infrastructure along Coleman Parade between Kingsway and Springvale Road.	12.2 16.2 16.4	Medium – long term	Deliver	MCC	
A.5	Enhanced transport infrastructure	Upgrade cycling infrastructure along Glen Road.	16.2	Medium – long term	Deliver	MCC	
A.6	New open space (planned)	New open space on the Central Carpark site to increase access to high-quality open spaces.	6.1	Short – medium term	Deliver	MCC	SRLA
A.7	New community facility (planned)	New library and multi-purpose community facility at the Glen Waverley Civic Precinct.	5.1	Medium – long term	Deliver	MCC	
A.8	Enhanced open space	Enhance open space at the Glen Waverley Civic Precinct to improve the quality, functionality and capacity.	6.2	Short term	Deliver	MCC	
A.9	Enhanced transport infrastructure	Upgrade streetscape, bus and pedestrian infrastructure along Springvale Road between O'Sullivan Road and Kingsway.	12.2 16.2	Medium – long term	Deliver	DTP	MCC
A.10 B.4 C.2 D.2	Enhanced transport infrastructure (intersection/crossing)	Upgrade crossings to improve pedestrian and cyclist safety at the intersections of: <ul style="list-style-type: none"> – Coleman Parade, Glen Road and Springvale Road – Coleman Parade and Kingsway – High Street Road and Snedden Drive – Springvale Road and the vehicle accessway to The Glen – Kingsway, Ingram Avenue and Springvale Road – Sneddon Drive, Kingsway and O'Sullivan Road – Railway Parade and Springvale Road – High Street Road and Springvale Road. 	16.3 16.4	Medium – long term	Deliver	DTP	MCC

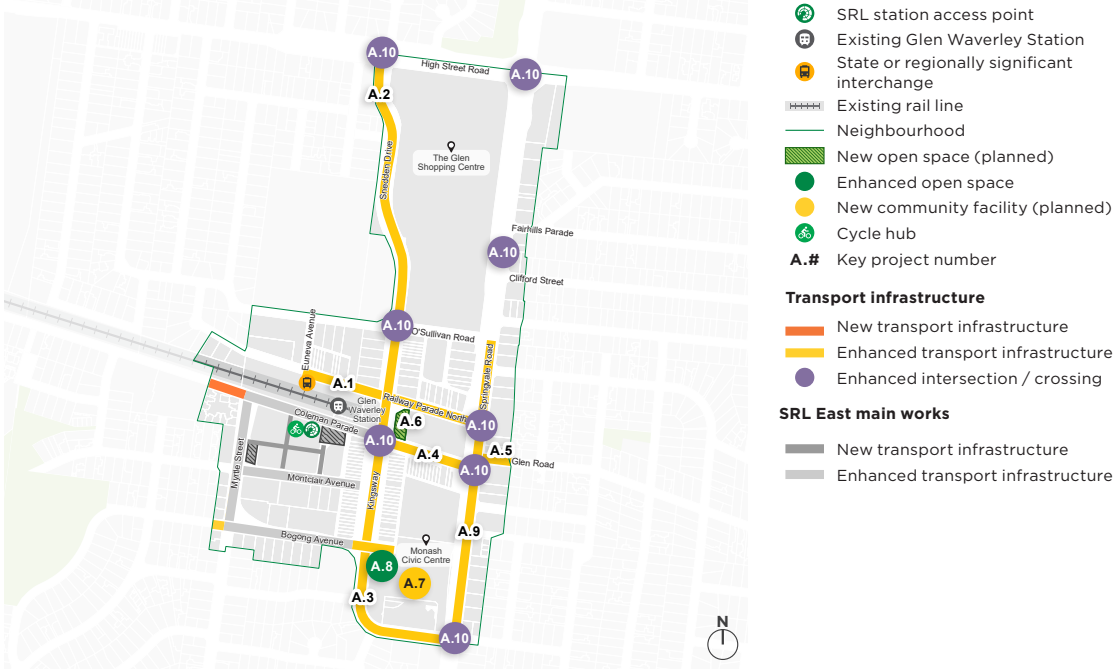


Figure 1: Central Glen Waverley neighbourhood - indicative key projects plan

3.2 Neighbourhood B: Bogong

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
B.1	New transport infrastructure	New cycling infrastructure along Coleman Parade west of Myrtle Street.	16.2	Medium - long term	Deliver	MCC	DTP
B.2	Enhanced open space	Enhance Bogong Reserve to improve the quality, functionality and capacity of the open space.	6.2	Short - long term	Deliver	MCC	
B.3	New Open Space	New open space in the vicinity of Myers Avenue and Fernhill Street to increase access to high-quality open spaces.	6.1	Short - long term	Deliver	MCC	SRLA
B.4 A.10 D.2	Enhanced transport infrastructure (intersection/crossing)	Upgrade crossings to improve pedestrian and cyclist safety at: <ul style="list-style-type: none"> At the intersection of Kingsway, Ingram Avenue and Springvale Road North of the intersection of Wilson Road and Springvale Road At the intersection of Sneddon Drive, Kingsway and O'Sullivan Road. 	16.3	Medium - long term	Deliver	DTP	MCC

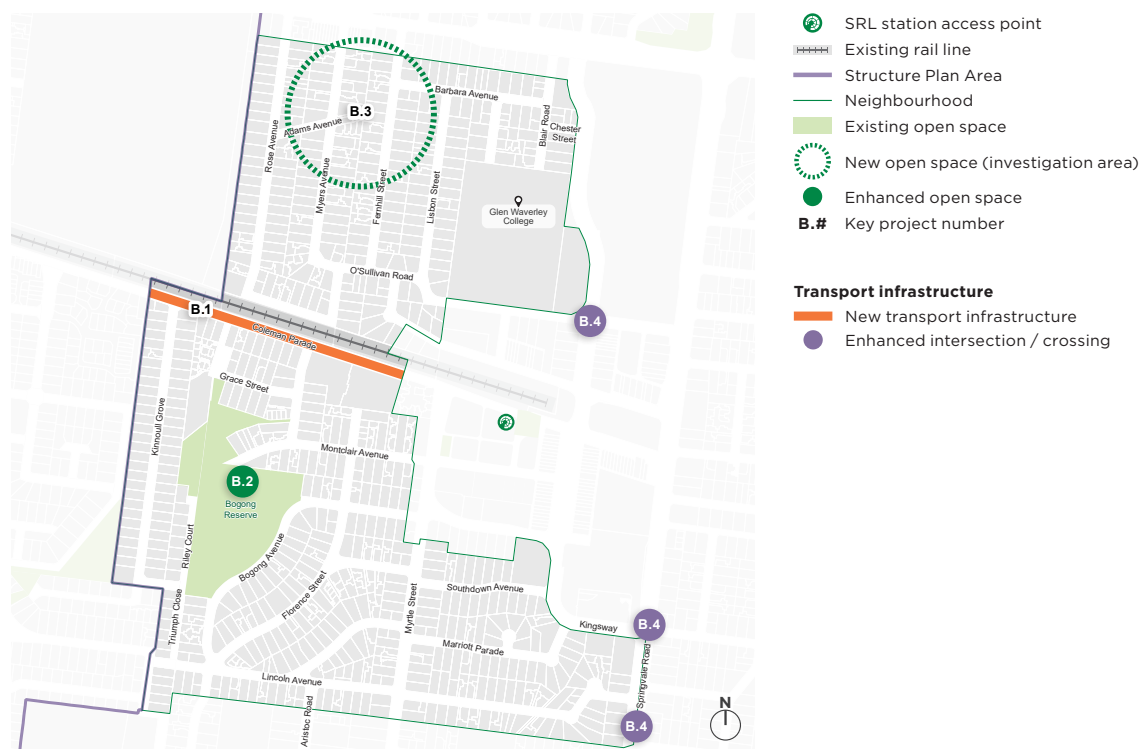
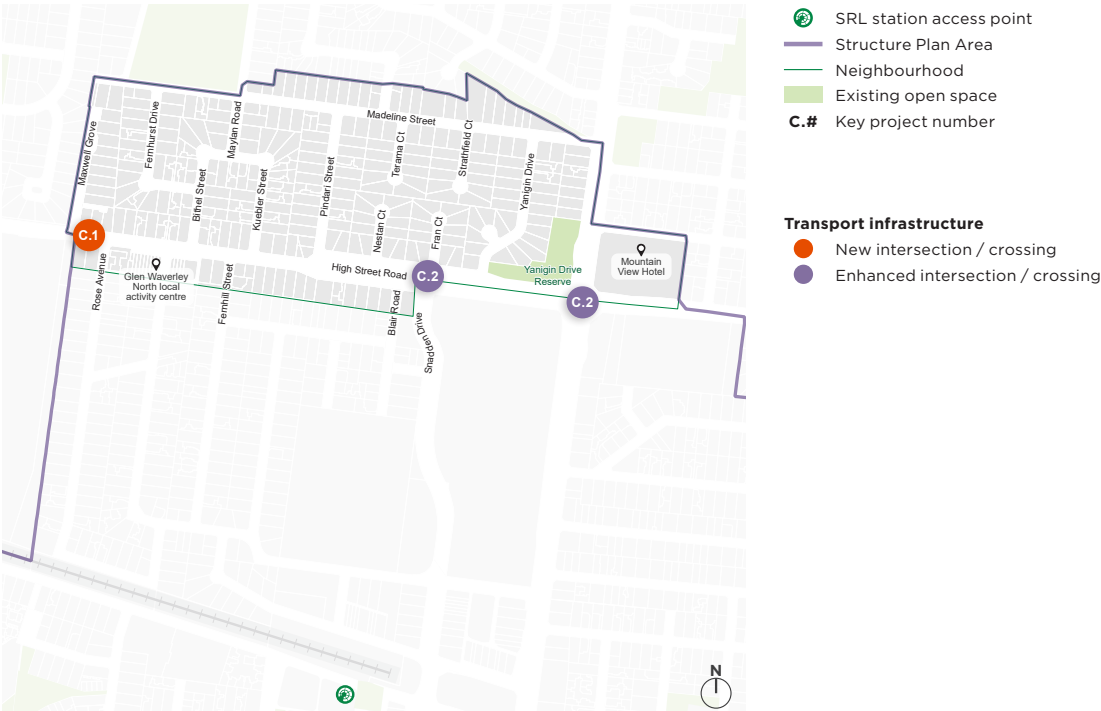


Figure 2: Bogong neighbourhood - indicative key projects plan

3.3 Neighbourhood C: Glen Waverley North

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
C.1	New transport infrastructure (intersection/crossing)	A new crossing for pedestrians and cyclists on High Street Road, in the vicinity of the intersection with Maxwell Grove and Rose Avenue.	16.3	Medium - long term	Deliver	DTP	MCC
C.2	Enhanced transport infrastructure (intersection/crossing)	Upgrade crossings to improve pedestrian and cyclist safety at the intersections of: <ul style="list-style-type: none">- High Street Road and Snedden Drive- High Street Road and Springvale Road.	16.3	Medium - long term	Deliver	DTP	MCC



3.4 Neighbourhood D: Springvale Road East

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
D.1	New transport infrastructure	Upgrade cycling infrastructure along Glen Road between Springvale Road and Wilson Road.	16.3	Medium – long term	Deliver	MCC	
D.2 A.10 B.4	Enhanced transport infrastructure (intersection/crossing)	Upgrade crossings to improve pedestrian and cyclist safety: <ul style="list-style-type: none">At the intersection of Kingsway, Ingram Avenue and Springvale RoadNorth of the intersection of Wilson Road and Springvale Road.	16.3	Medium – long term	Deliver	DTP	MCC
D.3	Enhanced open space	Enhance Jordan Grove Reserve to improve the quality, functionality and capacity of the open space.	6.2	Short – long term	Deliver	MCC	
D.4	New open space	New open space around Clifford Street and Charlotte Street to improve access to open space within the neighbourhood.	6.1	Short – long term	Deliver	MCC	SRLA

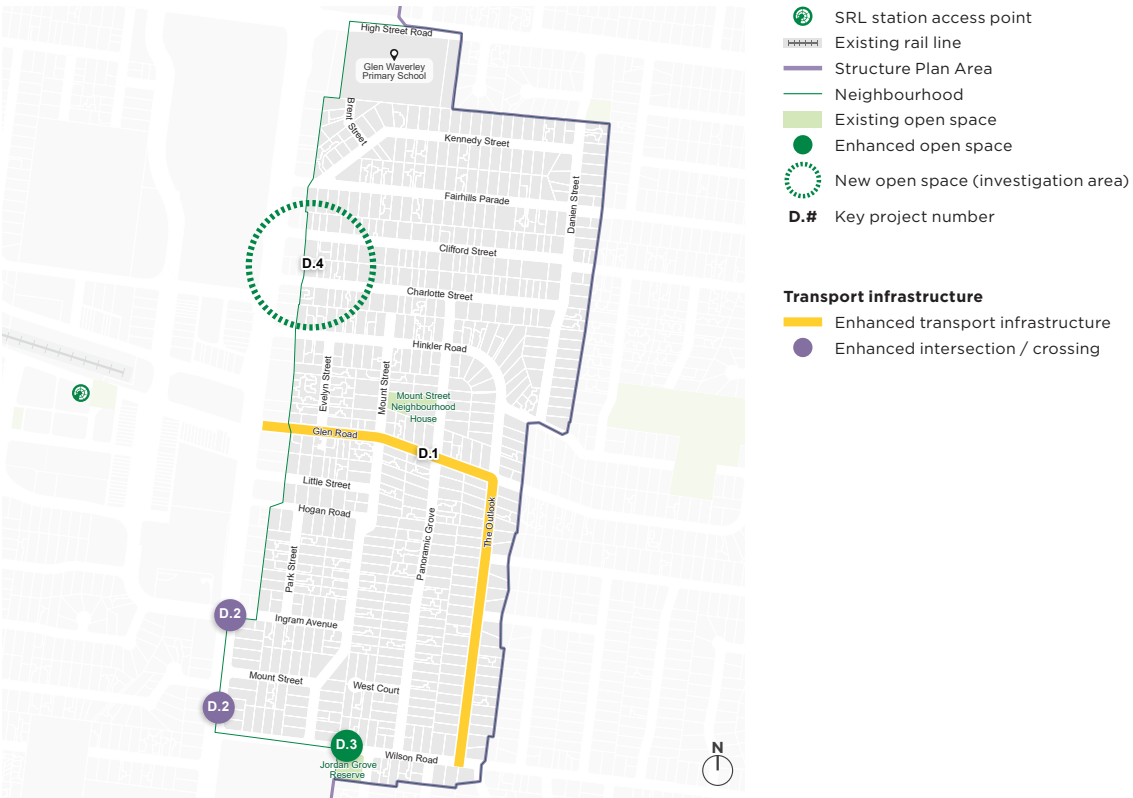


Figure 4: Springvale Road East neighbourhood - indicative key projects plan

3.5 Neighbourhood E: Waverley Road

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
E.1	New transport infrastructure (intersection/crossing)	New pedestrian and cyclist crossings across Waverley Road: <ul style="list-style-type: none">– To connect into Central Reserve– At the intersection with the Scotchmans Creek Trail.	16.3	Medium – long term	Deliver	DTP	MCC
E.2	Enhanced transport infrastructure (intersection/crossing)	Upgrade crossing to improve pedestrian and cyclist safety at the intersection of Waverley Road and Springvale Road.	16.3	Medium – long term	Deliver	DTP	MCC
E.3	New community facility	A new indoor sports and recreation facility at the Holmesglen Institute site.	5.1	Medium – long term	Deliver	MCC	SRLA
E.4	New open space	A new open space in the vicinity of Myrtle Street to improve access to open space within the neighbourhood.	6.1	Short – long term	Deliver	MCC	SRLA



Figure 5: Waverley Road neighbourhood - indicative key projects plan

3.6 Precinct-wide infrastructure

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
F.1	Additional school capacity	Additional government secondary school capacity.	5.3	Short – medium term	Deliver	DE	SRLA

4. SRL East main works

SRL East main works are the rail and station infrastructure and related works.

SRLA will deliver the SRL East main works over the medium to long term. The main works relevant to the Glen Waverley Structure Plan Area are listed below for reference.

Item	Description
SRL.1	The new SRL station at Glen Waverley with a cycle hub.
SRL.2	New streetscape and cycling infrastructure along Coleman Parade between Myrtle Street and Kingsway.
SRL.3	New public realm at the SRL station.
SRL.4	New north-south and east-west pedestrian infrastructure around the SRL station at Glen Waverley between Coleman Parade, Kingsway, Montclair Avenue and Myrtle Street.
SRL.5	New open space at the SRL Station.
SRL.6	Upgrade to bus infrastructure, cycling infrastructure, streetscape and footpaths along realigned Myrtle Street, between Coleman Parade and Bogong Avenue, and along Montclair Avenue between Myrtle Street and Kingsway.
SRL.7	Upgrade streetscape and cycling infrastructure along Bogong Avenue between Myrtle Street and Kingsway.

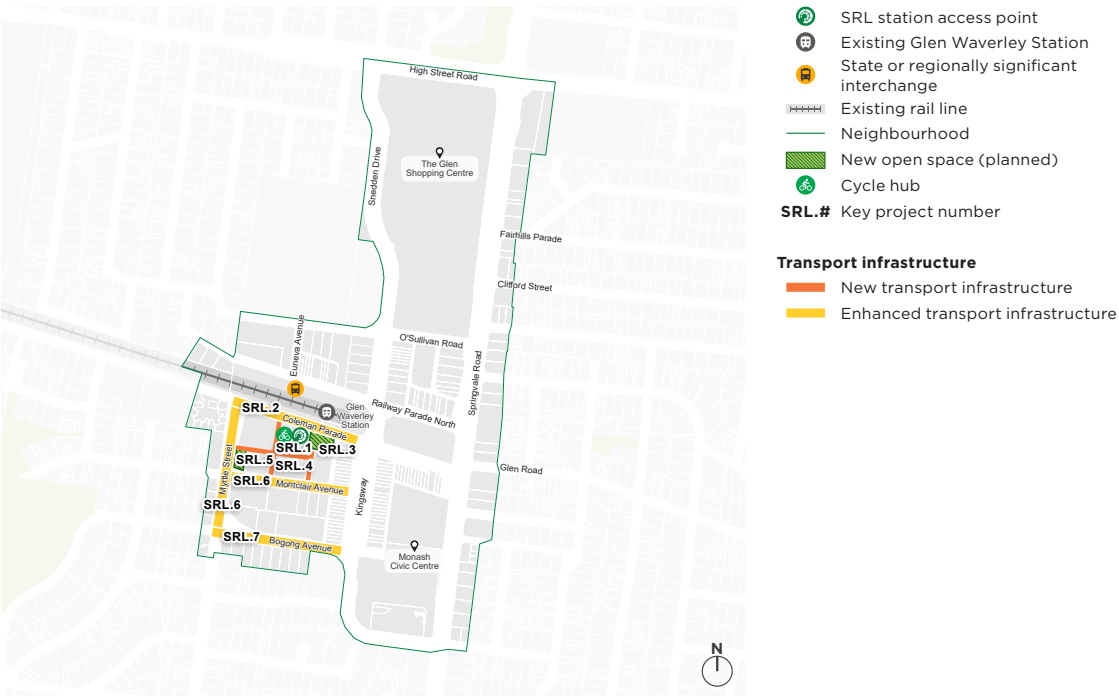
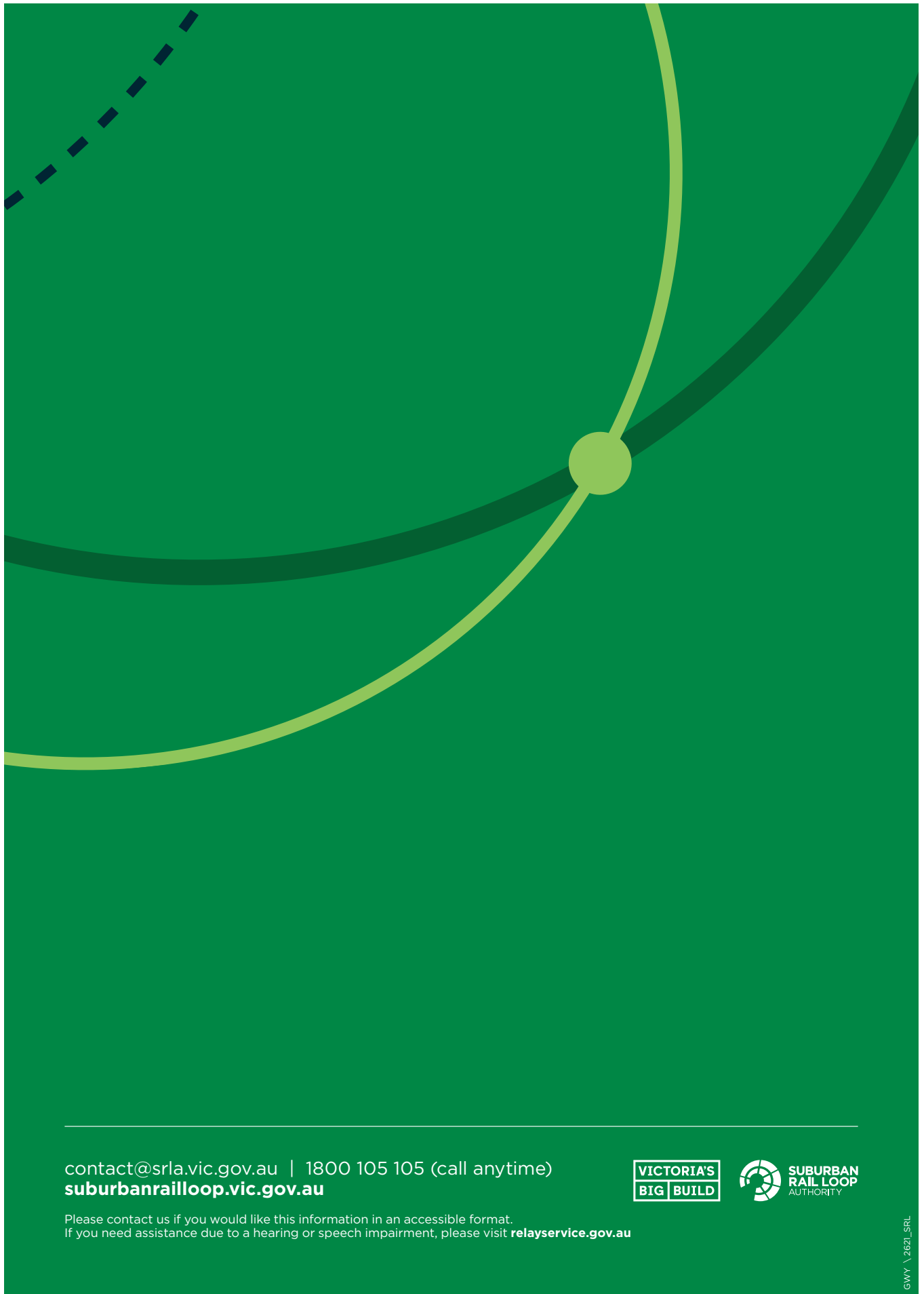


Figure 6: SRL East main works



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SRL East Draft Structure Plan - Burwood

Draft Implementation Plan



Acknowledgement of Country

Suburban Rail Loop Authority acknowledges the Traditional Owners of the land, sky and waters across Victoria and pays respect to their Elders past and present. We proudly recognise the strength and enduring connection to Country as the world's longest living culture and the profound wisdom, resilience, and contributions of First Peoples and their communities. We are committed to the ongoing journey of reconciliation by embedding self-determined Aboriginal ways of knowing and doing across the lifespan of the Suburban Rail Loop project.



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1. Introduction

1.1 Turning the Structure Plan into reality

The Draft Burwood Structure Plan sets out actions to achieve the Vision for Burwood and realise the multi-generational benefits of SRL.

Delivering the Structure Plan actions will require coordination across government, with different implementation pathways for different types of actions:

- **Statutory actions** – foundation actions to implement the Structure Plan. These actions require amendments to the Whitehorse and the Monash Planning Schemes.
- **Non-statutory actions** – future actions to implement the Structure Plan, once the Planning Scheme Amendments are made. They rely on partnerships and other mechanisms.

Statutory and non-statutory actions are listed in Section 2 of this Draft Implementation Plan.

In addition to these actions, key projects are identified for the Burwood Structure Plan Area. These are the key projects which will support each neighbourhood's role in achieving the Vision for Burwood and projected population and employment growth. The key projects are listed in Section 3 of this Draft Implementation Plan.

The non-statutory actions and key projects may be reviewed and adjusted over time to meet changing needs in the Structure Plan Area, or as new information or delivery methods become available.

1.2 Implementation pathways

Implementing the Structure Plan will require three main approaches.

Amend Planning Scheme

Amendments to the Whitehorse and the Monash Planning Schemes are required to allow the land use and development in the Structure Plan, and the necessary planning tools. As the responsible planning authority in the declared Planning Area surrounding the SRL station, the Suburban Rail Loop Authority (SRLA) has prepared the Draft Planning Scheme Amendment.

Deliver

Implementing the Structure Plan will require various actions including but not limited to:

- Providing public transport, schools and health services to support population growth in the Structure Plan Area, delivered by the Victorian Government
- Improving the urban structure and amenity, with new and enhanced open spaces, community facilities, public transport, walking and cycling networks, delivered by the Victorian Government and/or cities of Whitehorse and Monash
- Infrastructure works directly related to land development, funded by the developer.

Partner

Implementing the Structure Plan will require partnerships between the Victorian and Australian governments and the cities of Whitehorse and Monash. Other partners will include Traditional Owners, community organisations, businesses, landowners and others.

1.3 Timing

This Draft Structure Plan identifies short-term, medium-term and long-term actions and key projects.

Short term:	2026 to 2031
Medium term:	2031 to 2036
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The timing of each action and key project is based on information available when this Draft Structure Plan was prepared. The lead agency for each action and key project will monitor and evaluate their timing, considering strategic resource plans and development within and beyond the Structure Plan Area.

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The timing, pathway and responsibilities for implementing the Structure Plan actions are detailed in Table 1.

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SRLA: Suburban Rail Loop Authority	MW: Melbourne Water
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Objective 1: Celebrate, protect and interpret Aboriginal cultural values					
1.1	Engage with Traditional Owners and the Aboriginal community throughout SRL East structure planning and delivery.	Short – long term	Partner	SRLA	WWCHAC MCC WCC
1.2	Partner with Traditional Owners in the design of new public spaces and to identify opportunities to restore the local natural environment.	Short – long term	Partner	SRLA MCC WCC	WWCHAC
1.3	Investigate the inclusion of spaces in community facilities designed for and with Traditional Owners and /or relevant Aboriginal community service providers.	Medium – long term	Partner	MCC WCC	WWCHAC SRLA
1.4	Actively work toward Victorian Public Service and agreed contractor Aboriginal employment targets with a focus on local Aboriginal communities.	Short – long term	Partner	SRLA	WWCHAC
1.5	Identify opportunities for the advancement of Aboriginal employment outcomes and procurement opportunities when developing an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.	Short term	Partner	SRLA	WWCHAC

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 2: Facilitate the growth of high-quality housing					
2.1	Amend the planning scheme to: <ul style="list-style-type: none">Support significant, high and medium housing growth in the areas shown in Figure 11 of the Draft Structure Plan.Support the delivery of new homes as part of the redevelopment of 127 Highbury Road, Burwood.	Short term	Amend the planning scheme	SRLA	
Objective 3: Encourage a range of housing sizes and tenures to meet the needs of future households					
3.1	Amend the planning scheme to encourage a diversity of housing types and sizes to be delivered across the Structure Plan Area.	Short term	Amend the planning scheme	SRLA	
Objective 4: Increase the supply of social and affordable housing					
4.1	Amend the planning scheme to encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth.	Short term	Amend the planning scheme	SRLA	
Objective 5: Provide an enhanced and accessible network of local community infrastructure that meets the needs of the future community					
5.1	Work collaboratively to: <ul style="list-style-type: none">Confirm the form and location of community infrastructure considering the guiding principles for site selection, district and regional opportunities, and potential delivery modelsDeliver new and enhanced community infrastructure.	Medium – long term	Deliver	WCC MCC	SRLA
5.2	Facilitate shared user agreements to allow for wider public access to sporting infrastructure on local school and university campuses.	Medium term	Partner	WCC KCC	DE DU SRLA
5.3	Consider the need for additional government primary school provision to serve the needs of the current and future community and surrounding areas.	Medium – long term	Partner	DE	SRLA
5.4	Monitor and respond to the need for new and/or expanded public, not-for-profit and for-profit kindergarten provision to serve the needs of the current and future Burwood community and surrounding areas.	Short – long term	Partner	DE	MCC WCC
Objective 6: Create a connected and accessible open space network for those who live and work in Burwood					
6.1	Deliver new open spaces that meet the guiding principles for site selection and in locations that improve walkable access to open space (see Figure 12 of the Draft Structure Plan).	Short – long term	Deliver	WCC	SRLA
6.2	Deliver enhancements to existing open space where required (see Figure 12 of the Draft Structure Plan).	Short – long term	Deliver	MCC WCC	

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
6.3	Amend the planning scheme to enable the delivery of new key links through private landholdings to improve walkable access to open space, where there are reasonable opportunities to fulfil the completion of the link on adjacent land over time (see Figure 12 of the Draft Structure Plan).	Short term	Amend the planning scheme	SRLA	
6.4	Assess the suitability of temporary offset open spaces delivered as part of the SRL East Public Open Space Framework for potential future adaptation as permanent parts of the open space network.	Long term	Deliver	SRLA	WCC
6.5	Pursue shared user agreements with local institutions to provide greater public access to restricted open space, including at Presbyterian Ladies' College, Mount Scopus College and Deakin University, among others.	Medium – long term	Partner	SRLA	DU



BOOSTING THE ECONOMY

Objective 7: Establish a vibrant, mixed-use centre within the Burwood Central neighbourhood


7.1	Amend the planning scheme to: <ul style="list-style-type: none"> – Encourage retail and commercial ground floor uses within new development in the Burwood Central neighbourhood – Ensure that the redevelopment of 127 Highbury Road provides for employment floorspace. 	Short term	Amend the planning scheme	SRLA	
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Objective 8: Support the growth of research, education and the success of Deakin University

8.1	Engage with Deakin University during the preparation of campus master plans to identify opportunities to advance Structure Plan objectives.	Short – long term	Partner	DU	SRLA
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Objective 9: Strengthen the economic role of Burwood Highway and Highbury Road

9.1	Amend the planning scheme to: <ul style="list-style-type: none"> – Support a diversity of uses including commercial, retail and upper-level residential uses in mixed-use locations along Burwood Highway and Highbury Road (as shown in Figure 13 of the Draft Structure Plan) – Support a greater intensity of use and employment on key sites along Burwood Highway and Highbury Road – Intensify commercial and employment activity at Greenwood Business Park, the Warrigal Road shopping area, Barry Road shopping area and existing employment land along Burwood Highway and Highbury Road to define areas where commercial, retail and upper-level residential uses are to be required or encouraged – Support expanded commercial use of land at 114-126 Burwood Highway. 	Short term	Amend the planning scheme	SRLA	
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NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 10: Diversify and strengthen Burwood’s employment neighbourhoods					
10.1	Amend the planning scheme to: <ul style="list-style-type: none"> Support the mixed-use, enterprise-focused, redevelopment of the Greenwood Business Park Retain the Huntingdale Road Industrial Estate and the McIntyre and Ireland Industrial Precincts for employment uses. 	Short term	Amend the planning scheme	SRLA	
10.2	Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.	Short term	Partner	SRLA	DJSIR WCC MCC DU
<div>  <div> ENHANCING PLACE </div> </div>					
Objective 11: Enhance amenity and biodiversity along an improved Gardiners Creek (Kooyongkoot)					
11.1	Amend the planning scheme to require the planting of native and indigenous plants as part of development adjacent to the creek.	Short term	Amend the planning scheme	SRLA	
11.2	Work with Melbourne Water, Whitehorse City Council, Monash City Council, and other Gardiners Creek (Kooyongkoot) Regional Collaboration stakeholders to naturalise sections of the creek.	Medium – long term	Partner	MW	SRLA WCC MCC
11.3	Work with Melbourne Water, Whitehorse City Council and Monash City Council to upgrade the existing public realm along the creek to support enhanced recreational activities and housing areas.	Medium – long term	Partner	WCC MCC	SRLA MW
Objective 12: Ensure the scale of built form is responsive to its context					
12.1	Amend the planning scheme to achieve preferred scale and built form outcomes, including preferred maximum building heights.	Short term	Amend the planning scheme	SRLA	
Objective 13: Create a network of streets and public spaces that are vibrant, inviting and support growth					
13.1	Prepare and implement streetscape master plans for each street type, as required.	Short term	Partner	MCC WCC DTP	SRLA
13.2	Deliver streetscape upgrades consistent with each enhanced street type.	Medium – long term	Deliver	MCC WCC DTP	

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 14: Ensure new development contributes positively to the public realm					
14.1	Amend the planning scheme to ensure that new development provides, as per neighbourhood design guidelines in Section 6 of the Draft Structure Plan: <ul style="list-style-type: none">– Appropriate setbacks and site coverage to achieve preferred character and landscaping outcomes– An appropriate sense of address, surveillance of the public realm and privacy for occupants– Active frontages along key streets.	Short term	Amend the planning scheme	SRLA	
14.2	Amend the planning scheme to: <ul style="list-style-type: none">– Ensure that new development is designed to minimise adverse overshadowing impacts to key streets and public open spaces, and private open space– Ensure that new development minimises adverse wind impacts on the public realm.	Short term	Amend the planning scheme	SRLA	

Objective 15: Ensure new buildings provide a high level of amenity for occupants

15.1	Amend the planning scheme to ensure that new buildings offer adequate internal amenity for occupants, including through the provision of good daylight and solar access, ventilation, minimal overlooking and appropriate building separation, attenuation and design measures, as well as equitable development outcomes for adjoining sites.	Short term	Amend the planning scheme	SRLA	
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BETTER CONNECTIONS

Objective 16: Create an integrated public transport network connecting the new SRL East station with key destinations

16.1	Establish a network of strategic and local public transport routes as shown in Figure 16 of the Draft Structure Plan.	Medium – long term	Deliver	DTP	
16.2	Deliver wayfinding improvements between the different modes of transport within the Structure Plan Area.	Medium term	Partner	WCC MCC	SRLA
16.3	Plan for improved bus priority along key movement corridors.	Medium – long term	Deliver	DTP	
16.4	Investigate the future high capacity public transport corridor along Elgar Road.	Long term	Partner	DTP	
16.5	Amend the planning scheme to deliver land for a new signalised intersection supporting bus and pedestrian movements at the intersection of Sinnott Street and Highbury Road.	Short term	Amend the planning scheme	SRLA	

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 17: Create a legible and safe active transport network					
17.1	Amend the planning scheme to encourage the delivery of Important Key Links and Local Key Links through the future development of private landholdings as shown in Figure 17 of the Draft Structure Plan.	Short term	Amend the planning scheme	SRLA	
17.2	Expand and reinforce an active transport network of high quality strategic and local walking and cycling routes as shown in Figure 17 of the Draft Structure Plan.	Medium term	Partner	DTP WCC MCC	
17.3	Deliver improved walking and cycling crossings in accordance with the locations identified in Figure 17 of the Draft Structure Plan.	Short – long term	Deliver	DTP MCC WCC	
17.4	Develop bicycle and micro-mobility end-of-trip policy / guidelines.	Short – medium term	Partner	WCC MCC	SRLA
17.5	Deliver a new pedestrian footbridge over Burwood Highway to Bennetswood Reserve.	Long term	Deliver	SRLA	WCC DU
17.6	Deliver a new pedestrian footbridge over Gardiners Creek (Kooyongkoot) between the station core and McIntyre Street.	Long term	Deliver	SRLA	WCC MW
17.7	Plan for a new creek crossing south of Highbury Road to connect to the strategic cycling corridor along Gardiners Creek (Kooyongkoot).	Short term	Deliver	SRLA	MW MCC
Objective 18: Minimise the impacts of private vehicles and freight on local streets					
18.1	Establish and reinforce the strategic and local vehicle network as shown in Figure 18 of the Draft Structure Plan.	Medium – long term	Deliver	DTP	MCC WCC
18.2	Prepare detailed plans for key streets within low-traffic neighbourhoods, to discourage through-traffic and improve safety.	Medium term	Partner	MCC WCC	SRLA
Objective 19: Encourage a shift towards more sustainable transport modes					
19.1	Prepare a Precinct Parking Plan to develop an integrated, strategic approach to parking across the Structure Plan Area.	Short term	Deliver	SRLA	
19.2	Amend the planning scheme to: <ul style="list-style-type: none">Specify appropriate maximum car parking rates for new use and development within the Structure Plan AreaRequire a Green Travel Plan for residential and non-residential development of a certain scaleRequire the preparation of a car parking re-use plan, which explores adaptability and alternative uses of parking spaces, for suitably scaled developments.	Short term	Amend the planning scheme	SRLA	
19.3	Develop an on-street parking management policy that supports the Structure Plan Area's significant changes in land use density, diversity and accessibility levels over time.	Short term	Partner	MCC WCC	SRLA

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
<div></div> <div>EMPOWERING SUSTAINABILITY</div>					
Objective 20: Support the accelerated transition to a net zero by 2045 through sustainable building design					
20.1	Amend the planning scheme to improve sustainable building design standards.	Short term	Amend the planning scheme	SRLA	
Objective 21: Promote and support solutions to increase energy resilience and reduce emissions through local renewable electricity generation, storage and use					
21.1	Work with stakeholders to explore improved energy reliability initiatives within the Structure Plan Area.	Medium – long term	Partner	SRLA	MCC WCC
21.2	Develop partnerships to explore renewable energy generation at an appropriate scale for local needs.	Medium – long term	Partner	DEECA	MCC WCC SRLA Utility providers
Objective 22: Reduce waste and encourage use of recycled and sustainable resources					
22.1	Prepare a circular economy plan for the Structure Plan Area that promotes circular economy principles and identifies projects that can be seeded within the area.	Short term	Partner	SRLA	WCC MCC DEECA
22.2	Amend the planning scheme to require the submission of a waste management plan as part of any permit application for development greater than 5,000 m² GFA.	Short term	Amend the planning scheme	SRLA	
22.3	Partner with key stakeholders to deliver targeted investment in circular economy opportunities.	Medium – long term	Partner	SRLA	DEECA MCC WCC
Objective 23: Facilitate a cool, green, biodiverse environment					
23.1	Amend the planning scheme to encourage the integration of greening and cooling initiatives in new development to help minimise the urban heat island effect and promote a biodiverse, natural environment.	Short term	Amend the planning scheme	SRLA	
Objective 24: Embed Integrated Water Management in the Burwood Structure Plan Area					
24.1	Amend the planning scheme to require development to incorporate available or planned alternative water supply by providing third-pipe plumbing through the development to service: – All toilets and washing machines – Landscaped areas.	Short term	Amend the planning scheme	SRLA	
24.2	Partner with utility providers to coordinate and progress the delivery of a new third-pipe non potable water supply.	Short – medium term	Partner	MW Water Corp	SRLA DEECA
24.3	Partner with water authorities and IWM Forum members to support the preparation of an IWM Plan that considers opportunities within the Structure Plan Area.	Short term	Partner	DEECA	SRLA MW MCC WCC WWCHAC

3. Key projects

The Burwood Structure Plan Area is divided into seven neighbourhoods, each with its own distinct role in achieving the Vision for Burwood. The neighbourhoods are shown on the next page.

The Structure Plan provides the decision making framework for planning and development in each neighbourhood. Section 6 of the Structure Plan describes the future role for each neighbourhood, sets objectives that will act as the guiding principles for development within the neighbourhood and presents specific neighbourhood guidelines for built form, public realm and open space, and transport and movement.

Key projects to support each neighbourhood's future role in accordance with the neighbourhood guidelines are generally shown on the neighbourhood framework plans within Section 6 of the Structure Plan and are described in more detail and presented spatially in the following sections.

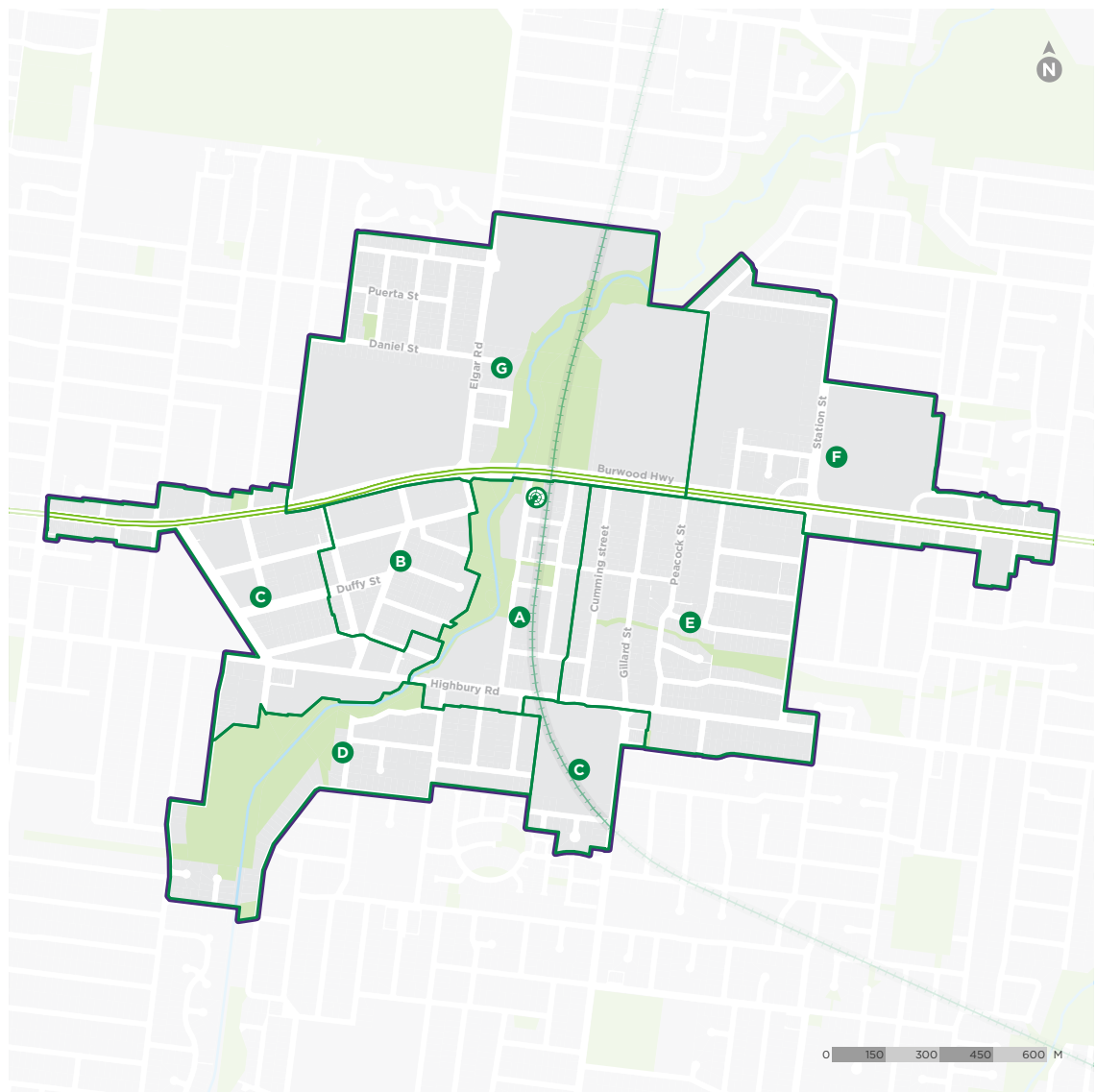
In the following tables, the key projects are categorised to align with the objectives and strategies for each neighbourhood and are listed under the following categories:

- New or enhanced open space
- New community facility
- New or enhanced transport infrastructure.

A unique identifier illustrates where a key project may apply to one or more neighbourhoods. The key projects are described, identified against the relevant objective/ actions (from Section 2) and shown on a corresponding map.

All key projects are subject to functional and detailed design and procurement processes that could result in changes to the project descriptions and some projects ultimately not progressing.

Key projects for each neighbourhood in the Burwood Structure Plan Area are outlined in the following sections.



Burwood neighbourhoods

- A**

Burwood Central
- B**

McIntyre
- C**

Employment neighbourhood
- D**

Ashwood
- E**

Lundgren
- F**

Station Street
- G**

Education neighbourhood

3.1 Neighbourhood A: Burwood Central

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
A.1	New transport infrastructure	A new street, including public realm and footpaths, along the eastern bank of Gardiners Creek (Kooyongkoot), looping from the Sinnott Street extension at the SRL station forecourt to Sinnott Street Reserve to provide enhanced amenity, open space, and connectivity to the creek.	17.2	Medium term	Deliver	SRLA	
A.2	Enhanced transport infrastructure	New landscaping, footpaths and public transport infrastructure along Sinnott Street between Sinnott Street Reserve and Highbury Road to provide a high quality public realm at the southern entrance of the neighbourhood leading to the station area.	17.2	Medium - long term	Deliver	WCC	
A.3 G.5	New community facility*	Land for and construction of new multi-purpose community hub (or equivalent) to meet the growing needs of the community in a highly accessible location.	5.1	Medium - long term	Deliver	WCC	SRLA
A.4	New open space	Extend Lundgren Chain Reserve between Sinnott Street and Cumming Street to provide new open space linking the existing reserve with Burwood Central through a linear park.	6.1	Short - long term	Deliver	WCC	SRLA
A.5	Enhanced open space	Upgrade open space with pedestrian and cycling infrastructure along western edge of Gardiners Creek Reserve between Burwood Highway and Highbury Road.	6.2 17.2	Short - long term	Deliver	WCC	MW SRLA
A.6 B.2 G.2	Enhanced transport infrastructure (intersection/crossing)	Upgrade crossing for pedestrians and cyclists at the intersection of Burwood Highway, Elgar Road and McIntyre Street, including the adjacent tram stop.	17.3	Medium - long term	Deliver	DTP	

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
A.7 G.4	Enhanced transport infrastructure (intersection/crossing)	Facilitate an upgraded crossing for cycling and pedestrians at Burwood Highway and Holland Avenue (Deakin University entrance) to increase connectivity between Burwood Central and the university.	17.3	Medium - long term	Deliver	DTP	
A.8	New transport infrastructure (new shared bridge)	A new pedestrian and cycling crossing over Gardiners Creek (Kooyongkoot) between McIntyre Street and the new Gardiners Creek Promenade to provide direct access between the public spaces and between the Burwood Central and McIntyre neighbourhoods.	17.2 17.6	Long term	Deliver	SRLA	WCC MW

**New community facilities are subject to future site selection processes and may be delivered in another neighbourhood and not this neighbourhood.*



Figure 1: Burwood Central neighbourhood - indicative key projects plan

3.2 Neighbourhood B: McIntyre

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
B.1 C.1	New open space	New open space in the McIntyre neighbourhood or nearby in the Employment neighbourhood.	6.1	Short – long term	Deliver	WCC	SRLA
B.2 A.6 G.2	Enhanced Transport Infrastructure (intersection/crossing)	Upgrade crossing for pedestrians and cyclists at the intersection of Burwood Highway, Elgar Road and McIntyre Street, including the adjacent tram stop.	17.3	Medium – long term	Deliver	DTP	
B.3 G.2	Enhanced Transport Infrastructure (intersection/crossing)	Upgrade crossing for pedestrians and cyclists at the tram stop adjacent to Presbyterian Ladies' College on Burwood Highway.	17.3	Medium – long term	Deliver	DTP	

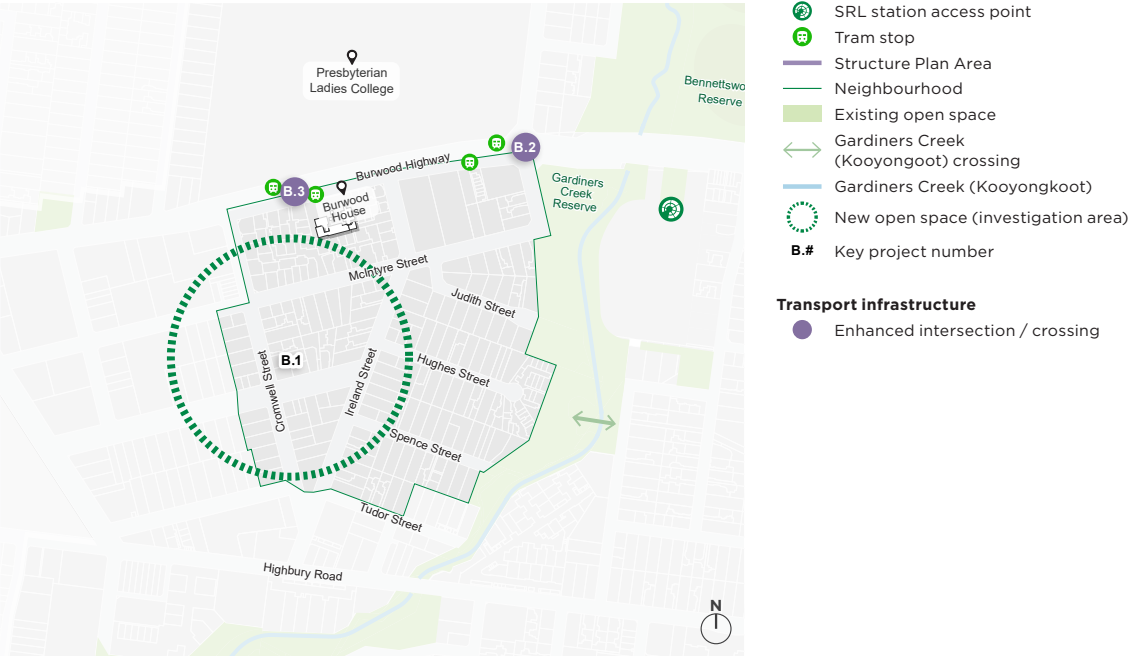


Figure 2: McIntyre neighbourhood - indicative key projects plan

3.3 Neighbourhood C: Employment neighbourhood

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
C.1 B.1	New open space	Explore opportunity for future open space in the McIntyre neighbourhood or nearby in the Employment neighbourhood to provide future residents and workers with additional places to gather and leisure in strategically located, accessible areas.	6.1	Short – long term	Deliver	WCC	SRLA
C.2	Enhanced Transport Infrastructure (intersection/crossing)	Upgrade crossing for cycling and pedestrians at the tram stop near the intersection of: – Somers Street and Burwood Highway – Roslyn Street and Burwood Highway.	17.3	Medium – long term	Deliver	DTP	
C.3	Enhanced open space	Upgrade Roslyn Street Reserve public open space to address the open space needs of local residents and workers.	6.2	Short – long term	Deliver	WCC	
C.4 E.6	Enhanced infrastructure (intersection/crossing)	Upgrade intersection at Highbury and Huntingdale Roads to promote connectivity for pedestrians and cyclists.	17.3	Medium – long term	Deliver	DTP	

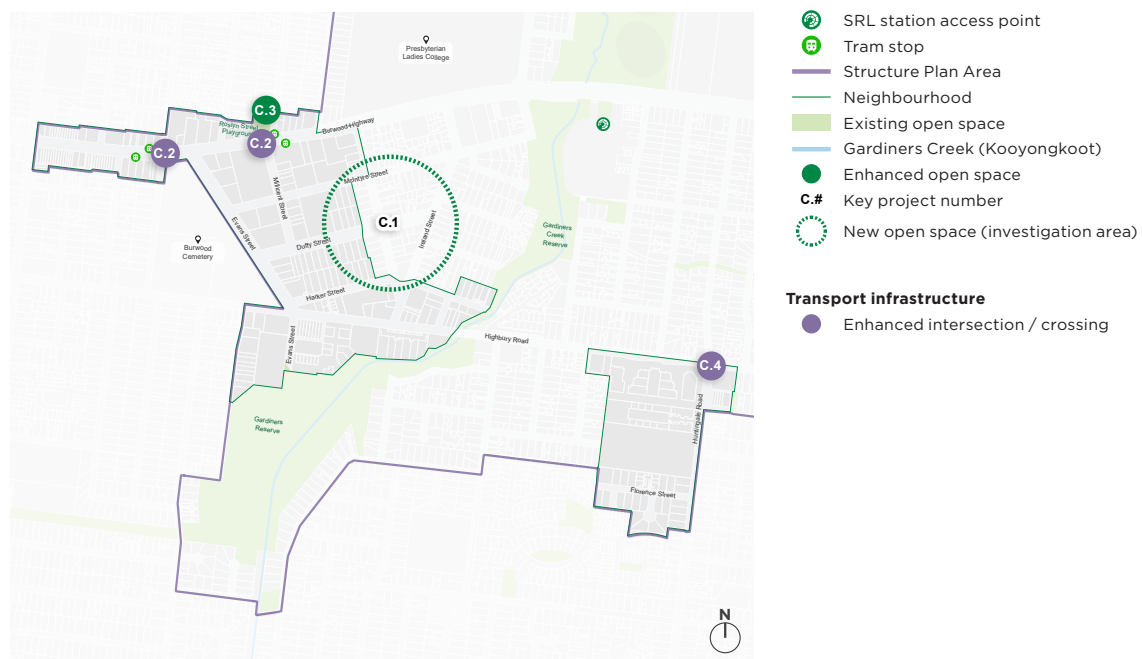
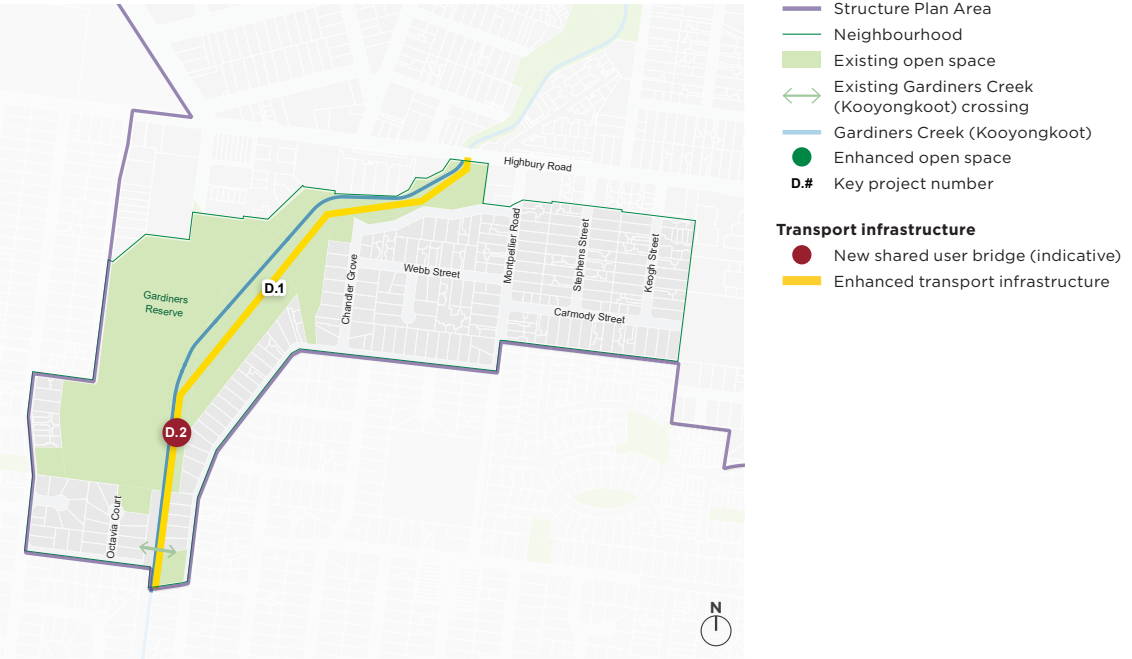


Figure 3: Employment neighbourhood - indicative key projects plan

3.4 Neighbourhood D: Ashwood

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
D.1	Enhanced transport infrastructure	Upgrade open space and pedestrian and cycling infrastructure with waterway naturalisation along Gardiners Creek Reserve between Highbury Road and Zodiac Street.	6.2	Medium - long term	Deliver	WCC	MW
			17.2				
D.2	New transport infrastructure (shared user bridge)	Plan for new creek crossings south of Highbury Road to connect to the Strategic Cycling corridor along Gardiners Creek (Kooyongkoot).	17.2	Medium - long term	Deliver	SRLA	MW
			17.7				MCC



3.5 Neighbourhood E: Lundgren

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
E.1	New transport infrastructure (intersection/crossing)	A new pedestrian and cycling crossing at the intersection of Lundgren Chain Reserve and Station Street to provide connections to high quality open spaces for future residents.	17.3	Medium – long term	Deliver	DTP	
E.2	Enhanced open space	Upgrade Barlyn Road public open space to address the open space needs of local residents and workers.	6.2	Short – long term	Deliver	MCC	
E.3 G.2	Enhanced transport infrastructure (intersection/crossing)	Upgrade crossing to improve safety for pedestrians and cyclists at the tram stop at the intersections of: – Gillard Street and Burwood Highway – Station Street and Burwood Highway.	17.3	Medium – long term	Deliver	DTP	
E.4 F.1 F.2	New open space	New open space around Burwood Highway and Station Street.	6.1	Short – long term	Deliver	WCC	SRLA
E.5 A.4	New open space	Extend Lundgren Chain Reserve between Sinnott Street and Cumming Street to provide new open space linking the existing reserve with Burwood Central through a linear park.	6.1	Short – long term	Deliver	WCC	SRLA
E.6 C.4	Enhanced transport infrastructure (intersection/crossing)	Upgrade intersection at Highbury and Huntingdale Roads to improve connectivity for pedestrians and cyclists.	17.3	Medium – long term	Deliver	DTP	

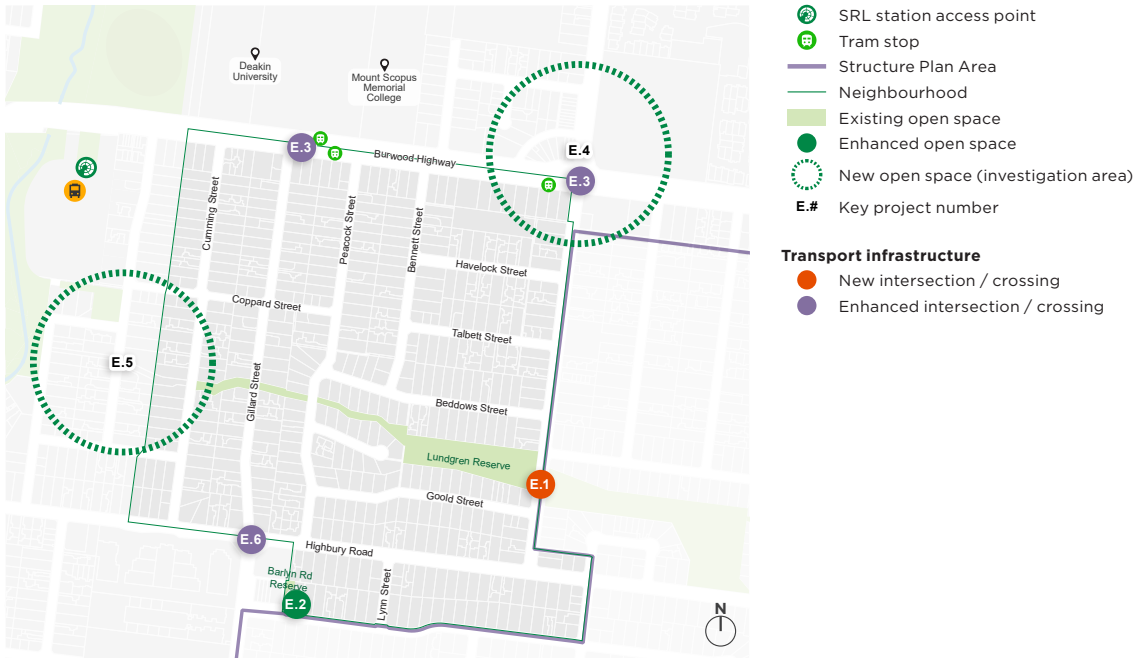


Figure 5: Lundgren neighbourhood - indicative key projects plan

3.6 Neighbourhood F: Station Street

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
F.1 E.4	New open space	New open space around Burwood Highway and Station Street.	6.1	Short - long term	Deliver	WCC	SRLA
F.2 E.4	Enhanced transport infrastructure (intersection/crossing)	Upgrade crossing for cycling and pedestrians at the tram stop near the intersections of: - Starling Street and Burwood Highway - Station Street and Burwood Highway.	17.3	Medium - long term	Deliver	DTP	

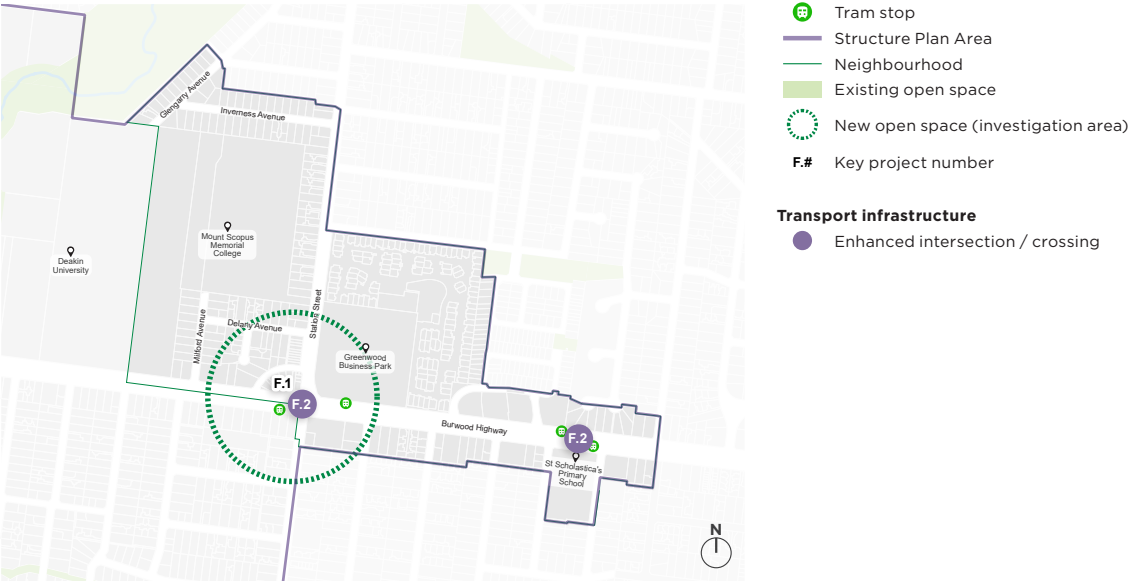


Figure 6: Station Street neighbourhood - indicative key projects plan

3.7 Neighbourhood G: Education neighbourhood

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
G.1	Enhanced transport infrastructure	Upgrade pedestrian and cycling infrastructure along Gardiners Creek between Burwood Student Village and Burwood Highway.	17.2	Medium - long term	Deliver	WCC	DTP MW
G.2 A.6 B.2 B.3 E.3	Enhanced transport infrastructure (intersection/crossing)	Upgrade crossing to improve safety for pedestrians and cyclists at the tram stop near the intersections of: <ul style="list-style-type: none"> Elgar Road, McIntyre Road and Burwood Highway Adjacent to the Presbyterian Ladies' College and Burwood Highway Gillard Street and Burwood Highway. 	17.3	Medium - long term	Deliver	DTP	
G.3	New transport infrastructure	A new high-capacity public transport corridor along Elgar Road, improving connectivity to Hawthorn, Richmond and the CBD.	16.4	Long term	Deliver	DTP	
G.4 A.7	Enhanced transport infrastructure (intersection/crossing)	Facilitate an upgraded crossing for pedestrians and cyclists at Burwood Highway and Holland Avenue (Deakin University entrance) to increase connectivity between Burwood Central and the university.	17.3	Medium - long term	Deliver	DTP	
G.5 A.3	New community facility*	Land for and construction of new multi-purpose community hub (or equivalent) to meet the growing needs of the community in a highly accessible location.	5.1	Medium - long term	Deliver	WCC	SRLA

**New community facilities are subject to future site selection processes and may be delivered in another neighbourhood and not this neighbourhood.*

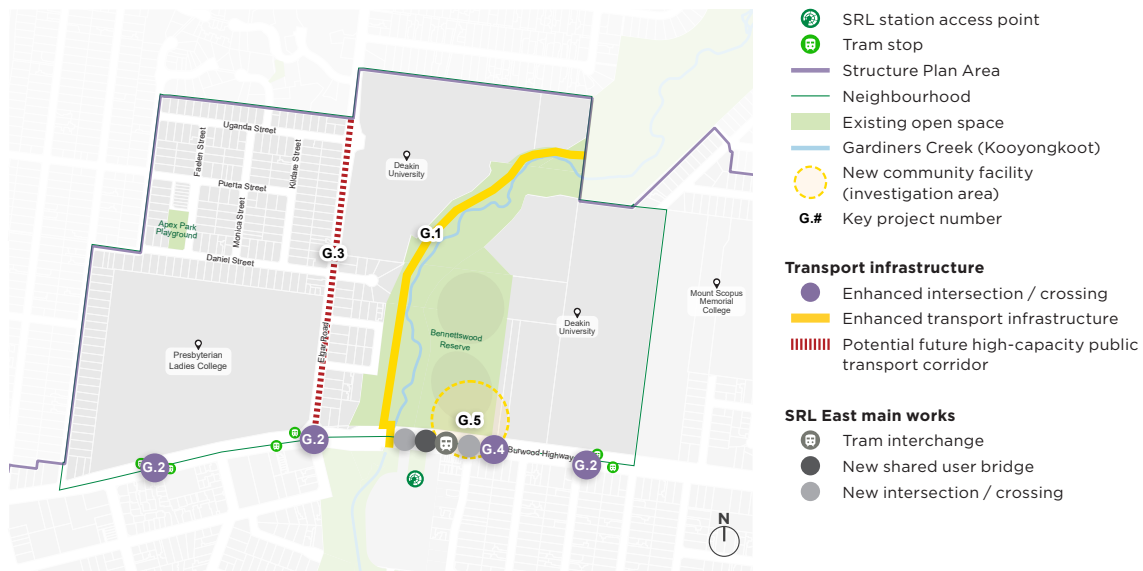


Figure 7: Education neighbourhood - indicative key projects plan

4. SRL East main works

SRL East main works are the rail and station infrastructure and related works. SRLA will deliver the SRL East main works over the medium to long term. The main works relevant to the Burwood Structure Plan Area are listed below for reference.

Item	Description
SRL.1	The new SRL station at Burwood with a cycle hub.
SRL.2	A tram interchange adjacent to the SRL station on Burwood Highway.
SRL.3	A new bus interchange on the northern end of the Sinnott Street Extension.
SRL.4	A new public realm at the SRL station entrance.
SRL.5	A new pedestrian bridge over Burwood Highway and at grade signalised pedestrian crossings connecting the SRL station to the north side of Burwood Highway.
SRL.6	Upgraded landscaping and footpaths along Burwood Highway between Gardiners Creek and McComas Grove.
SRL.7	A new street, extending Sinnott Street north to Burwood Highway, including landscaping, footpaths and public transport infrastructure to enhance the public realm.
SRL.8	Delivery of new and upgraded streets including: <ul style="list-style-type: none"> – New East-West street south of the new SRL Station at Burwood between Sinnott Street Extension and McComas Grove to increase permeability in the neighbourhood east of the station area – Extension of Coppard Street (E-W) between Sinnott Street Extension and McComas Grove providing a distinctive and attractive street with cycle infrastructure in the core of the neighbourhood – New street, including public realm, footpaths and cycle infrastructure, between Sinnott Street Extension and McComas Grove, situated north of Coppard Street extension providing a distinctive and attractive street in the core of the neighbourhood – Enhanced streetscape, pedestrian and cycle infrastructure along McComas Grove between Burwood Highway and Sinnott Street.
SRL.9	A new crossing at the intersection of Highbury Road and Sinnott Street to accommodate new bus services to and from the new SRL station bus interchange.
SRL.10	Enhance Gardiners Creek (Kooyongkoot) with the naturalisation of its concrete-lined channel to create a blue-green spine supporting biodiversity, enhance recreation value, reflect Aboriginal cultural values and themes and improve pedestrian and cycle access between Burwood Highway the existing Sinnott Street pedestrian bridge over Gardiners Creek.
SRL.11	New open space on the extension of Coppard Street, with pedestrian and cycle links between Coppard Street and Gardiners Creek naturalisation to create a safe and enjoyable area for recreation.

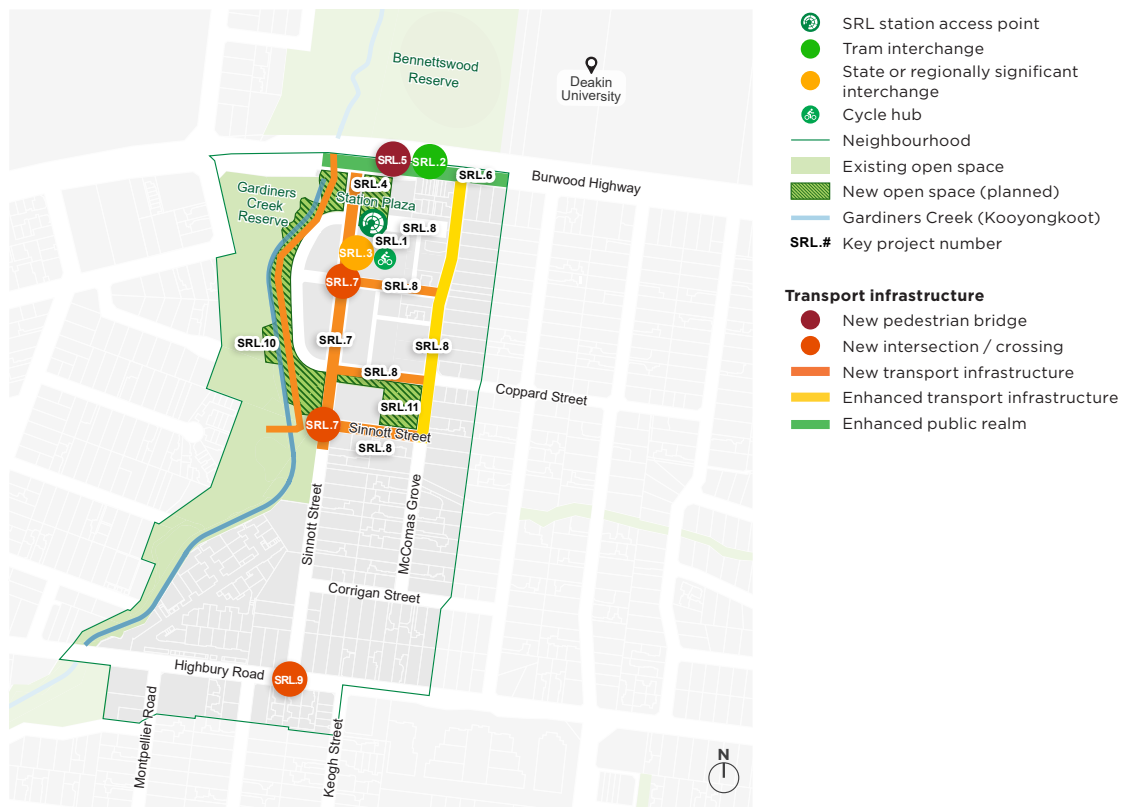
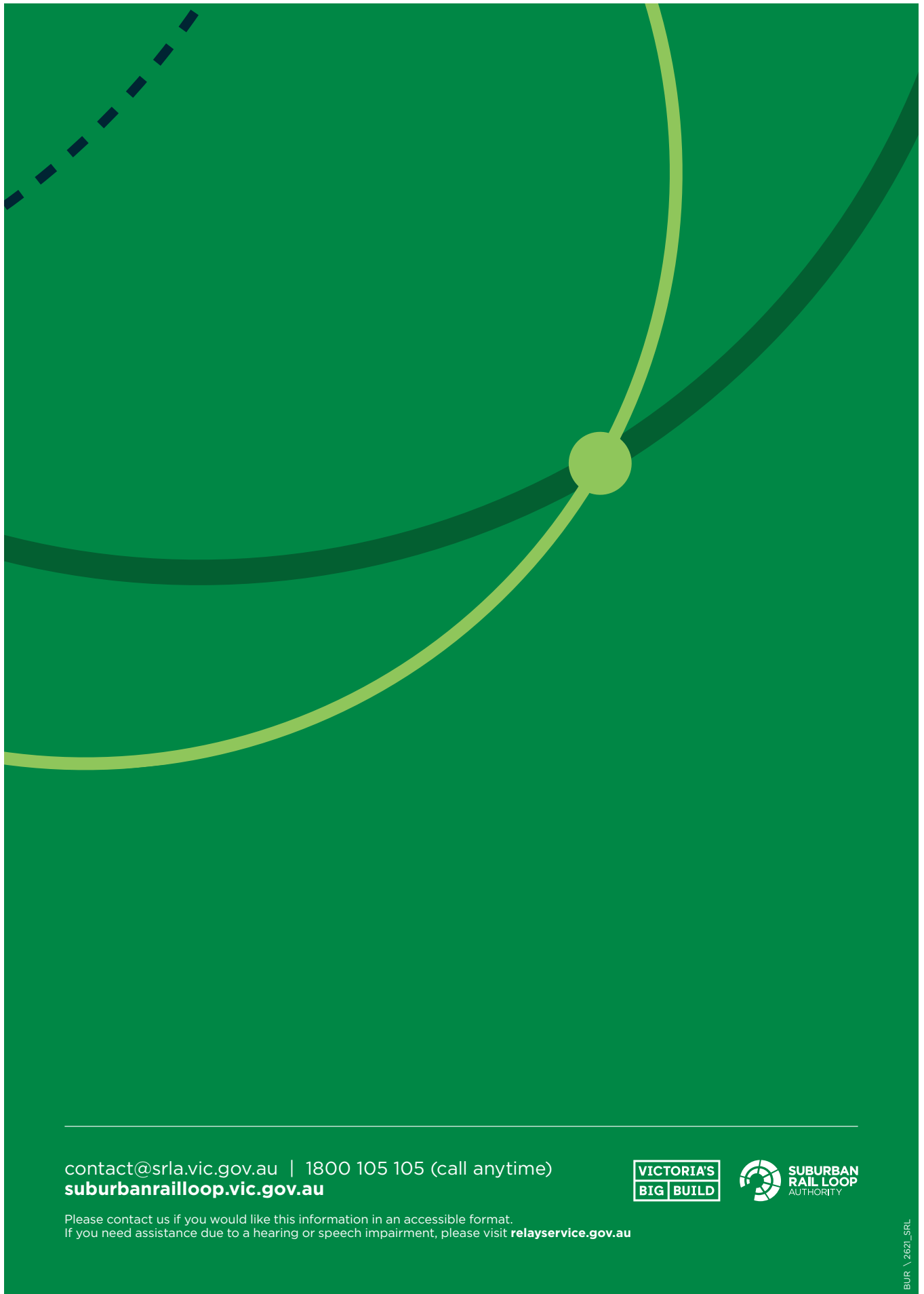


Figure 8: SRL East main works



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