



**SUBURBAN  
RAIL LOOP  
EAST**



Artist's impression

# **SRL East Draft Structure Plan Burwood**

## **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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# Draft Burwood Structure Plan

Melbourne and Victoria’s population is growing. By the 2050s, Melbourne will be home to almost 9 million people – a city the size of London today.

To accommodate this growth, the Victorian Government has launched its *Housing Statement* and a program of initiatives that will increase housing supply, including in established suburbs.

As Australia’s biggest housing project, the Suburban Rail Loop (SRL) will deliver more transport and more homes in Melbourne’s middle suburbs where many people want to live – on the doorstep of world-class public transport, jobs, services and opportunities.

SRL will transform how people move around local areas and Melbourne. Coordinated and thoughtful planning in the neighbourhoods surrounding the SRL stations will support thriving and well-connected communities, fit for the future.

Burwood is already experiencing significant change and this will continue with the delivery of SRL. The resident and worker population surrounding the new station at Burwood is forecast to more than double by 2041.

A greater supply of quality and diverse housing choices are needed, with more workspaces to attract and retain businesses, and diversify the local economy.

This Draft Structure Plan sets objectives, strategies and actions to properly manage future growth around the SRL East stations so it is appropriate and sustainable.

Consultation with local residents, businesses, councils and others over several years has underpinned this Draft Structure Plan. More community feedback via submissions and formal public hearings will inform the final Structure Plan and associated Planning Scheme Amendment for consideration by the Minister for Planning.

The final Structure Plan will pave the way for future development and investment in the right places, enhancing the liveability and amenity of local neighbourhoods, while maintaining Burwood’s distinctive character, and making sure the full potential of SRL is realised.



Figure 1: Suburban Rail Loop

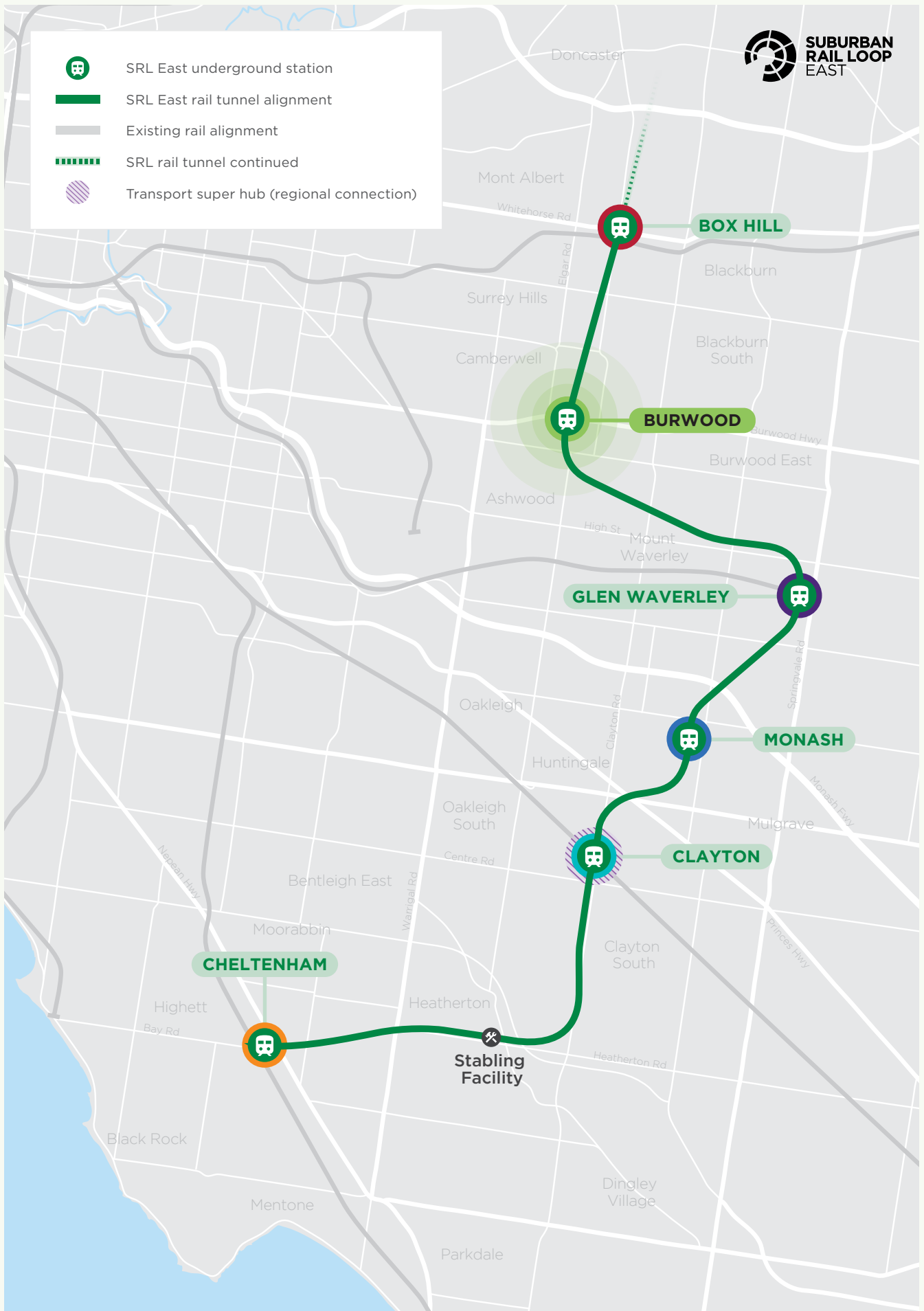


Figure 2: Suburban Rail Loop - SRL East

# The Vision for Burwood

A thriving urban centre growing responsibly in its natural environment to create a sustainable suburb.

Burwood will be a lively urban centre where the high quality design of new homes, civic buildings and public spaces creates a distinctive identity.

A vibrant social centre will emerge around the SRL transport hub, providing new places to work as well as lifestyle and civic amenities to meet the needs of the growing community. It will be home to great cafes and restaurants, creating a unique destination and an inviting place to meet and come together in the evenings and at weekends.

The precinct will build on the success of Deakin University and continue to evolve as a globally connected university and research centre. New populations of students and researchers will generate ideas and embrace innovation opportunities within Burwood's revitalised industrial land and emerging industries.

New homes and more infill development over time will increase residential diversity and density, enabling more people at every stage of life to enjoy living sustainably in this special place.

As an important biodiversity corridor and a treasured community amenity, an enhanced Gardiners Creek (Kooyongkoot) will be a focal point of the area. Its extensive network of open spaces and wildlife habitats will bring people together to experience nature and encourage the active, outdoor lifestyle that people in Burwood enjoy.

This better-connected Burwood will be at the heart of a dynamic corridor of opportunity – supporting emerging careers and enterprises, nurturing growing families and connecting generations. Walking and riding routes will seamlessly connect centres with the Gardiners Creek (Kooyongkoot) corridor and the rest of the suburb – if you don't want to drive, you won't have to.



The Vision for Burwood was developed with local communities to set a clear aspiration for how Burwood will look in the years ahead. The Vision comprises this vision statement, a Conceptual Plan and an outline of how the vision will be realised under the five themes of Enriching Community, Boosting the Economy, Enhancing Place, Better Connections, and Empowering Sustainability. The Vision for Burwood was published in December 2024 and is available at [suburbanrailloop.vic.gov.au/final-visions](https://suburbanrailloop.vic.gov.au/final-visions).

## Conversations with the community

This Draft Structure Plan reflects ongoing conversations with the community about how to make the most of SRL East and achieve the Vision for Burwood.

Suburban Rail Loop Authority (SRLA) adopted an 'inform and involve' approach to SRL East's development, seeking the views of residents, businesses, institutions, community organisations, local councils and others.

The engagement and consultations helped to identify specific economic and employment opportunities in Burwood and to determine current and future community needs for services and community infrastructure. It also helped to determine where and when development should occur in the neighbourhoods surrounding the SRL station and in ways that respond to community expectations, values and needs as Burwood grows and changes over time.



# Overview of the Structure Plan

## Structure Plan highlights

To achieve the Vision for Burwood, the Structure Plan sets objectives and strategies to guide the future form and function of the neighbourhoods around the SRL station. The objectives and strategies are set out under five themes: Enriching Community, Boosting the Economy, Enhancing Place, Better Connections and Empowering Sustainability.



### NEW HOMES AND MORE HOUSING CHOICES IN HIGH AMENITY LOCATIONS

More homes to support a growing population in well-designed, accessible and high amenity urban neighbourhoods

More housing types and sizes, including more social and affordable homes, family-sized apartments and student and key worker housing

New and upgraded community infrastructure to support a growing population and meet the daily needs of residents and workers in areas surrounding the SRL station

Walkable access to high-quality public open spaces through new pedestrian links and enhanced community parks.



### A NEW CIVIC AND COMMERCIAL HEART AND MORE HIGH VALUE LOCAL JOB

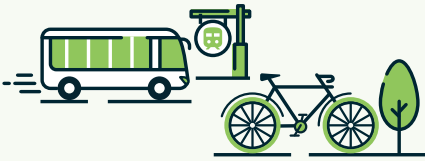
A lively new centre around the SRL station offering new shops, offices, cafes, restaurants and entertainment

More retail and commercial uses along Burwood Highway and Highbury Road, in new high-quality buildings

Improved active and public transport connections to Deakin University

More activity and amenity in Greenwood Business Park, the McIntyre and Ireland Industrial Precincts and the Huntingdale Road Industrial Estate to attract new businesses and workers.





**BETTER CONNECTIONS THAT SUPPORT  
LOW-TRAFFIC NEIGHBOURHOODS AND  
'CAR LIGHT' LIVING**

A new transport interchange at the SRL station, turn-up-and-go public transport services and an improved local bus network

An expanded network of walking and cycling corridors

Low-traffic neighbourhoods that are quieter, safer and more attractive places to live.



**BUILDING CLIMATE RESILIENCE AND  
SUPPORTING SUSTAINABLE COMMUNITY**

Higher building design standards, including a 5-star Green Star Buildings rating for large non-residential buildings and multi-unit residential buildings

Innovative Water Sensitive Urban Design (WSUD) prioritised in new developments and the public realm

A cooler, greener Burwood with shadier local streets, green corridors, more canopy trees and building materials and infrastructure that support urban cooling.

# Preparing the Structure Plan

This Draft Structure Plan is based on a comprehensive program of research, engagement and consultation over several years.



# 1.1 Purpose of SRL East Structure Plans

Structure Plans are an important part of Victoria's planning system.

A Structure Plan is a blueprint to guide how an area develops and changes over time. It sets out a vision, with objectives, strategies and actions to achieve the vision.

The vision considers community aspirations for a local area. This includes things the community would like to improve, as well as the characteristics people value and want to retain.

A Structure Plan describes how land use planning, growth and development will be managed in an appropriate and sustainable way. Matters covered include transport connections and car parking, housing and commercial development, community infrastructure, urban design, open space, water and energy management, climate resilience and sustainability.

A Structure Plan provides certainty for residents, businesses and developers by identifying the preferred locations and timing of future land uses, development and new infrastructure.

Statutory actions such as Planning Scheme Amendments are required to implement a Structure Plan. Planning Scheme Amendments will be needed to implement the Burwood Structure Plan through the Whitehorse and Monash Planning Schemes.

Strategic actions such as partnerships with local councils and other authorities are also important for implementing a Structure Plan.

## An integrated program

SRL is an integrated transport and land use program of works that will extend over 30 years. In addition to the rail line and stations, the SRL project includes planning guidance, new community infrastructure and partnerships across all levels of government and with the private sector to make sure the full benefits of SRL are realised. By integrating and staging transport, planning and infrastructure initiatives, SRL will support urban centres across Melbourne that offer high-quality lifestyles, housing and jobs close to public transport, services and other amenities. The Burwood Structure Plan is one component in this multi-decade, integrated program of investment.

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## STRUCTURE PLAN PRIORITIES

While each Draft Structure Plan for SRL East is tailored to its local area, the plans share three strategic priorities.

<b>More homes and greater housing choice</b>	Structure planning for SRL East has a core focus on increasing the supply of housing to accommodate projected population growth in areas surrounding the SRL East stations. Housing provisions in the SRL East Structure Plans will also support the <i>Victorian Housing Statement</i> and contribute to the Victorian Government’s target of building 800,000 homes in Victoria over the next decade.
<b>More jobs closer to where people live</b>	Access to convenient, reliable and frequent transport links underpins investment and economic activity. Each centre with an SRL East station already has thriving businesses and institutions that will continue to flourish with SRL’s increased accessibility. As these areas evolve, they will attract new kinds of businesses and jobs.
<b>Liveable and sustainable communities</b>	SRL will revitalise Melbourne’s middle corridor, catalysing centres of activity outside of the central city. Structure planning for SRL East has a strong focus on making sure these areas remain liveable, sustainable and attractive places and that they are enriched and enlivened by the addition of SRL infrastructure. This includes providing opportunities to develop walkable neighbourhoods where people can access most of their daily needs locally.

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# 1.2 Structure Plan Area

This Draft Structure Plan covers a clearly defined area around the SRL station at Burwood.

This is the area where most change and development will occur over the coming decades.

The Structure Plan Area is within a wider Planning Area. The Planning Area was declared by the Minister for the SRL under the *Suburban Rail Loop Act 2021* (Vic).

The Suburban Rail Loop Authority (SRLA) is a planning authority under the *Planning and Environment Act 1987* (Vic) in the Planning Area. SRLA can make Planning Scheme Amendments in the Planning Area, including in the Structure Plan Area.

The Planning Area and the Structure Plan Area are shown in Figure 3.

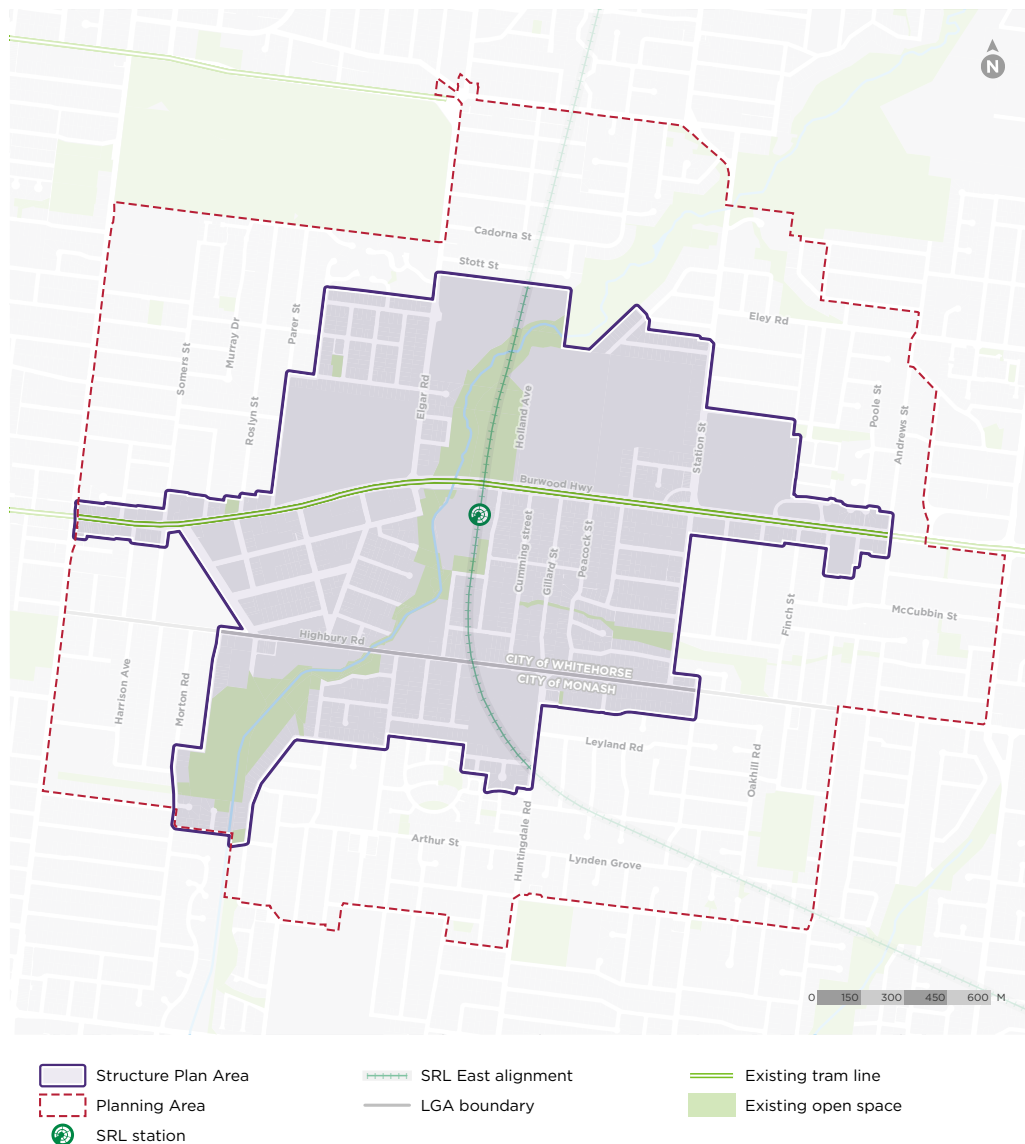


Figure 3: Burwood Structure Plan Area and Planning Area

# 1.3 Guide to Structure Plan documents

This Draft Structure Plan provides the framework to guide growth and change in Burwood for the next 15 years. It will establish a pattern for longer-term change.

The **Structure Plan** sets objectives, strategies and actions to achieve the Vision for Burwood. It is supported by a Draft Implementation Plan and Draft Planning Scheme Amendments.

The **Draft Implementation Plan** provides the timing, pathways and responsibilities for delivering the actions in the Draft Structure Plan. This includes key projects planned for the Structure Plan Area.

The **Draft Planning Scheme Amendment** to the Monash and Whitehorse Planning Schemes are required to allow the actions set in the Draft Structure Plan. The Draft Planning Scheme Amendments have been released for comment with this Draft Structure Plan.

The **Burwood Background Report** summarises a suite of expert technical assessments that informed the preparation of the Draft Structure Plan. The technical assessments cover matters including but not limited to housing, open space and community facilities, transport networks, water and energy management, and climate resilience.

**Technical Reports** set out the detailed findings of the expert technical assessments summarised in the Burwood Background Report.

This Draft Structure Plan provides a framework to manage growth and change in Burwood:

- Section 1** Describes the process for preparing the Burwood Structure Plan.
- Section 2** Describes the context and existing conditions of Burwood.
- Section 3** Describes the opportunities and challenges for Burwood.
- Section 4** Provides the Vision for Burwood developed with community input.
- Section 5** Sets objectives, strategies and actions under five key themes to achieve the Vision for Burwood.
- Section 6** Defines the neighbourhoods in Burwood and their roles in achieving the Vision for Burwood.
- Section 7** Sets out the steps to finalise and implement the Burwood Structure Plan.

# 1.4 Involving the community

Extensive engagement to inform SRL East structure planning has been underway since 2019.

Engagement has occurred with the community and businesses, local councils and others has focussed on how to make the most of the opportunities that SRL East will generate.

Activities have included community information sessions, online surveys and submissions, and face-to-face discussions.

Engagement will continue as the Burwood Structure Plan and Planning Scheme Amendments are finalised, with further opportunities for the community to have its say.

People will be able to make submissions based on their feedback with further opportunities for the community to have its say.



SRL engagement stall at Burwood Brickworks

## Traditional Owners

SRL East is located on the traditional lands of the Wurundjeri Woi Wurrung people to the north and the Bunurong people to the south.

The Wurundjeri Woi Wurrung people of the Kulin Nation are the Traditional Owners and custodians of the Country covered by the Burwood Structure Plan Area, and we acknowledge their deep spiritual connection to the land, waterways and stories of this Country.

The Wurundjeri Woi Wurrung people are significant stakeholders in the planning of SRL East and preparation of the Burwood Structure Plan.

Opportunities will be sought to represent Aboriginal cultural values, heritage and language in the Structure Plan Area. This includes in the design of public spaces, new walking and cycling infrastructure, community facilities, creative works, wayfinding, landscaped areas and streetscapes.

There will be ongoing engagement with the Aboriginal community living, working and learning in Burwood, and Traditional Owner knowledge and insights will continue to be embedded into all aspects of the design and delivery of SRL.





### **SRL BUSINESS AND INVESTMENT CASE**

**2021**

The SRL Business and Investment Case set broad ambitions for each SRL station and its surrounding area. The Business and Investment Case provided a platform for early community discussions on how SRL East could generate positive change and development in local communities.



### **SRL EAST ENVIRONMENT EFFECTS STATEMENT**

**2022**

The SRL East Environment Effects Statement (EES) identified potential benefits and impacts during the construction and operation of SRL East rail infrastructure and proposed ways to avoid, minimise, offset or manage any significant effects. Community views were sought during preparation of the EES and formal submissions were received as part of the EES public exhibition and public hearings.



### **SRL PRECINCTS: DISCUSSION PAPER**

**August 2023**

The *SRL Precincts: Discussion Paper* sought community views on the aspirations for the areas surrounding the SRL East stations. Feedback was sought on the ambitions and priority outcomes set in the SRL Business and Investment Case.



### **DRAFT VISION**

**December 2023**

Community feedback on the *SRL Precincts: Discussion Paper* informed the development of a Draft Vision for Burwood. The Draft Vision identified what the community would like to improve in the local area and the characteristics people value and want to protect and maintain.



### **KEY DIRECTIONS**

**April to May 2024**

Key Directions for the area surrounding the SRL East station at Burwood were developed. These were based on the Draft Vision and were tested with community groups, local councils and other stakeholders.



### **FINAL VISION**

**December 2024**

The Final Vision incorporates feedback from the community, local councils and others during preparation of the Draft Vision, Key Directions, Background Report and Technical Reports.



### **BACKGROUND REPORT AND TECHNICAL REPORTS**

**2024 - 2025**

This Draft Structure Plan is supported by a Background Report, which summarises detailed technical assessments provided in a suite of Technical Reports. The technical assessments cover topics including but not limited to public and active transport, housing needs and urban design, community infrastructure, water and energy management, and climate resilience.



### **CURRENT STAGE**

### **FORMAL PLANNING PROCESS**

**Early 2025 to early 2026**

This Draft Structure Plan, the Draft Implementation Plan and Draft Planning Scheme Amendments have been released for community and stakeholder submissions.

# Introducing Burwood

The Wurundjeri Woi Wurrung people of the Kulin Nation are the Traditional Owners of the Country the Draft Burwood Structure Plan covers.

The Burwood Structure Plan Area is within the cities of Whitehorse and Monash, about 12 kilometres east of Melbourne's CBD.



# 2.1 Historical context

The Wurundjeri Woi Wurrung people of the Kulin Nation occupied the Country that encompasses the Burwood Structure Plan Area for more than 65,000 years before contact with Europeans.

The Wurundjeri Woi Wurrung way of life in this area saw family groups travelling through Country for ceremonial gatherings, for marriage, trade and the settling of disputes. Natural landscape features served an important function as markers of clan boundaries and locations for gatherings and ceremonies. Movement of Aboriginal people through Country also occurred seasonally in response to the availability of resources.

Burwood's first post-colonial subdivision was established in the 1850s for the village of Ballyshanassy. A lack of public transport hindered growth, and development in the 19th century remained slow and largely rural.

From the 1940s, the area became more densely populated and suburban. Growing car ownership contributed to this shift. Australia's first drive-in theatre, Burwood Skyline, opened next to Gardiners Creek (Kooyongkoot) in 1953. Burwood's education facilities were another factor in the area's post-war growth. This included the establishment of Presbyterian Ladies' College (PLC), Mount Scopus Memorial College and Burwood Technical School (later Burwood Teacher's College and then Deakin University).

In more recent times, parts of Burwood have experienced more development including some higher density development. Deakin University's Burwood campus continues to contribute activity and vibrancy to the area.

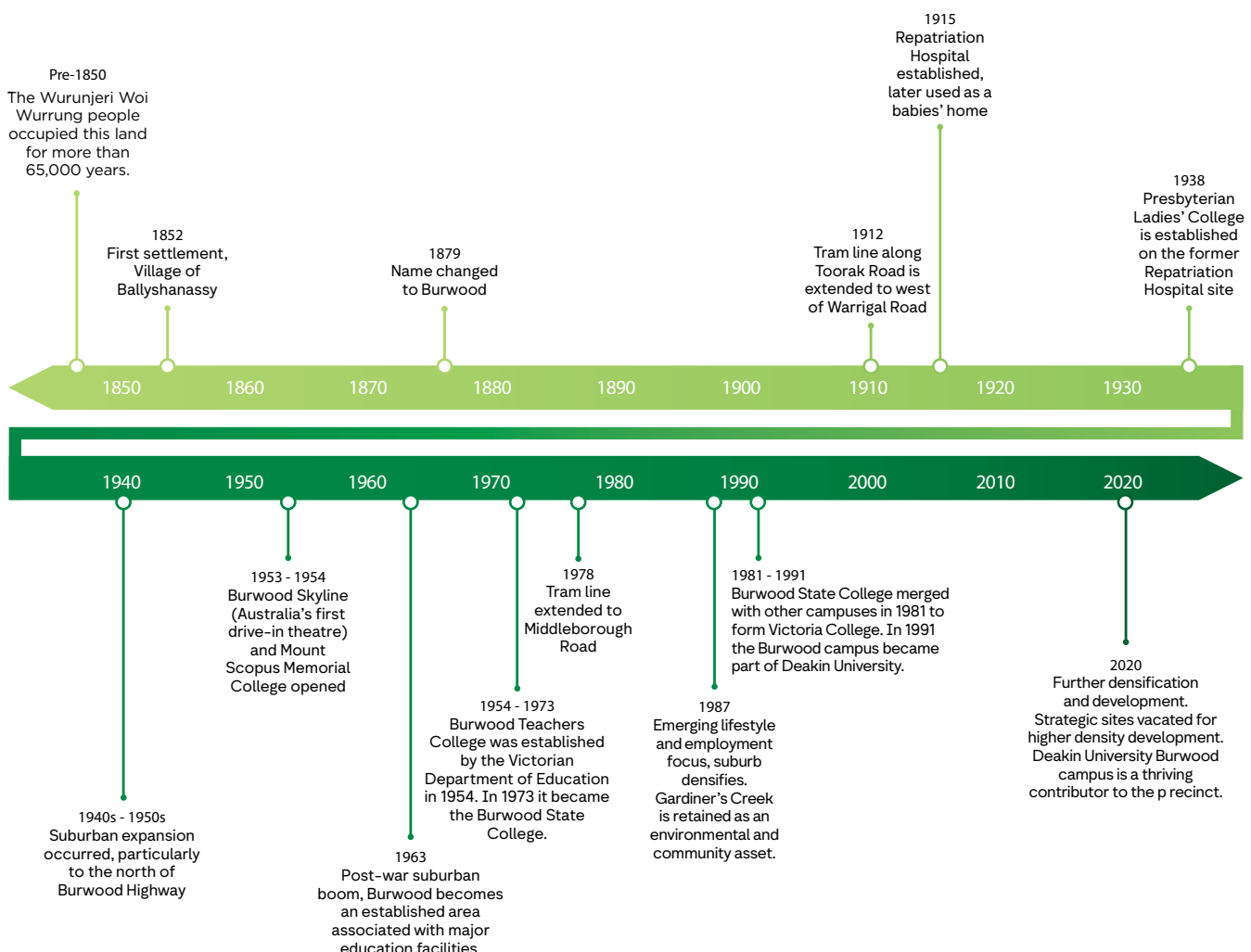


Figure 4: Historical development of Burwood

# 2.2 Context

Burwood is a state-significant education precinct, home to Deakin University’s Burwood campus and two large private schools: Presbyterian Ladies’ College and Mount Scopus College.

Deakin University is one of Australia’s leading tertiary education providers, a major regional employer and the main driver of economic activity in the Burwood area.

Outside of these educational institutions, Burwood is characterised by established, residential neighbourhoods and some traditional, commercial and industrial pockets. Walking trails, open spaces and native vegetation associated with Gardiners Creek (Kooyongkoot) and Gardiners Creek Reserve contribute to Burwood’s leafy, spacious character.

Burwood Highway runs east-west through the Structure Plan Area and is a major regional movement and economic corridor. It links several activity centres in Melbourne’s eastern suburbs and connects to Monash Freeway and Eastlink.

Figure 5 shows the location of the Burwood Structure Plan Area and the SRL East alignment.

Figure 6 shows key transport routes, land uses and community facilities in the Structure Plan Area.

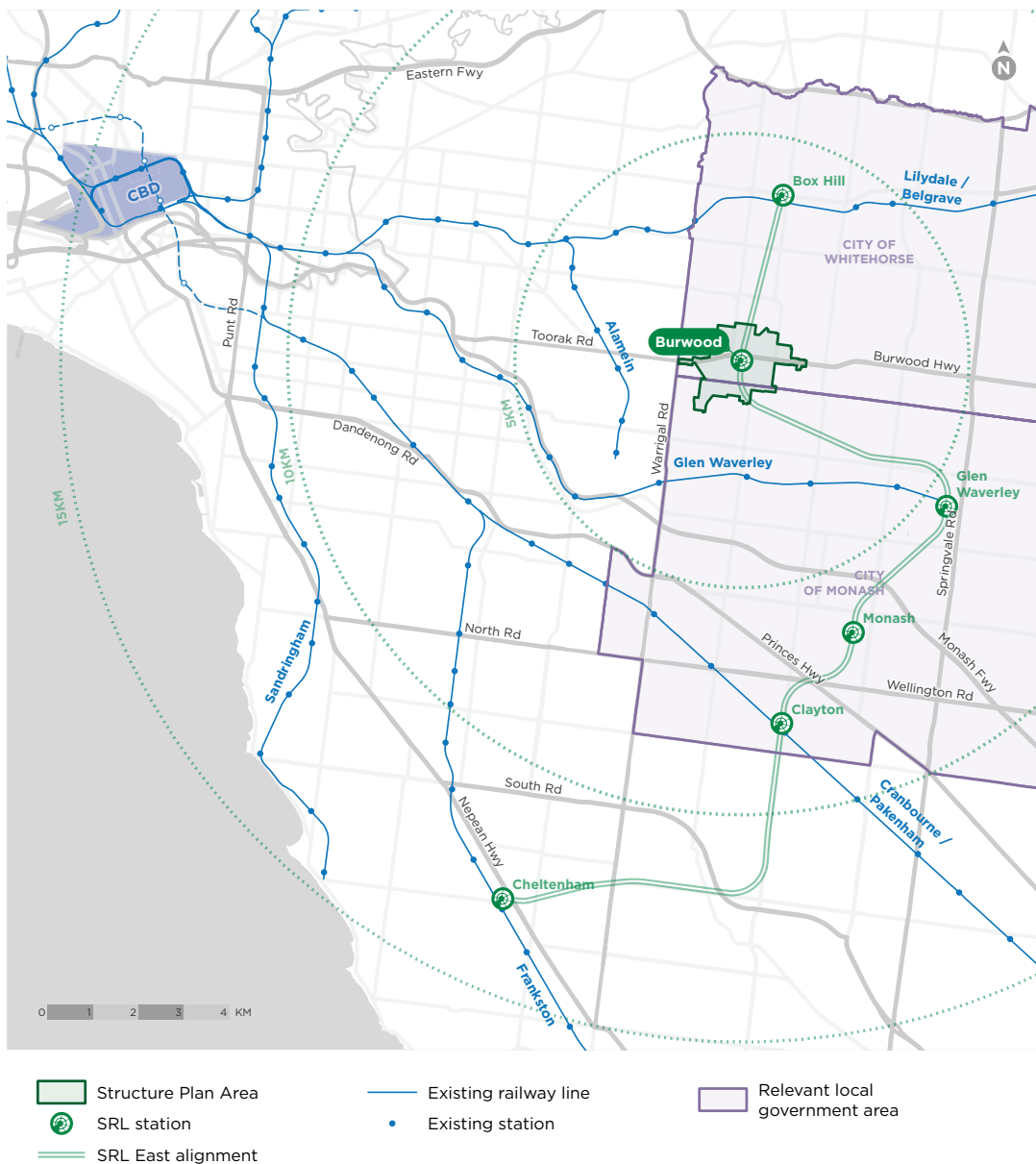
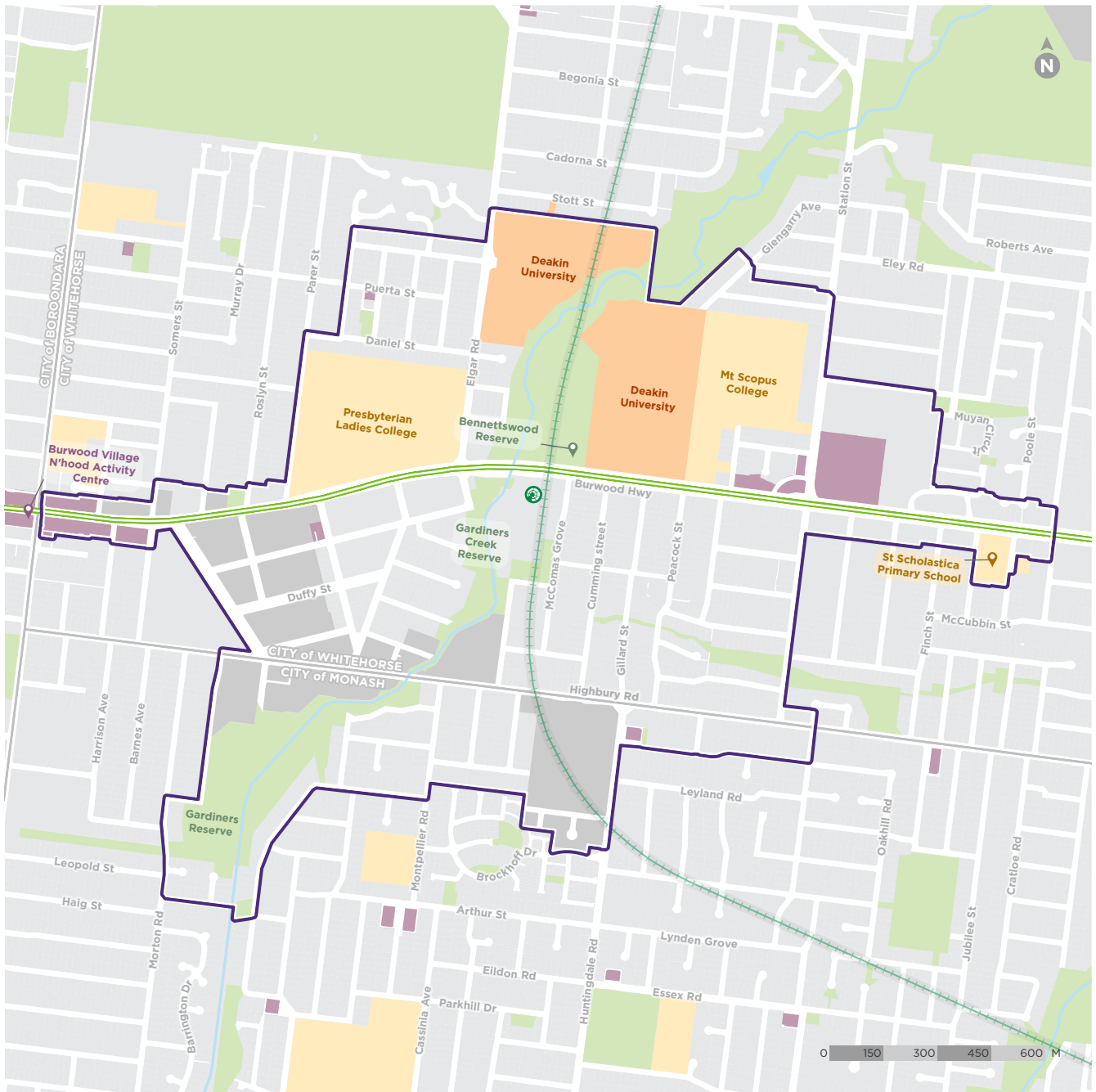


Figure 5: Location of Burwood Structure Plan Area



- Structure Plan Area
- LGA boundary
- SRL station access point
- Primary or secondary school
- Retail or commercial area
- Tertiary or vocational education
- Existing open space
- SRL East alignment
- Existing tram line
- Employment area

Figure 6: Local context plan

## 2.3 Community snapshot

Burwood's population grew relatively slowly in recent years, due primarily to the impacts of COVID-19 on student numbers.

Approximately one in five Burwood residents are undertaking tertiary education. More than a quarter of the population in the Burwood Structure Plan Area is aged 15-24 years old (27 per cent). This is more than double the Greater Melbourne average (12 per cent). A high proportion of residents rent their housing (44 per cent) compared to the Greater Melbourne average (30 per cent).

Separate houses are the dominant housing type (57 per cent), with medium density dwellings (townhouses and villas) and high-density dwellings (units and apartments) accounting for 34 per cent and 10 per cent respectively.

Burwood has significantly more workers than residents, with 9,000 workers in the Structure Plan Area compared to 5,300 residents. The education and training sector provides 61 per cent of jobs. This sector is growing - from 2011 to 2021 it grew about 4 per cent a year.



**5,300**  
Structure Plan  
Area residents  
(2021)



**25-39 years**  
Median age



**26%**  
Lone person  
households



**20%**  
Couple  
households



**24%**  
Families with  
children



**29%**  
Other family  
group and other  
households



**53%**  
Born overseas



**\$108,699**  
Household  
average  
annual income

# Planning for a growing and changing Burwood

SRL East will generate substantial change in Burwood over future decades.

This Draft Structure Plan seeks to manage the change in an appropriate and sustainable way.





# 3.1 More homes and greater housing choice

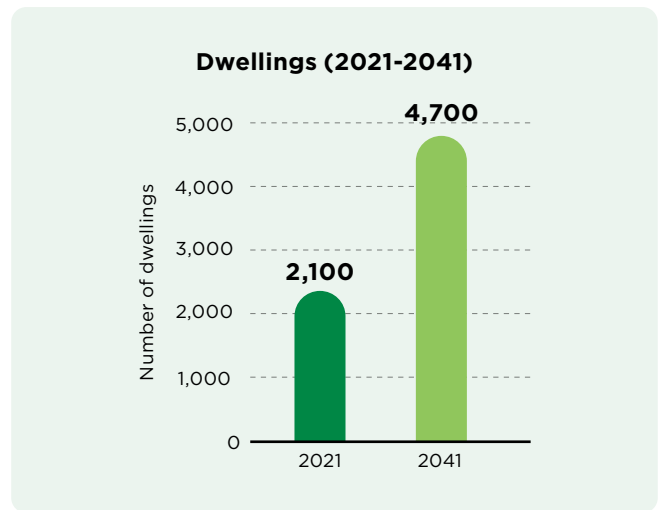
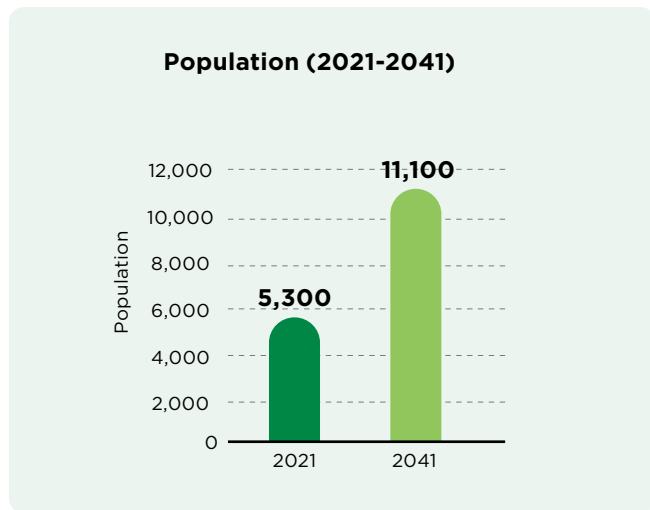
The resident population in the Burwood Structure Plan Area is forecast to more than double by 2041. More housing and more housing choices will be needed.

## More people

The population of the Burwood Structure Plan Area is forecast to grow from 5,300 in 2021 to 11,100 by 2041.

## More homes

An extra 2,600 dwellings are needed to accommodate this growth.



Sources: ABS Census of Population and Housing (2021) and SRL Business and Investment Case 2021 (2041 estimate).



## A core focus on housing

Access to diverse, high-quality and affordable housing is essential for Melbourne's continuing productivity, liveability and social equity. However, housing is in short supply. Planning for SRL East provides a unique opportunity to improve housing affordability and increase housing choice in well-connected locations throughout Melbourne.

To meet the housing targets outlined in *Victoria's Housing Statement*, the Victorian Government has proposed specific housing targets for each local government area. The four municipalities along the SRL East rail line have a combined draft target of 241,000 new homes by 2051. The Draft Structure Plans for SRL East provide for 24,500 new homes by 2041, and more than 70,000 new homes over the next 30 years.

This increase in housing supply will provide more quality homes near transport, jobs and services and deliver more affordable housing in Melbourne's established middle suburbs. This reduces outer suburban sprawl, relieves pressure on roads and ensures services (such as jobs, health care, education and recreation activities) are only a short walk or bike ride from home.

More information about *Victoria's Housing Statement* is provided at [vic.gov.au/housing-statement](https://www.vic.gov.au/housing-statement).

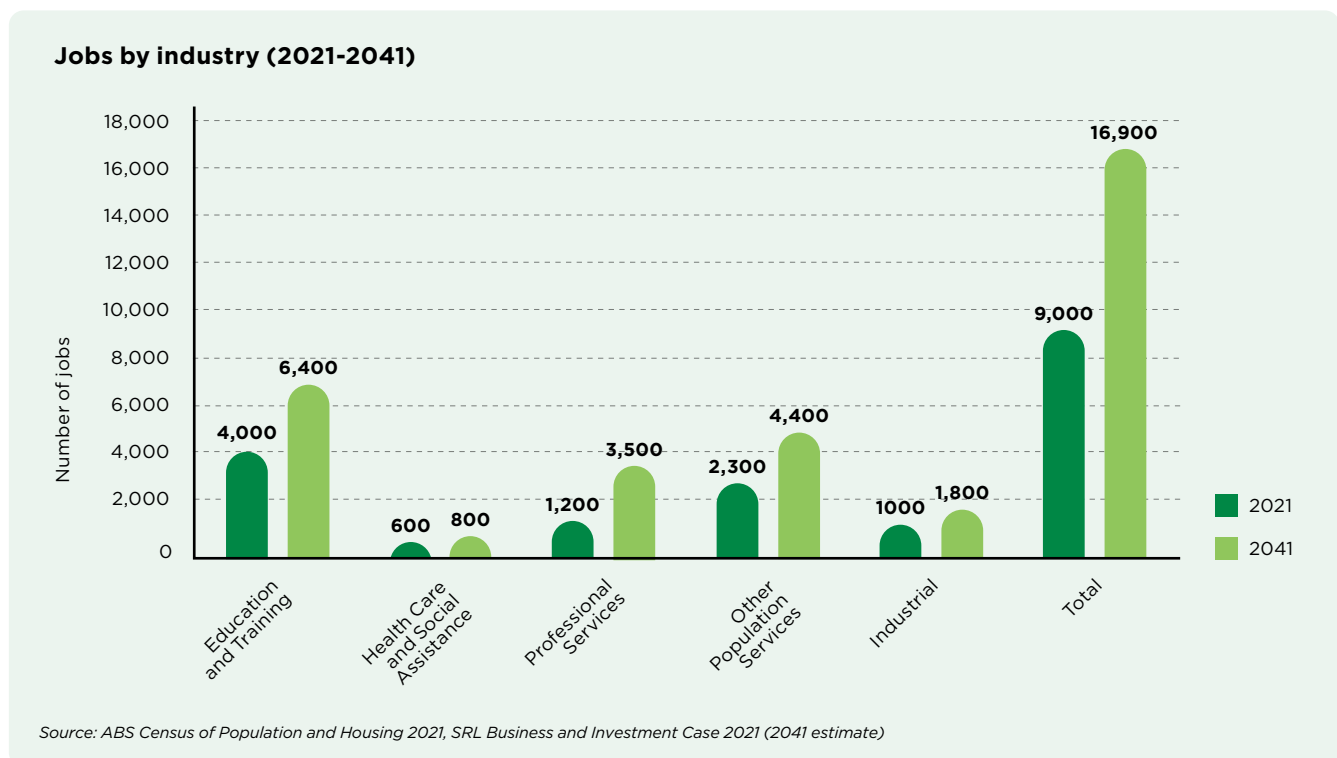
## 3.2 More jobs closer to where people live

SRL East will generate jobs growth in the Burwood Structure Plan Area.

Strong growth in the education sector will continue to define Burwood's economy and will stimulate growth in related sectors. Improved accessibility will make Deakin University's Burwood campus a more attractive place to study and work, and encourage new commercial development along Burwood Highway.

Jobs in the Structure Plan Area are forecast to almost double from 9,000 in 2021 to 16,900 by 2041.

More employment floorspace is needed in the Structure Plan Area to support business and jobs growth.

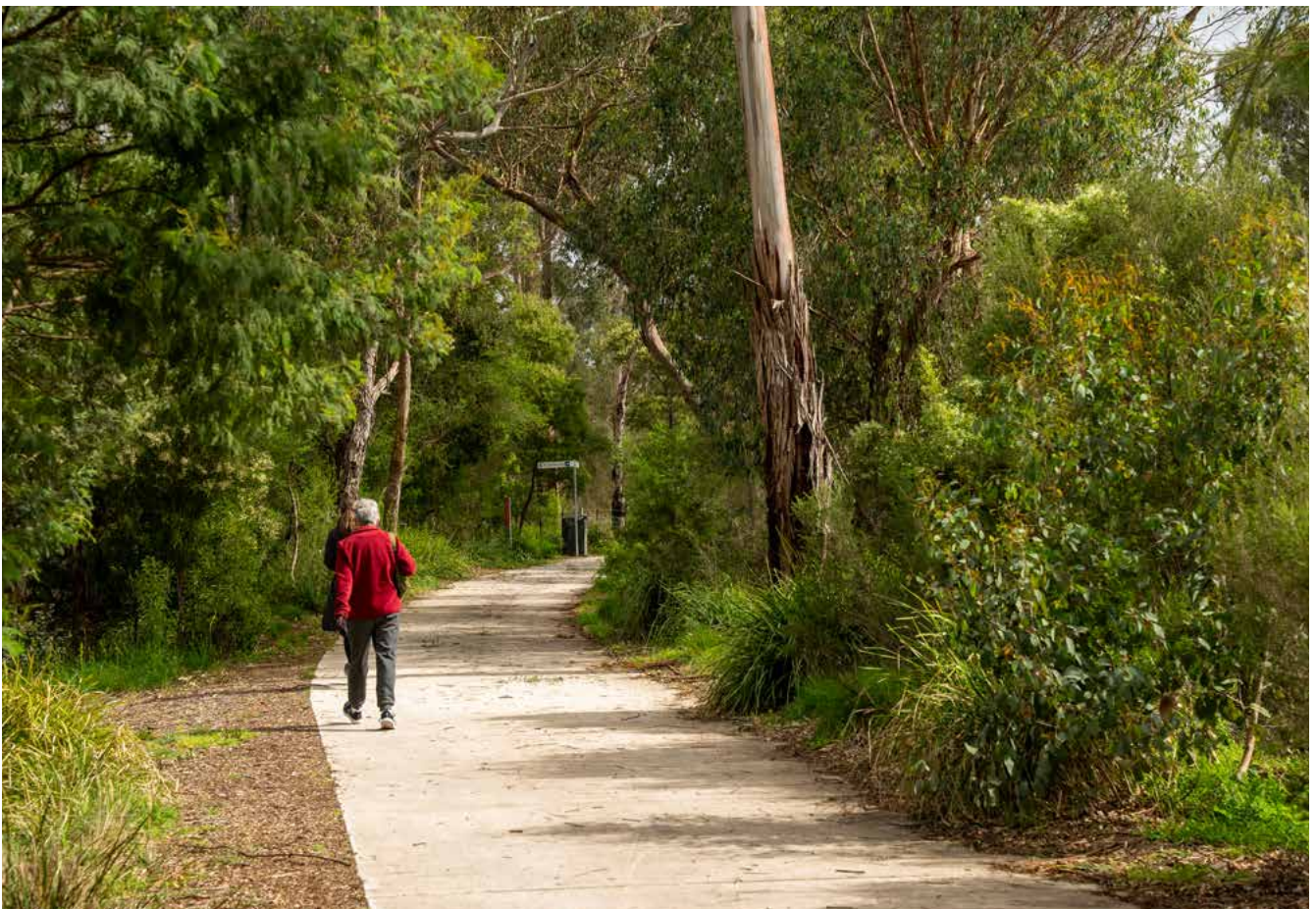


## 3.3 Liveable and sustainable communities

Burwood’s growing population will need new community facilities and enhanced, accessible open spaces.

To be a place where people want to live and work, Burwood will also need to enhance its resilience to a changing climate and support more sustainable urban lifestyles. Challenges include managing heat generated from more hard surfaces and optimising energy and water resources.

Gardiners Creek (Kooyongkoot) can play a greater role in maintaining biodiversity, providing open space and supporting recreational activities. Strategies for resilience should involve supporting active and zero emissions transport, and powering more buildings with renewable energy.



Gardiners Creek (Kooyongkoot) Reserve

# The Vision for Burwood

A Vision for Burwood underpins this Draft Structure Plan.

The Vision was developed in consultation with the community, the cities of Whitehorse and Monash and others.



# 4.1 Vision

A thriving urban centre growing responsibly in its natural environment to create a sustainable suburb.

Burwood will be a lively urban centre where the high-quality design of new homes, civic buildings and public spaces create a distinctive identity.

A vibrant social centre will emerge around the SRL transport hub, providing new places to work as well as lifestyle and civic amenities to meet the needs of the growing community. It will be home to great cafes and restaurants, creating a unique destination and an inviting place to meet and come together in the evenings and at weekends.

The precinct will build on the success of Deakin University and continue to evolve as a globally connected university and research centre. New populations of students and researchers will generate ideas and embrace innovation opportunities within Burwood's revitalised industrial land and emerging industries.

New homes and more infill development over time will increase residential diversity and density, enabling more people at every stage of life to enjoy living sustainably in this special place.

As both an important biodiversity corridor and a treasured community amenity, an enhanced Gardiners Creek (Kooyongkoot) will be a focal point of the area. Its extensive network of open spaces and wildlife habitats will bring people together to experience nature and encourage the active, outdoor lifestyle that people in Burwood enjoy.

This better-connected Burwood will be at the heart of a dynamic corridor of opportunity - supporting emerging careers and enterprises, nurturing growing families and connecting generations. Walking and riding routes will seamlessly connect centres with the Gardiners Creek (Kooyongkoot) corridor and the rest of the suburb - if you don't want to drive, you won't have to.



Figure 7: Artist's impression of Burwood Structure Plan Area. Indicative for illustrative purposes



# 4.2 Realising the Vision

The Vision sets the longer-term aspiration for Burwood.

The Vision is represented conceptually in Figure 8. This Conceptual Plan shows the main land uses and their locations in the Structure Plan Area, and where the most significant change is expected.

More work may be needed to plan for change outside the Structure Plan Area, but within the broader Planning Area, to achieve the Vision for Burwood.

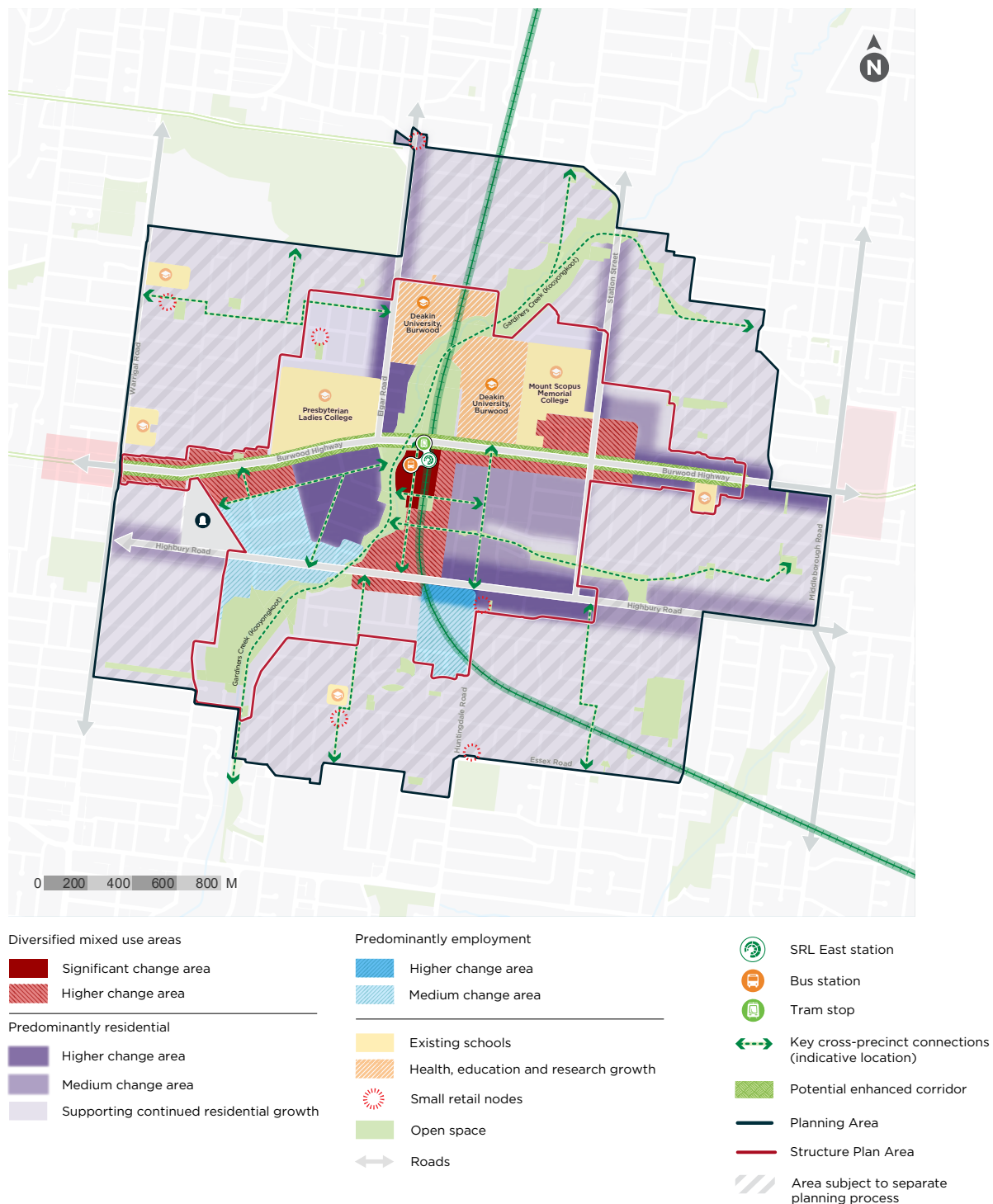


Figure 8: Burwood Conceptual Precinct Plan

## 4.3 Distinct neighbourhoods, tailored approaches

The Burwood Structure Plan Area is divided into seven distinct neighbourhoods defined by their unique characteristics and attributes.

Each neighbourhood is described below and its location is shown in Figure 9.

Section 6 of this Draft Structure Plan sets out tailored planning approaches to guide the development and character of these neighbourhoods.

### A. Burwood Central

New high amenity, high density heart of Burwood, with more homes and jobs, new open spaces and a lively night-time economy featuring shops, cafes, restaurants and entertainment options.

### E Lundgren

Medium density residential area that takes advantage of its proximity to Burwood Central to provide new homes, as well as new shops and offices, in areas adjacent to Burwood Highway and Highbury Road.

### B. McIntyre

Mid-rise residential neighbourhood, with good access to the SRL station, local jobs and Gardiners Creek (Kooyongkoot).

### F Station Street

Mixed-use neighbourhood with an improved streetscape and public realm, and more local jobs at Greenwood Business Park.

### C. Employment neighbourhood

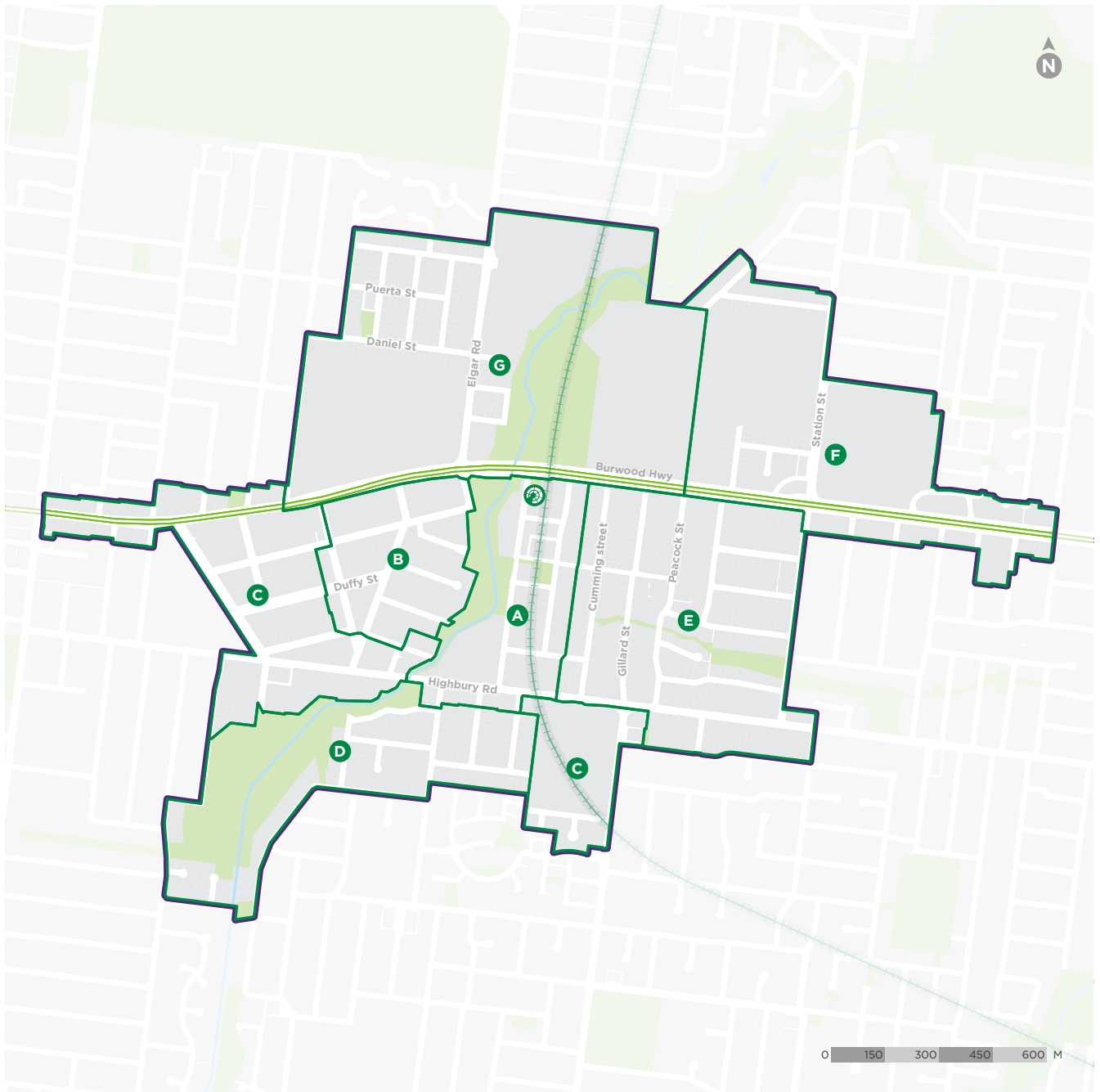
Revitalised and intensified major employment hubs accommodating new businesses and jobs.

### G Education neighbourhood

Education precinct focused on Deakin University, with a mix of housing, education and innovation uses, new walking and cycling links and an extended high capacity public transport corridor along Burwood Highway.

### D Ashwood

High amenity residential areas with a landscaped character and access to Gardiners Creek Reserve.



- Structure Plan Area
  - Neighbourhood
- SRL station access point
  - SRL East alignment
- Existing tram line
  - Existing open space

Figure 9: Burwood neighbourhoods

# Strategic response

This Draft Structure Plan sets objectives, strategies and actions under five key themes to achieve the Vision for Burwood.



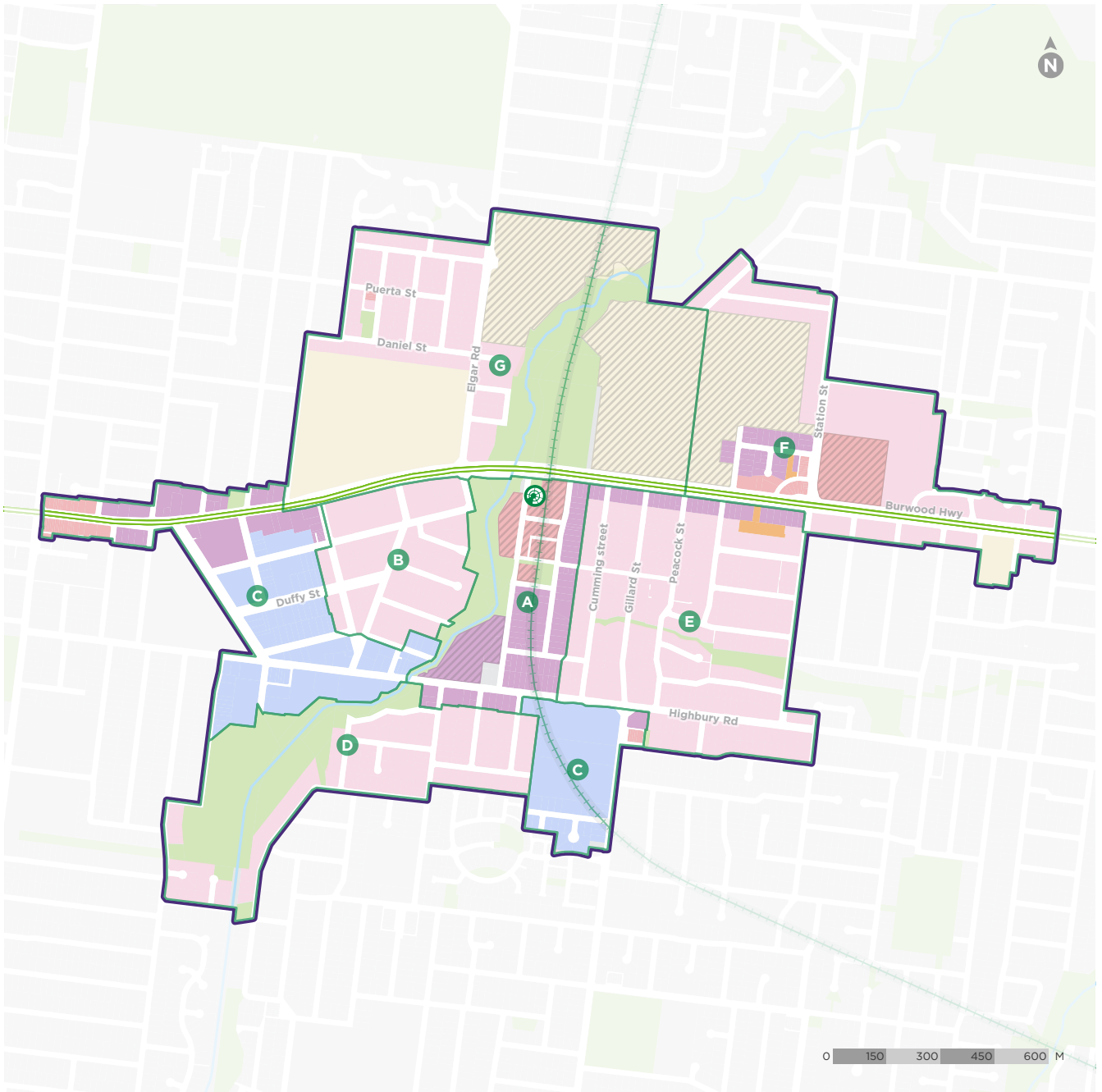
# 5.1 Land Use Plan

Encouraging the right land use will support growth and development in the Structure Plan Area.

The Land Use Plan shown in Figure 10 identifies priority land uses and their locations across the Structure Plan Area. The roles of each land use are described in the table below.

While land uses in addition to those shown in Figure 10 will be supported, the planning settings will encourage the priority land uses.

LAND USE	FUTURE ROLE
<b>Commercial</b>	Burwood Central will contain a concentration of commercial office, entertainment, retail and high density housing in a vibrant, high-quality environment. Smaller, local shopping areas will continue to support local daily needs. Greenwood Business Park will evolve to support more housing options, and new businesses, cafes, retail spaces and meeting places that support local employment.
<b>Mixed use</b>	Opportunities for mixed-use urban renewal on sites along Burwood Highway, Highbury Road and within the Burwood Central neighbourhood will support more housing, local services and employment in a high amenity environment.
<b>Housing</b>	Housing growth will be encouraged in Burwood's residential neighbourhoods, with the highest growth in the Burwood Central neighbourhood. Some community and local population-serving uses will be supported, particularly along key movement corridors.
<b>Employment</b>	Burwood's existing industrial areas will be retained for local employment. Over time, they will transition to high amenity employment areas by supporting higher density, knowledge-intensive uses and some local retail for workers and visitors.
<b>Education</b>	Deakin University will continue to play an important economic, educational and social role and will be encouraged to grow as Burwood evolves.
<b>Civic, community and cultural</b>	Bennetswood Tennis Club will continue to be recognised for its community use.
<b>Public open space</b>	Key public open spaces include Gardiners Creek Reserve, Lundgren Chain Reserve, McComas Grove Linear Reserve. These will continue to provide for recreation and leisure activities for the community.



- |                          |                          |                             |
|--------------------------|--------------------------|-----------------------------|
| Structure Plan Area      | Strategic site           | Education                   |
| Neighbourhood            | <b>Land use priority</b> | Civic, community & cultural |
| SRL station access point | Commercial               | Housing                     |
| SRL East alignment       | Mixed use                | Public open space           |
| Existing tram line       | Employment               |                             |

Figure 10: Land Use Plan

# 5.2 Structure Plan Themes

Five themes underpin SRL East structure planning. A set of objectives, strategies and actions under each theme seeks to achieve the Vision for Burwood. Each action will implement one or more of the strategies.

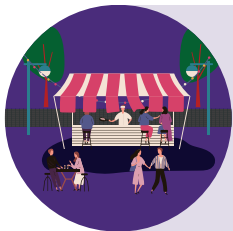


## Enriching Community

Creating high amenity urban neighbourhoods with more homes and more housing options to live, work and study locally.

## Boosting the Economy

Building on Burwood’s strengths to create a dynamic new commercial heart, support a growing education sector and add an innovation focus to the local economy.



## Enhancing Place

Planning vibrant and lively public spaces, green streets and nature-based neighbourhoods that support high-quality lifestyles.

## Better Connections

Delivering a high-quality public transport interchange and more walking and cycling options to connect people to jobs and opportunities and create quieter, low-traffic neighbourhoods.



## Empowering Sustainability

Giving Burwood tools and strategies to be a leader in sustainable urban living, mitigate the effects of climate change and make the shift to zero net carbon emissions.



## 5.3 Enriching Community

Burwood's growing population will enjoy a high amenity neighbourhood with more housing choices and better access to community facilities and open space.

More high-quality housing options, community facilities and accessible open spaces will create a high amenity urban environment.

New and upgraded active and public transport networks will support healthy, inclusive and well-connected neighbourhoods.





## Objective 1

### Celebrate, protect and interpret Aboriginal cultural values

Structure planning can highlight Burwood's rich cultural history and create spaces that support the ongoing interpretation and sharing of cultural values.

Celebrating Aboriginal voices, history and culture - and incorporating Caring for Country principles in the planning, design and development of places - can help shape Burwood in ways that honor its Aboriginal heritage and are inclusive of contemporary Aboriginal culture and values.

#### Strategies

- Recognise, celebrate and interpret cultural heritage and storytelling in the design of public spaces. Use local Aboriginal language and names in public spaces (such as streets, parks, and public buildings) in consultation with Traditional Owners who hold language as a non-tangible cultural heritage asset.
- Collaborate with Traditional Owners to identify and restore areas of Country in need of healing, promoting decision-making that respects the principles of self-determination.
- Encourage indigenous planting on public and private land to strengthen Aboriginal cultural connections to place.
- Encourage the consideration of Aboriginal cultural needs in the design of institutional buildings, social and affordable housing, and student accommodation.
- Identify opportunities to improve Aboriginal economic outcomes.
- Improve Aboriginal wellbeing by having culturally safe places to gather. Consider opportunities for these to be integrated with community infrastructure planning.

#### Actions

1. Engage with Traditional Owners and the Aboriginal community throughout SRL East structure planning and delivery.
2. Partner with Traditional Owners in the design of new public spaces and to identify opportunities to restore the local natural environment.
3. Investigate the inclusion of spaces in community facilities designed for and with Traditional Owners and/or relevant Aboriginal community service providers.
4. Actively work towards achieving Victorian Public Service and agreed contractor Aboriginal employment targets with a focus on local Aboriginal communities.
5. Identify opportunities for the advancement of Aboriginal employment outcomes and procurement opportunities when developing an SRL East Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.

## Objective 2

### Facilitate the growth of high-quality housing

An extra 2,600 dwellings will be needed in the Burwood Structure Plan Area as the population grows to 11,100 people.

More housing options close to amenities, jobs, transport and Deakin University will create a dynamic urban environment, connected to Gardiners Creek (Kooyongkoot) and other open spaces.



#### Future housing growth

Three relative levels of housing growth have been identified: significant, high, and medium.

- **Significant housing growth:** Areas identified for significant housing growth are concentrated around the SRL station. These areas will generally accommodate the tallest, highest density developments, providing new housing, job opportunities and amenities in areas with excellent transport connections.
- **High housing growth:** These areas can accommodate higher density apartment developments. These areas are generally located near centres of activity and public open spaces, and along key movement corridors such as Burwood Highway, Highbury Road, Elgar Road and Station Street.
- **Medium housing growth:** These areas will evolve to support medium-scale developments, primarily mid-rise apartments or townhouses on consolidated lots.



Residential development, Bowden, Adelaide SA



## Strategies

- Distribute housing growth across the Structure Plan Area by:
  - Encouraging significant housing growth in areas with the best access to transport, services and amenities, including locations within the Burwood Central neighbourhood (as shown in Figure 11)
  - Encouraging high housing growth along movement corridors, including Burwood Highway, Highbury Road and Elgar Road (as shown in Figure 11)
  - Encouraging medium housing growth in established residential areas, including within the Lundgren neighbourhood, the Ashwood neighbourhood and within the Education neighbourhood north of Presbyterian Ladies' College (as shown in Figure 11).
- Discourage the underdevelopment of lots, ensuring that opportunities for new homes are maximised.
- Encourage the redevelopment and intensification of strategic sites nominated to support new housing growth (as shown in Figure 11).

## Actions

1. Amend the planning scheme to:
  - Support significant, high and medium housing growth in areas identified in Figure 11
  - Support the delivery of new homes as part of the redevelopment of 127 Highbury Road, Burwood.



Example of medium density infill development



Apartment development located near open space

### Objective 3

## Encourage a range of housing sizes and tenures to meet the needs of future households

Burwood's future population will need more housing choices. More options in the size, type, cost and tenure of housing will support a diverse community.

This includes more housing suitable for students and housing to enable local workers to also live locally. More residential aged care and independent living facilities for older residents will be needed.

### Strategies

- Facilitate the delivery of a variety of dwelling sizes and types that provide housing choice for a range of households.
- Create opportunities to deliver residential aged care and independent living facilities within easy walking distance of Burwood Central to enable people to age-in-place.
- Encourage the development of inclusive, well-designed and accessible housing to meet the needs of all people.
- Support new and emerging housing models, including built-to-rent, co-living and other innovative responses that can help to foster a diverse housing market.

### Actions

1. Amend the planning scheme to encourage a diversity of housing types and sizes to be delivered across the Structure Plan Area.



## Objective 4

### Increase the supply of social and affordable housing

There is unmet and growing demand for affordable housing in Burwood, including social housing. This is partly due to Burwood's high student population, which will continue to grow the coming decades.

Encouraging and securing affordable housing contributions as part of private developments will be important for supporting the future population.

#### Strategies

- Encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth, in alignment with Victorian Government policy.
- Ensure the diversity (measured by number of bedrooms) of affordable housing reflects the diversity of proposed market housing within the same development.
- Ensure that affordable housing is constructed to the same standard as market housing within the same development.
- Encourage and support the delivery of new, innovative and/or alternative affordable housing models.
- Encourage the provision of social and affordable housing on government-owned land.

#### Actions

1. Amend the planning scheme to encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth.



Affordable housing development at Markham Avenue, Ashburton, Source: Homes Victoria

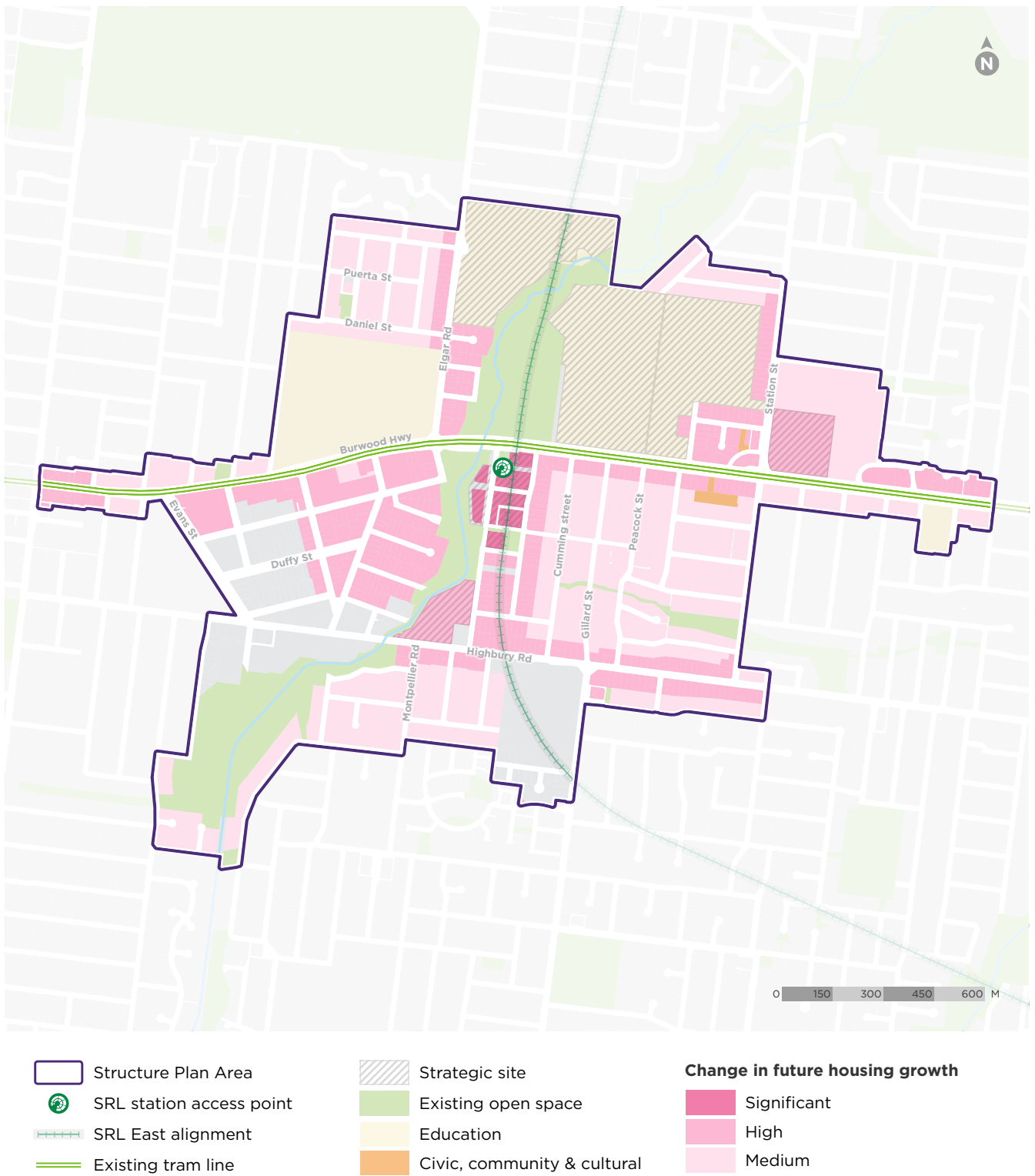


Figure 11: Enriching community plan - Housing



## Objective 5

### **Provide an enhanced and accessible network of local community infrastructure that meets the needs of the future community**

Community infrastructure plays a key role in meeting diverse individual needs, fostering community inclusion and creating great places to live. Delivering new and enhanced community infrastructure in highly accessible locations will ensure more people can meet their

everyday needs within easy reach from home. New infrastructure in Burwood should be adaptive, multipurpose and co-located with existing facilities where possible.



#### **Site selection principles for new community infrastructure**

SRLA has developed the following principles to guide the identification of community infrastructure sites in the Structure Plan Area:

- New sites are locally accessible to maximise walking, riding and public transport networks to foster healthy communities.
- Sites are located in an activated area, where other community infrastructure, retail or amenities are provided.
- A site contributes to the network of local community infrastructure.
- A site has capacity of flexibility to meet changing needs over time.
- A site has, or is anticipated to have, potential to be available and developable for community infrastructure within the structure planning period.
- Council-owned land should be the priority for community infrastructure sites, followed by State-owned land. Co-locating new community infrastructure with existing infrastructure is encouraged. Purchasing land should be considered where other options have been excluded.



## Strategies

- Promote equitable access to information, technology, lifelong learning and culture while fostering social connectedness through new the provision of a new co-located library and community hub, close to the SRL station.
- Facilitate convenient access to important services and programs that cater to diverse needs through the provision of new and enhanced community facilities within the Structure Plan Area and immediate surrounds.
- Support the wellbeing of growing families through the provision of maternal child health services, preferably co-located with other services.
- Support community belonging and participation in events, sport, recreation and cultural and social activities through provision of new and enhanced sports, multipurpose facilities and spaces within or highly accessible from the Structure Plan Area.
- Support the higher frequency use of sporting fields through quality enhancements to playing surfaces and complementary facilities.
- Encourage co-location of community infrastructure and multipurpose spaces to improve the efficiency of service provision and encourage lifelong use of facilities.
- Explore opportunities for schools and private institutions to allow public access and use of their sporting facilities and other spaces by the Burwood community.

## Actions

1. Work collaboratively to:
  - 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.
2. Facilitate shared user agreements to allow for wider public access to sporting infrastructure on local school campuses.
3. Consider the need for additional government primary school provision to serve the needs of the current and future community and surrounding areas.
4. Monitor and respond to the need for of 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.



Eastern Lions Soccer Club rooms at Gardiners Reserve



Child playing football at Bennettswood Reserve, Burwood



## Objective 6

### Create a connected and accessible open space network for those who live and work in Burwood

Burwood is well provided with high quality open spaces. Enhanced cycling and walking access will allow more people to benefit from more activities in future.

Improving and adding to the open space network will support active, healthy lifestyles in the local area.



#### Site selection principles for new open spaces

SRLA has developed the following principles to guide the identification of new open space sites in the Structure Plan Area:

- **Land ownership** - suitability for conversion to public open space, rezoning and/or repurposing existing public land.
- **Condition** - the physical condition of the site is suitable for public open space.
- **Alignment with intended open space classification / typology** - primary function and catchment.
- **Access to public open space** - improves 400-metre walkable access from anywhere within the Structure Plan Area, with a target of greater accessibility in higher density areas where possible.
- **Access to the site** - more than one entry point, road frontages, topography, accessible for people of all abilities, car parking off- and on-street.
- **Adjoining land use** - considers opportunities to enlarge existing public open spaces, opportunities for co-location with community facilities.
- **Connectivity** - considers links and connections to existing open space, open space corridors, cycle routes.
- **Size** - suitable for intended purpose and minimum dimensions.

## Strategies

- Provide access to high-quality open spaces within a 400-metre walk for people living, working and visiting in Burwood, with greater accessibility in higher density areas (as shown in Figure 12). Locations for these potential new open spaces should align with the site selection principles on the previous page.
- Improve access to open space by providing the new links shown in Figure 12.
- Enhance existing open spaces to improve the quality, functionality and capacity of the open space network as shown in Figure 12.
- Ensure the design and programming of open spaces meets the variety of needs of people in Burwood.
- Support opportunities for open spaces, including new open spaces near McIntyre Street and adjacent to Delaney Avenue, as well as new pedestrian links linking Hughes Street to Gardiners Creek Reserve, and between Cookson Way and Carmody Street.
- Supplement the open space network through increased public access to large restricted and private open spaces, schools, institutions and sporting grounds.
- Seek to retain the 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.

## Actions

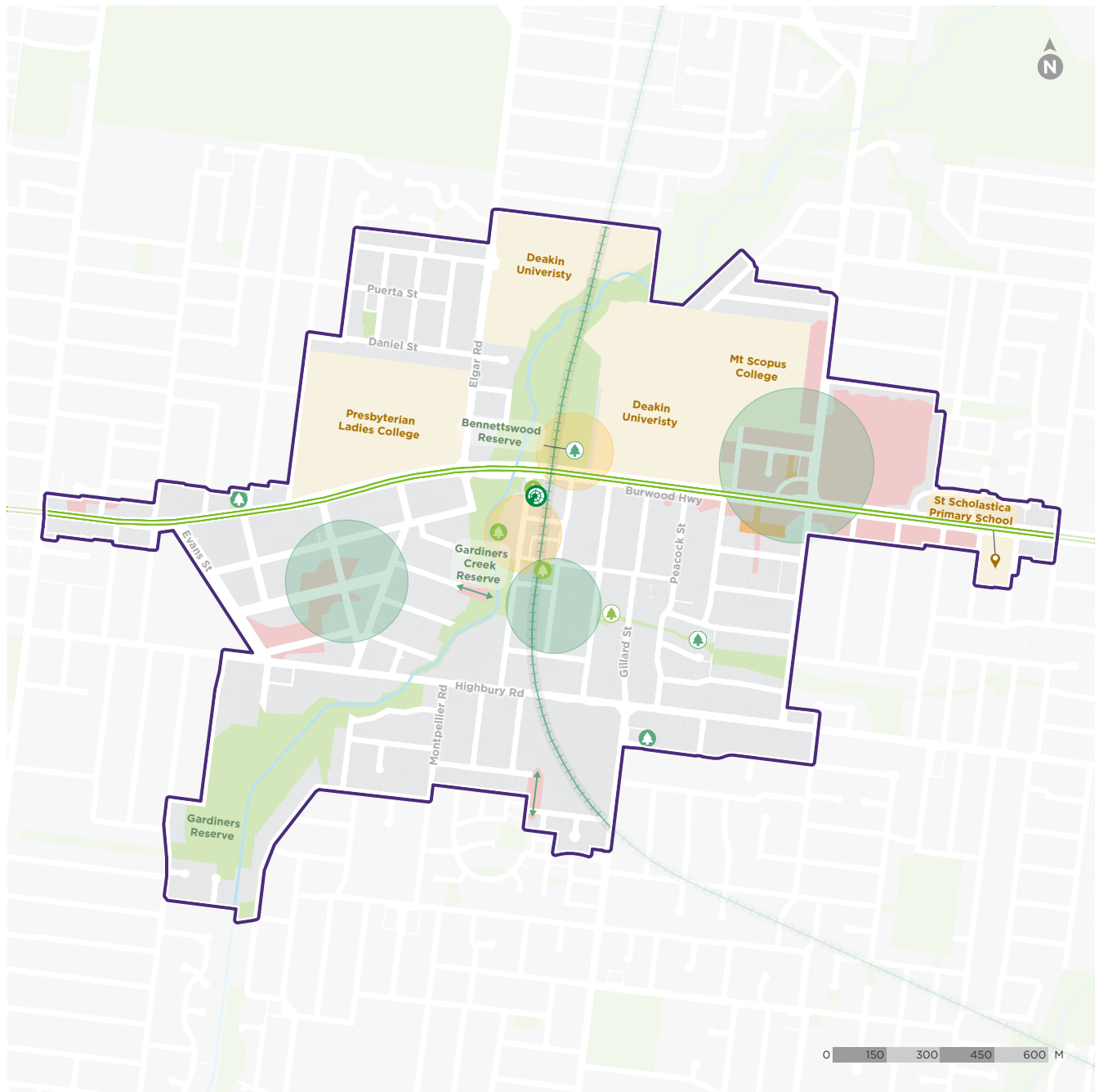
1. Deliver new open spaces that meet the guiding principles for site selection and in locations that improve walkable access to open space (see Figure 12).
2. Deliver enhancements to existing open space where required (see Figure 12).
3. Amend the planning scheme to encourage the delivery of new key 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).
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.
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.



Re-vegetation at Gardiners Creek (Kooyongkoot)



Bennettswood Reserve overlooking Deakin University, Burwood.  
Photo by Diana Snape



- |                          |  |  |
|--------------------------|--|--|
| Structure Plan Area      | Existing open space                          | New open space - planned                       |
| SRL station access point | 400m accessibility gap to open space         | Temporary open space                           |
| SRL East alignment       | Education                                    | Enhanced open space                            |
| Existing tram line       | Civic, community & cultural                  | Enhanced open space - potential                |
|                          | Key link to improve open space accessibility | Investigation area for proposed new open space |
|                          |  | Community infrastructure opportunity area      |

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

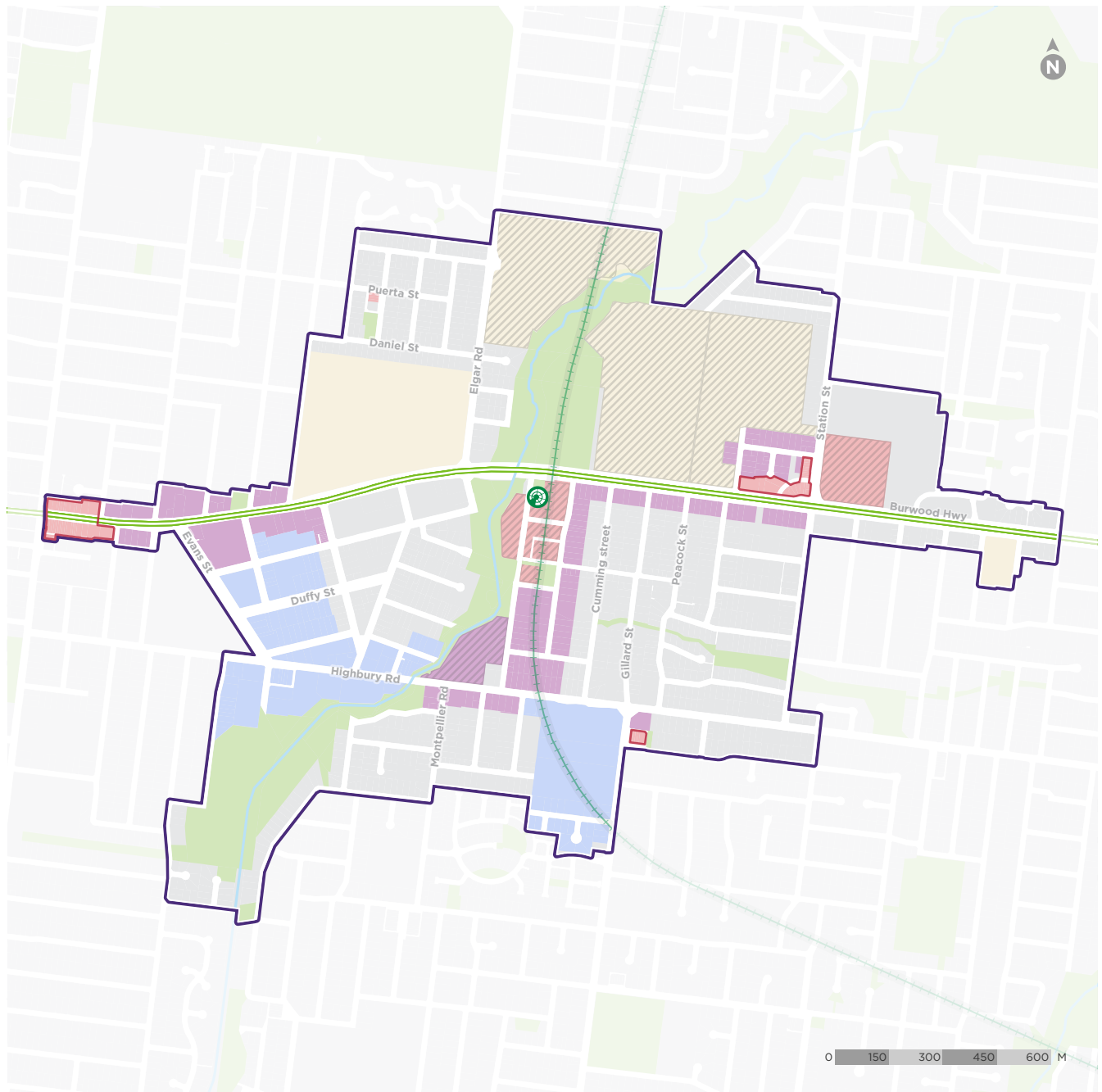
## 5.4 Boosting the economy

A network of distinctive, productive and high-value employment neighbourhoods will characterise Burwood's future local economy.

Burwood will build on its research and education strengths with more investment, particularly in its manufacturing and innovation sectors. More activity and amenity in its business parks and industrial areas will attract this investment and create high-value local jobs.

The retail and commercial sectors serving the local population will grow around the SRL station and along Burwood Highway and Highbury Road.





- |                          |                       |                                |
|--------------------------|-----------------------|--------------------------------|
| Structure Plan Area      | Existing tram line    | <b>Employment use priority</b> |
| SRL station access point | Existing open space   | Commercial                     |
| SRL East alignment       | Strategic site        | Mixed use                      |
|                          | Local commercial area | Employment                     |
|                          |                       | Education                      |

Figure 13: Boosting the economy plan

## Objective 7

### Establish a vibrant, mixed-use centre within the Burwood Central neighbourhood

A new hub of commercial activity around the SRL station will provide a place for students, residents, workers and business to come together.

At the banks of Gardiners Creek (Kooyongkoot), new retail, services and amenities will support a thriving

new community, local living and a day-to-night time economy. A spine of mixed-use activity between Burwood Highway and Highbury Road will support the commercial heart of the neighbourhood and provide more diverse housing options.

#### Strategies

- Leverage Burwood's local amenity and the connectivity provided by the SRL station interchange to create a high-amenity, high-activity commercial hub in the Burwood Central neighbourhood.
- Ensure that residential uses as part of mixed-use developments complement the commercial core of the Burwood Central neighbourhood, including by ensuring that ground floor uses of residential developments contribute to the creation of an active, vibrant and diverse neighbourhood.
- Ensure that a diversity of new office floorspace is provided within the Burwood Central neighbourhood to provide opportunities for local business and small enterprises, as well as significant commercial employers.
- Support entertainment, retail, hospitality and a new supermarket to provide amenity for workers, students and residents and support a day-to-night time economy.
- Encourage uses that will support the local population including consulting rooms, medical services and community services.
- Establish an enhanced southern gateway to the Burwood Central neighbourhood through encouraging the mixed-use redevelopment of industrial land at 127 Highbury Road.
- Support opportunities for the provision of short-stay accommodation, such as hotels and serviced apartments, within the commercial core of the Burwood Central neighbourhood to support its economic growth and that of Deakin University.

#### Actions

1. Amend the planning scheme to:
  - Encourage retail and commercial ground floor uses within new development in the Burwood Central neighbourhood
  - Ensure the redevelopment of 127 Highbury Road provides for employment floorspace.



Example of a new office building and open space in Collingwood



## Objective 8

### Support the growth of research and education and the success of Deakin University

Deakin University's Burwood campus is the largest employer and landholder in the Structure Plan Area and attracts visitor activity. Its continued growth can be leveraged to attract more jobs, stimulate the local economy and support opportunities for innovation.

Providing the right spaces and conditions for new businesses associated with the university will support a thriving research and education ecosystem in Burwood.

#### Strategies

- Reinforce Burwood as a state-significant education precinct by supporting the growth of the tertiary education, research and innovation sectors.
- Partner with Deakin University to explore opportunities for its extension into other parts of the Structure Plan Area, such as strategic sites and the Burwood Central and Employment neighbourhoods.
- Encourage additional office space to be delivered at the Deakin University campus and support intensification and further commercialisation of Deakin's off-campus assets.
- Ensure new uses and development adjacent to Deakin University are compatible with any potential growth and future expansion of the university, and do not compromise its ability to expand.

#### Actions

1. Engage with Deakin University during the preparation of campus master plans to identify opportunities to advance Structure Plan objectives.



Outdoor study space and tables at Deakin University, Burwood



Deakin Library, Burwood



## Objective 9

### Strengthen the economic role of Burwood Highway and Highbury Road

Burwood Highway and Highbury Road are important movement corridors and contain distinct concentrations of economic activity. They connect to other major retail centres, including Burwood Heights and the Burwood Brickworks, which will continue to serve significant sub-regional retail needs.

Consolidating and unifying the economic function of these two existing corridors will improve access to local employment opportunities for current and future residents.



Deakin University's Battery Research and Innovation Hub, located on Highbury Road in the Structure Plan Area, specialises in battery design, fabrication and testing



## Strategies

- Consolidate areas of economic activity along Burwood Highway and Highbury Road to create a corridor made up of distinct areas that contribute to the creation of a legible, pleasant and dynamic place.
- Encourage the intensification of existing local commercial areas associated with existing activity centres such as Barry Road and Warrigal Road.
- Encourage the renewal and redevelopment of commercial land fronting Burwood Highway to encourage new mixed-use development that incorporates active ground floor uses.
- Encourage retail and commercial uses at lower levels of sites fronting Burwood Highway and Highbury Road within the Burwood Central neighbourhood.
- Limit the spread of ground floor retail and commercial activity by focusing these uses around existing commercial nodes, such as at Barry Road and the western end of Burwood Highway.
- Emphasise the intersection of Sinnott Street and Highbury Road as the southern gateway to the Central Burwood neighbourhood by encouraging a greater diversity of uses, including those that generate employment opportunities.

## Actions

1. Amend the planning scheme to:
  - 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)
  - 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.



Existing retail centres like Burwood Village will continue to provide great local services to more people as Burwood grows

## Objective 10

### Diversify and strengthen Burwood's employment neighbourhoods

Greenwood Business Park, the McIntyre and Ireland Industrial Precincts and the Huntingdale Road Industrial Estate will continue their important roles in providing local jobs and access to goods and services.

Businesses in these areas will transition to higher-value and more knowledge-intensive activities over time as investment in the local economy grows.

#### Strategies

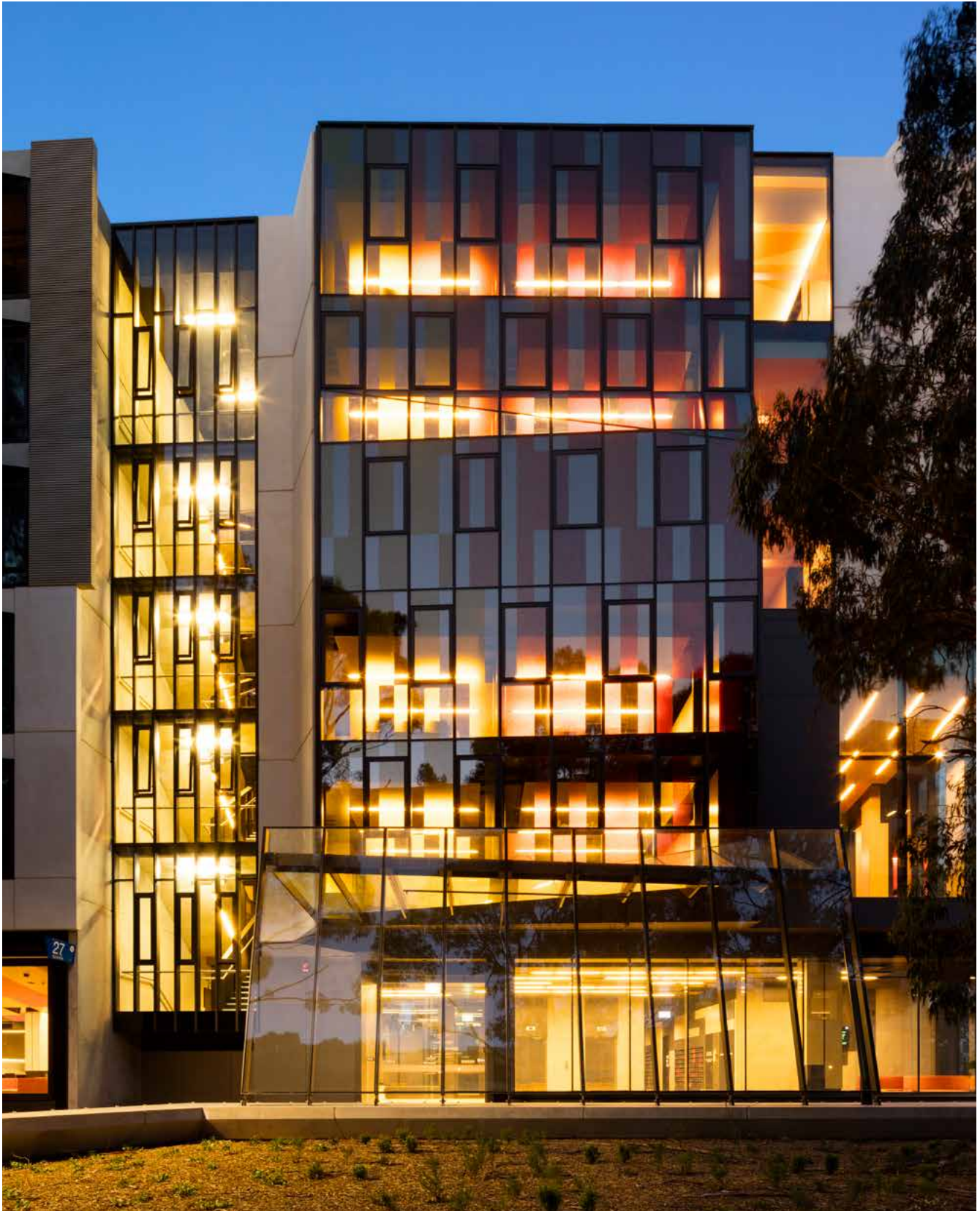
- Support the ongoing employment function of the Huntingdale Road Industrial Estate and the McIntyre and Ireland Street Industrial areas (as shown in Figure 13) and encourage their transition over time to support higher density, knowledge-intensive jobs.
- Support the intensification of Greenwood Business Park through mixed-use development that provides significant employment uplift, attracts anchor tenants and enhances amenity through a diversity of uses.
- Attract and retain new business by providing more amenity for workers through some new retail, hospitality, gyms and other services in employment areas, and through an enhanced, attractive public realm.
- Support a range of industrial and commercial building typologies that support advanced manufacturing and other emerging light industrial uses.
- Ensure that growth in employment neighbourhoods caters to a range of business scales by providing spaces for small to medium enterprises, warehousing, workshops, meeting facilities and affordable workspaces.
- Define the strengths, specialisations and future strategic role of Burwood's employment neighbourhoods through an Economic Development Strategy and use this to attract investment.

#### Actions

1. Amend the planning scheme to:
  - 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.
2. Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.



Darling Square Library, Sydney



Student accommodation at Monash University's Clayton Campus. Photo by Diana Snape

## 5.5 Enhancing place

Burwood's character will evolve as demand for new residential and commercial development increases.

Thoughtful planning and improving green streetscapes and open spaces will help maintain Burwood's existing leafy character.

A new high-quality urban character will evolve, with better amenity for local residents and workers.





## Objective 11

### Enhance amenity and biodiversity along an improved Gardiners Creek (Kooyongkoot)

Gardiners Creek (Kooyongkoot) is a valued community asset that provides important recreational and ecological benefits. Its cultural significance is an important and ongoing part of its story.

SRL East presents an opportunity to revitalise Gardiners Creek (Kooyongkoot), including improving open spaces and landscaping, accessibility and biodiversity. New development near the creek can improve community access to the waterway and enhance the existing industrial interface.



Revegetation at Gardiners Creek (Kooyongkoot)

#### Strategies

- Encourage the planting of native flowering canopy trees and native flowering plantings in the surrounding landscape to Gardiners Creek (Kooyongkoot) to improve biodiversity.
- Ensure new development that interfaces with Gardiners Creek (Kooyongkoot) provides for generous landscaped setbacks planted with appropriate native vegetation.
- Explore opportunities to naturalise Gardiners Creek (Kooyongkoot) from Burwood Highway to the southern edge of the Structure Plan Area to provide a contiguous linear biodiversity corridor.
- Retain and expand tree planting along the creek.
- Upgrade the public realm along Gardiners Creek Trail to foster a safer, more enjoyable and unique linear space for improved active/passive recreation and biodiversity outcomes.
- Ensure that public realm enhancements along the creek corridor recognise, celebrate and interpret Aboriginal cultural heritage and storytelling.
- Ensure that built form at the interface with Gardiners Creek (Kooyongkoot) transitions appropriately in scale to minimise adverse overshadowing and amenity impacts.

#### Actions

1. Amend the planning scheme to require the planting of native and indigenous plants as part of development adjacent to the creek.
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.
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.

## Objective 12

### Ensure the scale of built form is responsive to its context

New built form will be at a scale that accommodates population growth, while protecting and enhancing the unique characteristics that make Burwood a great place. Burwood Central will experience the most significant change, leveraging its proximity to the SRL East station, Deakin University, Gardiners Creek (Kooyongkoot) and employment areas.

Along key movement corridors more mid-rise apartments will capitalise on good access to existing jobs and amenity. Residential areas can accommodate a diversity of low- to mid-rise apartments in a garden setting.



#### Delivering growth and amenity

Significant population and employment growth is forecast across the Structure Plan Area. The scale of built form will increase to accommodate this growth and leverage the benefits of the SRL station. An increased residential density will give more people good access to public transport, jobs and services. A substantial increase in workplaces, health services and/or education facilities close to the SRL station will also improve access to jobs and services for people living elsewhere on Melbourne's rail network.

The Structure Plan Area has a very high level of accessibility to jobs and public transport. This means it should have a greater level of intensification than surrounding residential areas, other places close to passenger stations or activity centres within Melbourne that are less well served by jobs and public transport.

Building scale will generally be greater in the centre of the Structure Plan Area and decrease further out from the centre. This pattern of intensification creates a cone-shaped gradient responding to proximity to existing and planned employment areas, services and public transport.

While existing character should not act as a constraint on the level of growth proposed, consideration has been given to how each part of the Structure Plan Area will transition over time between its existing and proposed future characters.

Importantly, intensification of built form will be balanced with a high level of amenity.



Nearby development at Burwood Brickworks



Example of a landscaped setback to new development in St Kilda



### Strategies

- Promote the greatest level of built form intensity, activity and development scale in the Burwood Central neighbourhood, around the SRL East station where accessibility to public transport, jobs and services is greatest (as shown in Figure 14).
- Facilitate continuous, mid-rise buildings that can support a mix of uses along Burwood Highway, Highbury Road, Elgar Road and Station Street to strongly frame these wide roads and provide adaptable building typologies (as shown in Figure 14).
- Ensure new built form enhances the accessibility and amenity of Gardiners Creek (Kooyongkoot) and associated parklands.
- Encourage an adaptable range of building types and sizes to support an intensified mix of employment uses.
- Facilitate the establishment of a pair of mid-rise urban neighbourhoods adjacent Gardiners Creek (Kooyongkoot) and within immediate walking distance of the Burwood Central neighbourhood and the SRL station.
- Encourage a range of low- to mid-rise apartment buildings in a garden setting to promote housing diversity in established residential areas.
- Ensure new built form complements the fine-grain, low-rise character of the Warrigal Road shopping strip.
- Encourage lot consolidation to facilitate more efficient and sustainable design outcomes and to increase the supply of larger sites for residential development.
- Ensure development provides an appropriate interface with adjoining properties, based on the level of change anticipated.

### Actions

1. Amend the planning scheme to achieve preferred scale and built form outcomes, including preferred maximum building heights.



### Strategic sites in Burwood

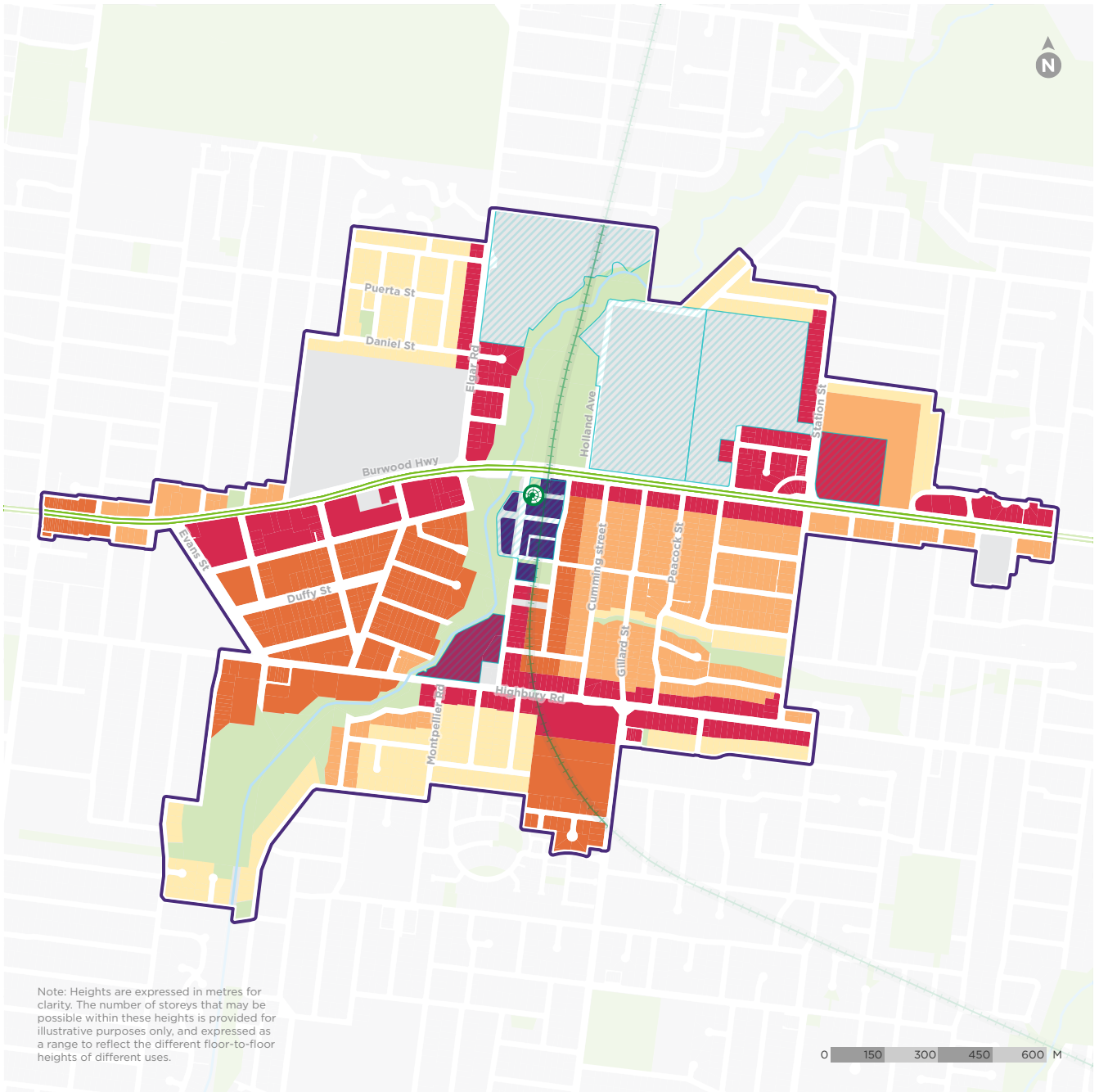
Strategic sites have been identified throughout the Structure Plan Area based on the opportunities they present to accommodate significant growth or their strong potential to help deliver policy objectives or public benefit outcomes.

To capture these opportunities, strategic sites may be subject to detailed master planning in future. The master planning process allows for better management of site-specific and offsite impacts, while providing flexibility to test potential design options and fully consider matters that may only be known closer to the time of the site's development.

The strategic sites identified in the Structure Plan Area are:

- SRL Station Development Area
- 127 Highbury Road, Burwood
- Deakin University Burwood campus
- Mount Scopus College
- Greenwood Business Park.





- |                          |  |                    |
|--------------------------|--|--------------------|
| Structure Plan Area      | Existing open space                      | 41m (7-11 storeys) |
| SRL station access point | Strategic site                           | 27m (7-8 storeys)  |
| SRL East alignment       | <b>Preferred maximum building height</b> | 25m (7 storeys)    |
| Existing tram line       | 69m (17-20 storeys)                      | 21m (5-6 storeys)  |
|                          |  | 14m (4 storeys)    |

Figure 14: Enhancing place plan – Preferred maximum building heights



## Objective 13

### Create a network of streets and public spaces that are vibrant, inviting and support growth

Burwood has a current street network that varies in design quality and function.

Prioritising walking and cycling will enable safe, inviting and vibrant streets to connect people to places and support social interaction and cohesion.

#### Strategies

- Establish a street hierarchy that supports each street’s movement and place function, and place identity.
- Prioritise pedestrian movement and activity on local streets and lanes identified as Activity Streets (as shown in Figure 15) to ensure they provide distinctive and attractive places for public life.
- Enhance Burwood Highway to a Boulevard status (as shown in Figure 15) to create a welcoming pedestrian experience, and to promote walking as a comfortable means of travel.
- Optimise Avenues (shown in Figure 15) for pedestrian movement and amenity while maintaining access by other travel modes.
- Establish a cohesive network of safe and inviting streets that encourages walking and riding to key destinations and social activity, while also accommodating calmed local traffic and buses where necessary (see Green Streets in Section 6 of the Structure Plan for further details).

#### Actions

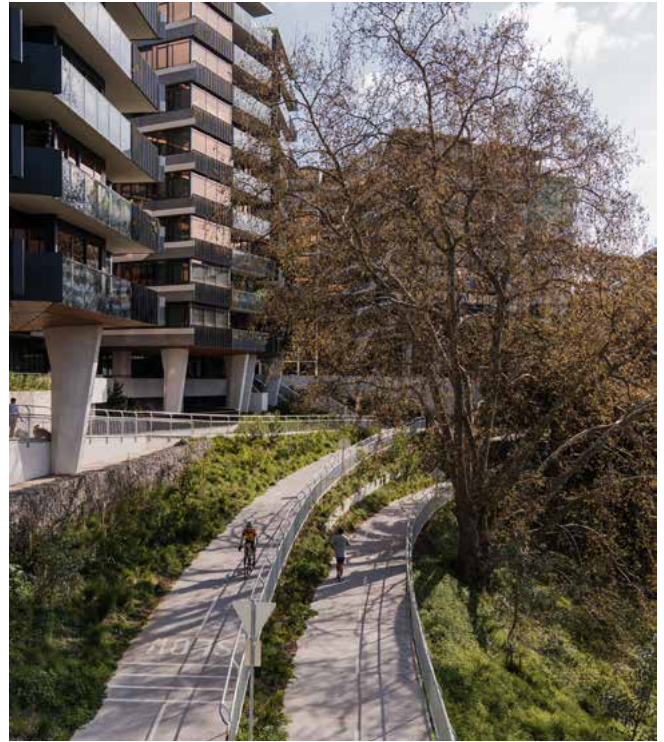
1. Prepare and implement streetscape master plans for each street type, as required.
2. Deliver streetscape upgrades consistent with each enhanced street type.



## Why is a network of vibrant, safe and distinct streets important?

A set of complementary street types will form a cohesive network that supports the envisioned growth of the Structure Plan Area, adds to neighbourhood amenity and helps foster desired outcomes for different places:

- **Activity Street**  
A highly urbanised street that supports public life and provides an attractive and comfortable pedestrian experience, with generous pedestrian circulation space and streetscape treatments that encourage activation of street frontages and provide durable, high-quality materials.
- **Boulevard**  
A wide arterial road that serves multiple transport functions, while still providing strong landscape and pedestrian outcomes, including canopy trees and pedestrian crossing opportunities.
- **Avenue**  
A wide and tree-lined 'connector' street that accommodates active and/or public transport with nodes of pedestrian amenity to create places for people to move and dwell.
- **Green Street**  
A broad classification for a collective network of local streets that should be prioritised for ongoing enhancement due to the roles they play in linking key destinations, such as recreational facilities, public transport nodes and employment areas, and/or their ability to deliver environmental outcomes, such as increased canopy cover and water sensitive urban design initiatives.



Improvements to the Main Yarra Trail in Richmond, providing better access for people walking and riding



Oxford Street Park in Collingwood is an example of a vibrant and inviting public space delivered on reclaimed road space



- |                          |                     |                 |
|--------------------------|---------------------|-----------------|
| Structure Plan Area      | Existing open space | Activity Street |
| SRL station access point | Boulevard           | Green Street    |
| SRL East alignment       | Avenue              |                 |

Figure 15: Enhancing place plan – Public realm street typologies

## Objective 14

### Ensure new development contributes positively to the public realm

Streets and open spaces, such as Gardiners Creek Reserve, Lundgren Chain Reserve and other local parks are important gathering places for the community. As Burwood accommodates taller buildings, limiting overshadowing and the impacts of adverse wind conditions will be important.

New, high-quality buildings will have a positive impact by contributing to pleasant, active pedestrian areas and local streets.

#### Strategies

- Ensure new buildings integrate appropriately with the public realm and streetscape by orientating building entries, windows and balconies to face the street and open spaces, and ensuring that the location of vehicle entries and services do not undermine the experience or safety of the public realm.
- Ensure buildings balance street definition and openness and contribute to their surrounding by avoiding unreasonable amenity impacts to the public realm, providing activation to the street and reinforcing the human scale at street level.
- Promote activated street frontages in high pedestrian areas, as described in Section 6 of the Draft Structure Plan.
- Design and site taller buildings to minimise adverse wind impacts along streets, and within public spaces and parks.
- Ensure that development maintains reasonable solar access to key streets and public open spaces.
- Encourage development in employment areas to incorporate landscaped front setbacks and to minimise the amount of land devoted to hard surfaces and car parking.

#### Actions

1. Amend the planning scheme to ensure that new development provides, as per neighbourhood design guidelines in Section 6:
  - 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.
2. Amend the planning scheme to:
  - 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.



### Protecting access to sunlight

Protecting key spaces from overshadowing as the height of buildings in the Structure Plan Area increases will be important. Sunlight should be offered to spaces:

- To reflect the broader significance of key public spaces.
- To align the protection of meeting and movement spaces to reflect the importance and use of the space.
- During control period times that respond to the usage of key public spaces and degree of direct sunlight achieved.
- Considering the nature of sunlight protection needed, balanced with the strategic role, desired activity, and function of the space, street and neighbourhood.

New development should allow an appropriate level of solar access to identified public spaces where sunlight is afforded to spaces based on their role, function, and use as part of the open space network as follows:

- **Central open spaces** such the **Gardiners Creek Reserve** improve access to open space in central areas and will balance the need for activity with a level access to sunshine.
- **Other public open spaces**, such as the **Lundgren Chain Reserve** and **Apex Park Playground** make an important contribution to Burwood's open space network and will have sunlight protection at the spring equinox.
- **Activity streets** around the SRL station will support the highest level of street life. However, they are also where development will be at its most intense. The design of new buildings will need to balance allowing solar access to these streets and providing for growth.



Gardiners Creek park playground



Example of new development sensitively interfacing with open space in Glenside, South Australia



## Objective 15

### Ensure new buildings provide a good level of amenity for occupants

New Burwood housing and workplaces will prioritise comfort and amenity for residents and also for workers.

Designed to provide adequate sunlight and privacy, they will also support modern living and functions.



#### Making space: the need for setbacks

New buildings should allow for adequate light and privacy, contribute positively to the public realm and help provide a feeling of openness within neighbourhoods. The impacts of taller buildings (such as wind effects and overshadowing) should be minimised and the future development of neighbouring properties maintained.

Prescribed setback distances from the property line to the front, side or rear of a building can achieve this. Setback distances will vary according to their context.

The broad approach throughout the Structure Plan Area is:

- **Street or front setbacks** are designed to frame the public realm, help to activate the street or maintain a sense of openness and sky views, accommodate canopy trees and allow solar access to the public realm.
- **Side and rear setbacks** are designed to maintain a sense of openness and sky views, allow solar access to the public realm and private open spaces, provide room for canopy trees and maintain equitable development opportunities for neighbouring properties.
- **Upper level or tower setbacks** are designed to distinguish built form at upper levels from the street wall, maintain a sense of openness, manage wind effects, achieve good internal amenity and maintain development opportunities for neighbouring lots. It may be appropriate to relax these setbacks in certain circumstances, such as at the interface of key built form within the Burwood Central neighbourhood and Burwood Highway.



## Strategies

- Ensure residential buildings are designed to support internal amenity for residents, including providing good daylight and solar access, ventilation, minimised overlooking and appropriate building separation.
- Provide for appropriate building setbacks and separation that:
  - Help to frame the public realm and activate the street in appropriate locations
  - Maintain a sense of openness and sky views, and allow solar access to the public realm and private open spaces
  - Minimise adverse wind effects on the public realm and private open spaces
  - Maintain equitable development opportunities for neighbouring properties
  - In concert with site coverage, support preferred landscape outcomes and increased canopy cover in residential neighbourhoods.
- Ensure new development provides for an appropriate level of amenity, which may include:
  - Providing sufficient on-site landscaping and communal open space opportunities
  - Encouraging outlooks and views to open space and public spaces
  - Avoiding sheer walls to the street
  - Discouraging high front fencing that obstructs interactions.
- Encourage the development of adaptable buildings with adequate floor-to-ceiling heights that allow for changes in use over time.
- Manage the risk of potentially contaminated land through an appropriate environmental assessment process where appropriate.
- Manage the impacts of noise and vibration in the precinct by ensuring new sensitive development includes appropriate attenuation measures.

## Actions

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.

## 5.6 Better connections

The first heavy rail service to this part of Burwood, combined with improved walking and cycling networks, will transform how people access, live in and move around the local area.

People will rely on cars less as they take advantage of the options delivered by major new public transport services connected with high-quality walking and cycling routes.

This will offer lifestyle and health benefits, and reduce traffic congestion and greenhouse gas emissions.





## Objective 16

### Create an integrated public transport network connecting the new SRL station with key destinations

As the main interchange for moving to and from and around Burwood, the new station will be a core community asset.

It will be the centre of a more connected community, with links to improved walking and cycling routes to destinations including Deakin University, school, shops and workplaces.



#### A network of corridors

The future transport network in the Burwood Structure Plan Area will comprise:

- **Strategic corridors** connect to destinations with metropolitan and regional significance such as employment and designated activity centres. Strategic modal corridors will provide high-quality connections that prioritise the movement of a particular mode, while still considering the function of other modes along that corridor.
- **Local corridors** provide attractive connections for moving within Burwood to local destinations and connect to strategic corridors.

Strategic and local corridors provide for a variety of transport modes, including walking, cycling, traffic, and public transport to ensure that residents can meet their daily needs in an easy, equitable and sustainable manner.



## Strategies

- Facilitate improvements to the public transport network by connecting the route 75 tram, existing bus and new rail services and ensuring that they are easy to move between.
- Prioritise buses and support the delivery of improved service frequency along strategic bus corridors as shown at Figure 16.
- Future proof the potential expansion of a high capacity public transport capable corridor along Elgar Road between Riversdale Road and Burwood Highway.
- Provide an enhanced bus service along the Sinnott Street extension to complement the new public transport interchange associated with the SRL station.
- Improve pedestrian connectivity, permeability and wayfinding to better connect pedestrians with the new public transport interchange.

## Actions

1. Establish a network of strategic and local public transport routes as shown in Figure 16.
2. Deliver wayfinding improvements between the different modes of transport within the Structure Plan Area.
3. Plan for improved bus priority along key movement corridors.
4. Investigate the future high capacity public transport corridor along Elgar Road.
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.



Tram interchange outside Deakin University on Burwood Highway



- |                          |                         |  |
|--------------------------|-------------------------|--|
| Structure Plan Area      | Burwood bus interchange | Strategic bus corridor                                   |
| SRL station access point | SRL East alignment      | Local bus corridor                                       |
| Land aquisition required | Existing open space     | Strategic tram corridor                                  |
| Tram stop                |                         | Potential future high capacity public transport corridor |

Figure 16: Better connections plan - Public transport



## Objective 17

### Create a legible and safe active transport network

An expanded network of walking and cycling corridors will provide comfortable, safe routes for pedestrians and cyclists to move through the Structure Plan Area. Improved connections to neighbourhoods, open spaces and key destinations will support a shift away from the car.

Central to this will be a reimagined Gardiners Creek Trail, which will provide a new and high-quality experience through the area. New development adjacent to the trail in key locations will be encouraged to enhance the existing infrastructure through public realm, lighting and wayfinding initiatives to further promote active transport.



#### Movement interventions

Infrastructure upgrades and enhancements will be needed to promote a shift from private car travel to public and active transport.

Among a range of wider local interventions, the following components form critical parts to the movement network facilitated by the Burwood Structure Plan:

- **Critical Key Links** are considered essential connections for achieving the Vision.
- **Important Key Links** provide connection to or between strategic active transport corridors.
- **Local Key Links** aim to improve local active transport connections, permeability, and place activation.
- **Strategic walking / cycling corridors** aim to support commuter trips and link to destinations that have metropolitan and regional significance, such as employment and activity centres.
- **Strategic general traffic / freight corridor** are movements corridors that will continue to play a strategic role for freight and private vehicle traffic, directing vehicles away from local neighbourhoods.
- **Strategic bus corridors** connect key locations and operate at a higher service frequency compared to the local bus network.



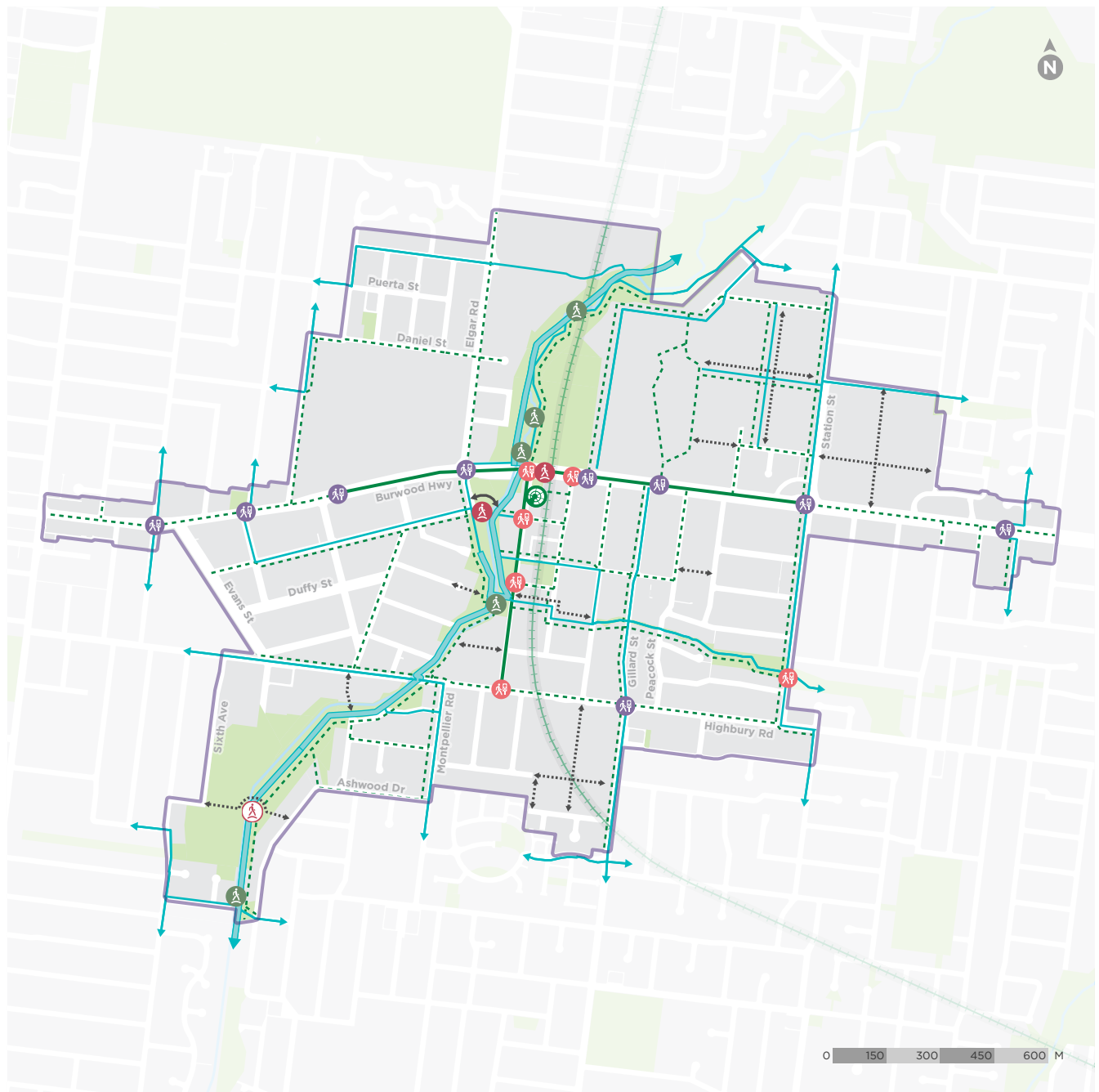
Walkers and riders along Gardiners Creek Reserve

## Strategies

- Establish a priority walking and cycling network to fill gaps between neighbourhoods, open spaces and key destinations including the new SRL station, Deakin University, employment areas and Gardiners Creek (Kooyongkoot).
- Improve permeability through the provision of more frequent, high-quality and safe crossing points over major roads and along key corridors such as Burwood Highway and Gardiners Creek (Kooyongkoot).
- Create a safer experience for people walking and riding along Gardiners Creek (Kooyongkoot) trail, including improved access points lighting and path surface quality, while balancing the need to protect biodiversity along this unique, green corridor.
- Improve active transport permeability through the delivery of key links as part of new developments.
- Provide high-quality active transport links between key destinations such as the new SRL station at Burwood, Deakin University and Gardiners Creek (Kooyongkoot).
- Embed universal design into the planning, design and delivery of all streetscape walking improvements.

## Actions

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.
2. Expand and reinforce an active transport network of high-quality strategic and local walking and cycling routes in accordance with Figure 17.
3. Deliver improved walking and cycling crossings in accordance with the locations identified in Figure 17.
4. Develop bicycle and micro-mobility end-of-trip policy / guidelines.
5. Deliver a new pedestrian footbridge over Burwood Highway to Bennetswood Reserve.
6. Deliver a new pedestrian footbridge over Gardiners Creek (Kooyongkoot) between the station core and McIntyre Street.
7. Plan for a new creek crossing south of Highbury Road to connect to the strategic cycling corridor along Gardiners Creek (Kooyongkoot).



- |   |                                     |  |
|---|-------------------------------------|--|
| Structure Plan Area                             | New shared user bridge (fixed)      | Strategic cycling corridor               |
| SRL station access point                        | New shared user bridge (indicative) | Local cycling corridor                   |
| New intersection / crossing                     | SRL East alignment                  | Critical Key Link                        |
| Upgraded intersection / crossing                | Existing open space                 | Important or Local Key Link (indicative) |
| Existing Gardiners Creek (Kooyongkoot) crossing | Strategic walking corridor          |  |
|   | Local walking corridor              |  |

Figure 17: Better connections plan - Active transport



## Objective 18

### Minimise the impacts of private vehicles and freight on local streets

High levels of traffic along local streets can create an unsafe environment for local trips. Creating low traffic neighbourhoods that are, quieter and more enjoyable, while maintaining the strategic traffic

function of the arterial road network will minimise rat-running through residential neighbourhoods and make Burwood a great place to walk and ride.

#### Strategies

- Direct private vehicles and freight to the strategic traffic and freight network of Burwood Highway, Highbury Road, Station Street and Elgar Road, away from priority walking and cycling areas, and off local streets.
- Maintain a serviceable road network that supports access for essential trips and for people who need to use a car.
- Protect local streets as lower-speed and safe streets that discourage excessive vehicle traffic within residential neighbourhoods.

#### Actions

1. Establish and reinforce the strategic and local vehicle network according to Figure 18.
2. Prepare detailed plans for key streets within low-traffic neighbourhoods, to discourage through-traffic and improve safety.

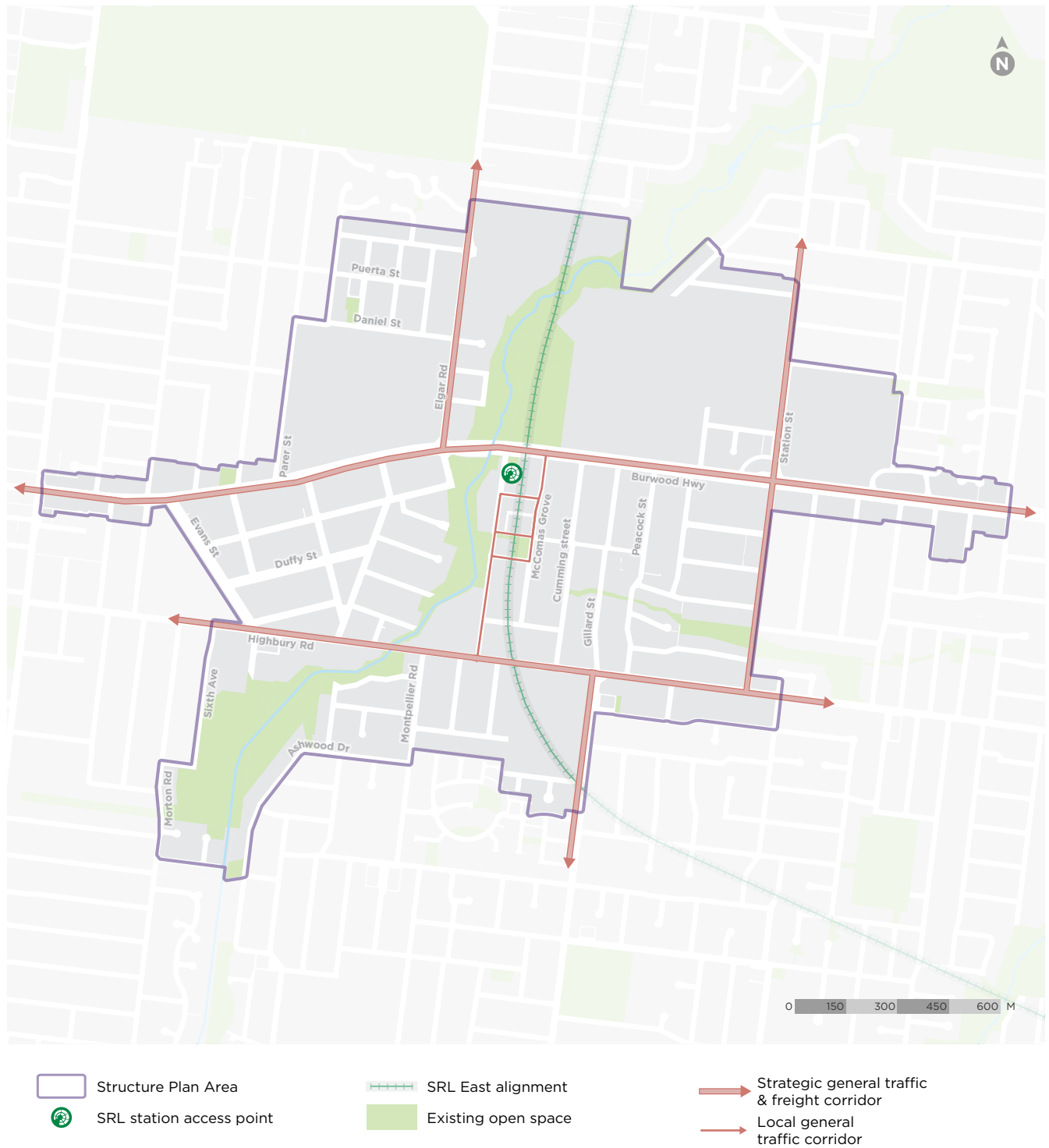


Figure 18: Better connections plan - General traffic and freight

## Objective 19

### Encourage a shift towards more sustainable transport modes

Cars are the main transport mode in the Burwood Structure Plan Area, supported with a large amount of on- and off-street parking. This approach is unsustainable as the population grows.

Reducing car parking combined with more convenient, accessible and safer alternatives to the car, will mean more people choose public and active transport.

#### Strategies

- Limit the supply of car parking in new developments to encourage more people to reduce their private vehicle use in favour of public transport and active transport modes.
- Increase the rate and standard of bicycle parking and end-of-trip facilities within new developments.
- Encourage alternative and adaptable uses for car parking facilities in existing and new developments, when no longer required for parking.
- Encourage the integration of micro-mobility share schemes, consolidated car parking, car share and parcel delivery within new developments.
- Encourage the consolidation of existing car parking facilities to reduce their visual impact, particularly within pedestrian-focused areas.
- Encourage new consolidated public car parking in strategic locations and in mixed-use developments to make efficient use of parking for multipurpose trips.
- Improve on-street parking management to optimise streets for walking and cycling.
- Manage the transition of car parking requirements prior to the operation of SRL East.

#### Actions

1. Prepare a Precinct Parking Plan to develop an integrated, strategic approach to parking across the Structure Plan Area.
2. Amend the planning scheme to implement to:
  - 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.
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.

## 5.7 Empowering sustainability

Burwood will build its climate resilience and help meet Victoria's net zero emissions target.

New development will transition Burwood to fossil fuel-free energy.

Better waste and water management will promote a circular economy.





## Objective 20

### Support the accelerated transition to net zero by 2045 with sustainable building design

Energy-efficient buildings will support decarbonisation and help achieve a net zero Burwood community. Circular economy principles will reduce embodied emissions from building materials and maximise resource recovery.

As Burwood transforms with more intensive development, elevated environmental standards will create more sustainable and resilient neighbourhoods.

#### Strategies

- Introduce elevated sustainability standards to require that all new buildings greater than 5,000m<sup>2</sup> Gross Floor Area (GFA) apply the 5 Green Star Buildings standard (or equivalent independent standard) to maximise building sustainability performance and contribute to Victoria achieving net zero carbon emissions by 2045.
- Encourage new buildings less than 5,000 m<sup>2</sup> GFA to apply elevated sustainable design outcomes that aim to meet the BESS-8 'Excellence' rating.
- Design buildings with consideration for climate risks and resilience, promoting climate change adaptation measures to enhance the capacity of buildings to withstand climate-related events, including extreme heat and flash flooding.
- Encourage development to be fossil fuel-free, highly energy efficient and built with lower upfront emissions and embodied carbon.
- Encourage circular design principles including reusing existing assets or materials, designing for material efficiency, selecting products with recycled content and selecting new materials with low-impact low embodied carbon.

#### Actions

1. Amend the planning scheme to improve sustainable building design standards.



## Objective 21

### **Promote and support solutions to increase energy resilience and reduce emissions through local renewable electricity generation, storage and use**

Burwood has already had significant growth in solar power adoption, and new developments should continue this shift.

A more sustainable net zero Burwood benefits the environment, lowers operating costs and builds climate resilience.

#### **Strategies**

- Support the development and use of new energy technologies that produce and distribute renewable energy locally, enhancing climate resilience and reducing emissions.
- Support opportunities for renewable energy generation and use at an individual, precinct and neighbourhood scale. Work with large landholders, such as Deakin University and state and local governments, to facilitate initiatives like the neighbourhood battery program, smart grid technology and microgrids.
- Support the integration of local storage and small-scale renewable energy schemes into larger development sites.

#### **Actions**

1. Work with stakeholders to explore improved energy reliability initiatives within the Structure Plan Area.
2. Develop partnerships to explore renewable energy generation at an appropriate scale for local needs.

## Objective 22

### Reduce waste and encourage use of recycled and sustainable resources

More jobs, households and new development in Burwood will increase waste. Recycling rates in Burwood are around 48 per cent, meaning the other 52 per cent of resources goes to landfill. Buildings will need to reduce waste generation, improve recycling and increase recycled content in construction.

Embedding these circular economy principles will support waste reduction and reuse outcomes in the design, construction and operation of new developments, making Burwood a more liveable, resilient and sustainable place.

#### Strategies

- Encourage organisations to be more efficient through improved use of resources, including resource sharing and resource recovery.
- Promote the principles of a circular economy—redesign, reduce, reuse, repair, renovate, recycle and recover—to the community. Encourage community participation and behaviour changes that are essential for delivering a circular economy.
- Design for future waste streams by allowing appropriate space for waste storage and management, including waste at the source, such as through on-site organic waste management.
- Encourage new buildings to be designed to be adaptable, accommodate a range of uses and avoid the need for major demolition or refurbishment in the future.
- Work with state and local government, large landholders and institutions within Burwood to support targets to divert 90 per cent of construction and demolition waste from landfill and 80 per cent of operational waste from landfill.

#### Actions

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.
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<sup>2</sup> GFA.
3. Partner with key stakeholders to deliver targeted investment in circular economy opportunities.



## Objective 23

### Facilitate a cool, green, biodiverse environment

Burwood currently experiences high urban heat, particularly in its industrial and commercial areas and around Presbyterian Ladies' College.

Increasing tree canopy coverage and expanding and improving green spaces will reduce heat island impacts as density in the Structure Plan Area increases. The natural environment and biodiversity will also benefit.

#### Strategies

- Minimise urban heat island effects by incorporating space for tree canopy cover and green infrastructure into new developments and public areas, including Green Streets. This approach aspires to achieve 30 per cent tree canopy coverage and improved green landscaping.
- Support improved biodiversity and ecological enhancement by establishing habitat corridors, prioritising green and biodiverse planting along Green Streets and within landscaped setbacks.
- Investigate opportunities to extend the naturalisation of Gardiners Creek (Kooyongkoot) to the southern boundary of the Structure Plan Area to support an improved natural environment.
- Minimise the use of concrete and asphalt and maximise recycled content, repaving, green infrastructure, canopy cover, vegetation and the use of permeable materials.
- Use native and drought resilient plant species to ensure the environment is resilient to climate change.
- Encourage new development to incorporate roof colours, building materials and green infrastructure designs that support urban cooling and meet minimum Solar Reflective Index (SRI) values of exposed materials across 75 per cent of the total development site:
  - SRI greater than 34 for unshaded hardstand surfaces
  - SRI greater than 64 for roofing material.
- Support improved biodiversity and ecological enhancement by establishing habitat corridors along Green Streets and within landscape setbacks, and undertaking rewilding along Gardiners Creek (Kooyongkoot).

#### Actions

1. Amend the planning scheme to encourage the integration of greening and cooling initiatives in new development to help minimise urban heat island effects and promote a biodiverse, natural environment.



## Objective 24

### Embed Integrated Water Management

Victoria's Integrated Water Management (IWM) Framework seeks to deliver effective urban water management, including water supply, wastewater, flood resilience, urban waterway health and management of public spaces.

Parts of Burwood face flooding and stormwater challenges. There is also a reliance on mains-supplied potable (drinking) water, with no alternative or recycled water networks.

Incorporating IWM into Burwood as it develops will increase stormwater reuse and water recycling. This will reduce flooding impacts and irrigate street trees and open spaces, improving water security, sustainability and resilience.

#### Strategies

- Support and facilitate the delivery of an alternative water supply, to reduce the demand on the potable water network.
- Require new developments to connect to planned or available alternative water supplies through third-pipe connections to reduce the demand on potable water supply and support the use of additional water for irrigation.
- Work with public land managers to support the provision of third-pipe infrastructure to enable the use of recycled water for irrigation and maintenance of sports fields and public open spaces.
- Manage the impacts of flooding through the design and development of new buildings. Work with water authorities and utility service providers to explore IWM opportunities for new flood mitigation infrastructure, including stormwater harvesting and the provision of blue-green spaces.
- Encourage the use of Water Sensitive Urban Design (WSUD) principles in active transport corridors and green spaces, and in the design of spaces in both the private and the public realms.
- Support improved stormwater runoff water quality by embedding IWM principles in the development of buildings, new roads and public spaces.
- Ensure the hydraulic function of the Gardiners Creek (Kooyongkoot) waterway is maintained.

#### Actions

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.
2. Partner with utility providers to coordinate and progress the delivery of a new third-pipe non potable water supply.
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.



Example of Water Sensitive Urban Design on Dawson Street, Brunswick

# Neighbourhoods

Burwood's neighbourhoods will each have a role in achieving the Vision for Burwood.



# 6.1 Overview

The Burwood Structure Plan Area is divided into seven neighbourhoods, each with its own distinct purpose in achieving the Vision for Burwood. Detailed urban design, planning recommendations and development direction will guide the evolution of each neighbourhood.

## Future role and objectives

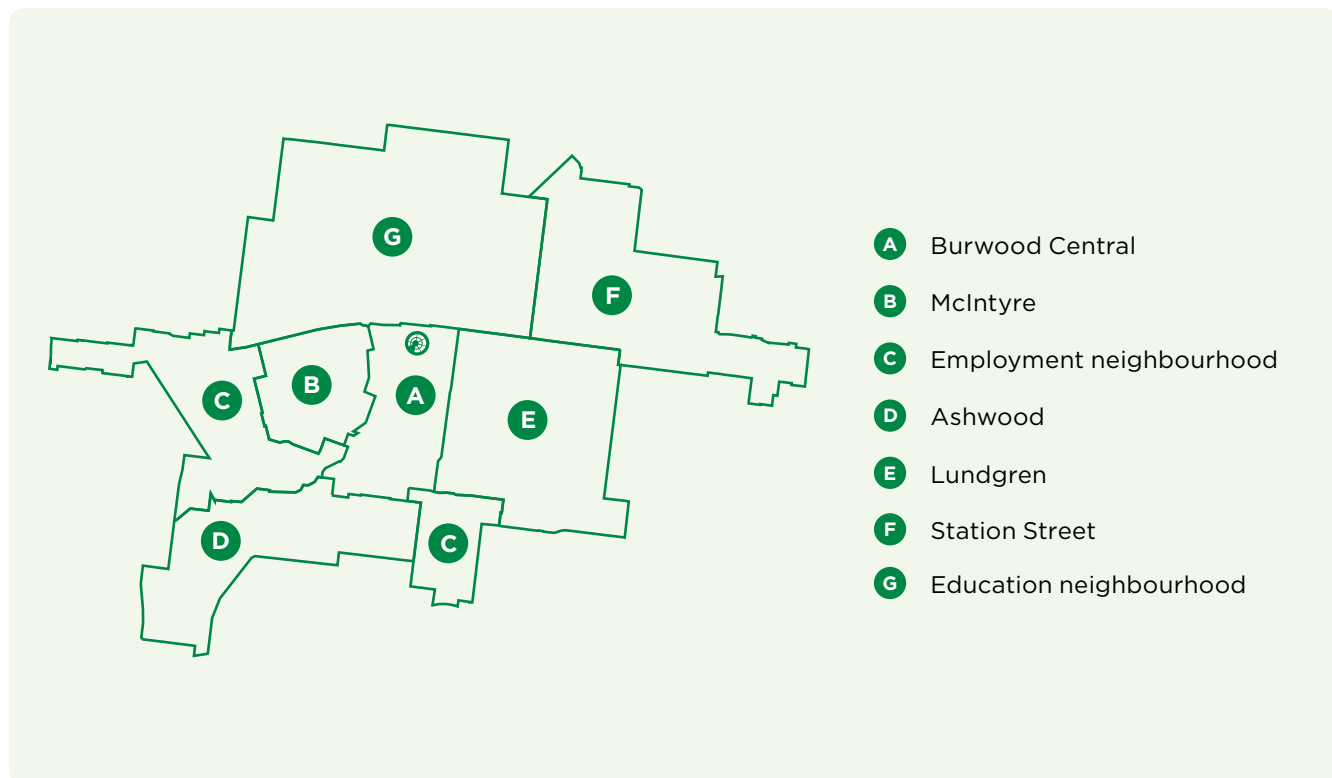
Sets out the future role for the neighbourhood, outlining how it will evolve from a built form, land use, movement, public realm and open space perspective. A series of objectives form the guiding principles of development within the neighbourhood, providing an important decision-making framework that builds on the overarching objectives and strategies established in Section 5 (Strategic response).

## Neighbourhood guidelines

Presents a suite of neighbourhood guidelines accompanied by detailed height, setback and movement frameworks at a neighbourhood scale.

Key projects (such as transport infrastructure and open space projects) to support each neighbourhood's future role in accordance with the neighbourhood guidelines are generally shown on the neighbourhood framework plans and are described and presented spatially in the Implementation Plan.

## Burwood neighbourhoods



Burwood Structure Plan neighbourhoods



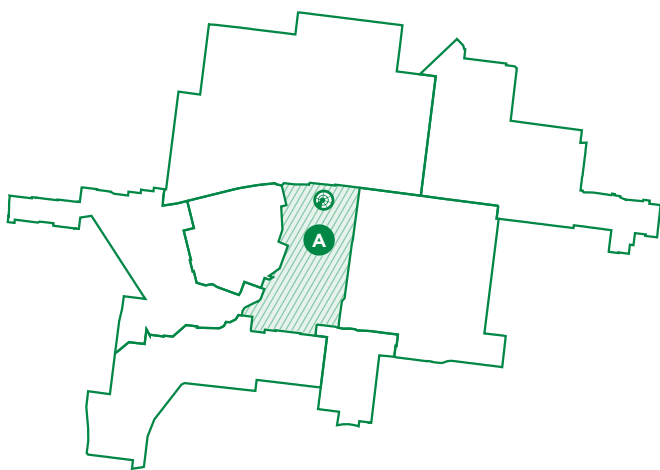
# 6.2 Neighbourhood A: Burwood Central

## Future role and objectives

Burwood Central will transform into a vibrant, mixed-use urban centre around the SRL station and the naturalised, enhanced Gardiners Creek (Kooyongkoot). Significant new office and residential development will be complemented by local retail and community spaces, providing a new focal point for life and activity during the day and night. High-quality architecture, urban design and landscaping will create an identifiable, well-connected and sustainable new centre in Burwood.

A reimaged Sinnott Street will support high-frequency bus services and allow pedestrians and cyclists to move easily and safely between Highbury Road and Burwood Highway. New retail, hospitality and commercial spaces at the ground floor of mixed-use buildings will bring activity to the area, and the renewal of 127 Highbury Road will increase access to Gardiners Creek (Kooyongkoot). Away from the station, buildings will transition down in height to residential areas and be designed to protect the amenity of Gardiners Creek (Kooyongkoot) and open spaces.

Gardiners Creek (Kooyongkoot) will be enhanced from a concrete drainage channel to a biodiverse, ecological and accessible community asset. Naturalising Gardiners Creek (Kooyongkoot) and enhancing Gardiners Creek Reserve will provide a high amenity blue-green spine that supports amenity, biodiversity and active transport.



<b>Objective 1</b>	To facilitate significant built form change around the SRL station.
<b>Objective 2</b>	To establish Sinnott Street as a mixed-use spine of activity that prioritises people, public life and public and active transport.
<b>Objective 3</b>	To encourage the mixed-use redevelopment of industrial land within Burwood Central in a way that maximises improvements to the public realm and the Gardiners Creek (Kooyongkoot) corridor.
<b>Objective 4</b>	To manage the built form transition from the commercial core around the SRL station, along McComas Grove.
<b>Objective 5</b>	To prioritise safe and efficient crossings of Burwood Highway, Gardiners Creek (Kooyongkoot) and Highbury Road to promote walkability and permeability within Burwood Central and to other surrounding neighbourhoods.
<b>Objective 6</b>	To enhance the Gardiners Creek (Kooyongkoot) corridor to support environmental, recreational and active transport outcomes by ensuring that new built form provides an attractive, safe and publicly accessible interface.
<b>Objective 7</b>	To create a gateway and sense of entrance to the Burwood Central neighbourhood on Burwood Highway and Sinnott Street through identifiable buildings and high-quality urban design.
<b>Objective 8</b>	To focus retail and commercial floorspace in locations closest to the SRL station.
<b>Objective 9</b>	To provide for community infrastructure that is accessible and serves the needs of the local community.

# Neighbourhood framework plan



Figure 19: Burwood Central neighbourhood framework plan

# Neighbourhood guidelines

## Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 23 to 26.
- New built form adjacent to Gardiners Creek (Kooyongkoot) should contribute to the creation of an attractive, safe and publicly accessible interface to the creek.
- New built form adjacent to Gardiners Creek Reserve should be suitably setback to improve landscape outcomes and enhance amenity and accessibility for users of the reserve and shared path.
- External lighting associated with new development abutting Gardiners Creek (Kooyongkoot) should be designed to minimise light pollution.
- New development in flood prone areas should incorporate consolidated flood mitigation and management measures to reduce flood risk.
- Design and site buildings to manage solar access to Gardiners Creek (Kooyongkoot) and associated parklands at the winter solstice balanced against the growth and strategic role of the neighbourhood.
- Design and site buildings to manage solar access to Sinnott Street Reserve at the spring equinox.

## Public realm and open space

- New development on sites designated with 'highly active' frontages on Figure 24 should:
  - Incorporate a minimum 60 per cent clear glazing or entries at ground level
  - Provide appropriate protection from the weather including wind, rain and sun
  - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development on sites designated with 'moderately active' frontages on Figure 24 should:
  - Incorporate a minimum 40 per cent clear glazing or entries at ground level
  - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development that abuts Gardiners Creek (Kooyongkoot), Sinnott Street Reserve and the Lundgren Chain Reserve extension, should balance privacy and activation through a landscaped setback, passive surveillance and a visually appealing and legible composition.
- Buildings abutting new public plazas or civic spaces associated with the SRL station forecourts should consider the cumulative impacts of development to comfortable wind conditions in the public realm for walking, sitting or standing.
- New development that provides for the Lundgren Chain Reserve link extension must incorporate best practice flood mitigation measures.
- Landscaping provided as part of development sites located adjacent to Gardiners Creek (Kooyongkoot) and associated parklands must support biodiversity and native habitat.
- Development associated with sites that share an interface with Gardiners Creek (Kooyongkoot) and accompanying parklands must be landscaped with appropriate native vegetation.



## Transport and movement

- Key links must be provided consistent with the fixed key links shown in Figure 22.
- Key links should be provided consistent with the flexible key links shown in Figure 22.
- When provided through new development, new key links should be (where relevant):
  - Direct, attractive and well-lit
  - Safe and free of entrapment areas
  - Publicly accessible at ground level
  - Overlooked by windows, balconies or both on both sides, including at ground level
- Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New development should seek to avoid or minimise site servicing and vehicle crossovers along strategic cycling and/or walking corridors where possible.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- Where access via laneways to the side or rear of a property is available, development should seek to facilitate on-site car park access, delivery vehicle and waste removal vehicles.
- Car parking should be located below ground or, where a podium tower development typology is utilised, should be 'sleeved' behind other uses.
- Servicing associated with any future supermarket near the station should be consolidated with underground carparking facilities.
- New development fronting Highbury Road should seek to consolidate existing vehicle crossovers, and minimise servicing arrangements at this interface.
- New development immediately abutting Gardiners Creek Reserve should provide pedestrian connections to the existing path or make provisions for future connections.

## 127 Highbury Road guidelines

- New development should provide high-quality architecture.
- New development must provide a landscaped setback with the Gardiners Creek (Kooyongkoot) corridor.
- New development should provide a new north-south key link along the western boundary of the site at its interface with Gardiners Creek (Kooyongkoot).
- New development should provide a generous landscaped public realm setback at the interface of Gardiners Creek (Kooyongkoot), which contributes to the widening and regeneration of the creek corridor.
- New development should provide a new east-west link connecting Sinnott Street to the Gardiners Creek (Kooyongkoot) corridor.
- New development must respond appropriately to the combined flood risk associated with McComas Grove Drain and Gardiners Creek (Kooyongkoot). It may be appropriate to design the site's drainage solution in an integrated manner with upstream development in the vicinity of Lundgren Chain Reserve.

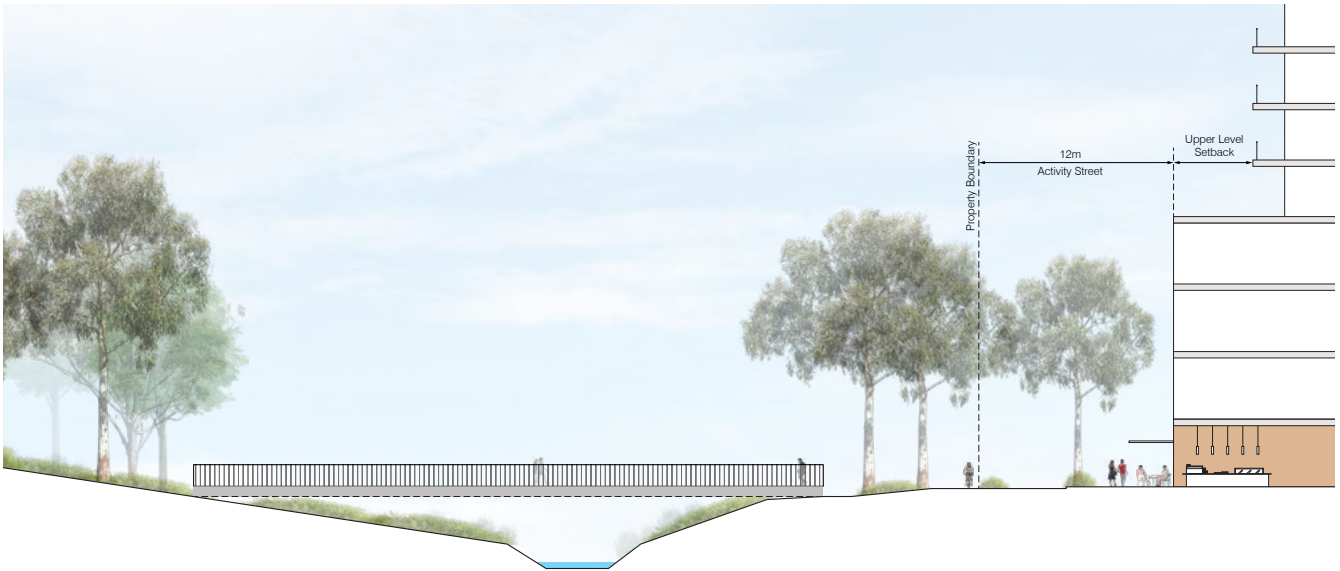


Figure 20: Section A - Indicative cross section of Gardiners Creek



Figure 21: Artist's impression of the naturalised Gardiners Creek (Kooyongkoot)

## Movement plan

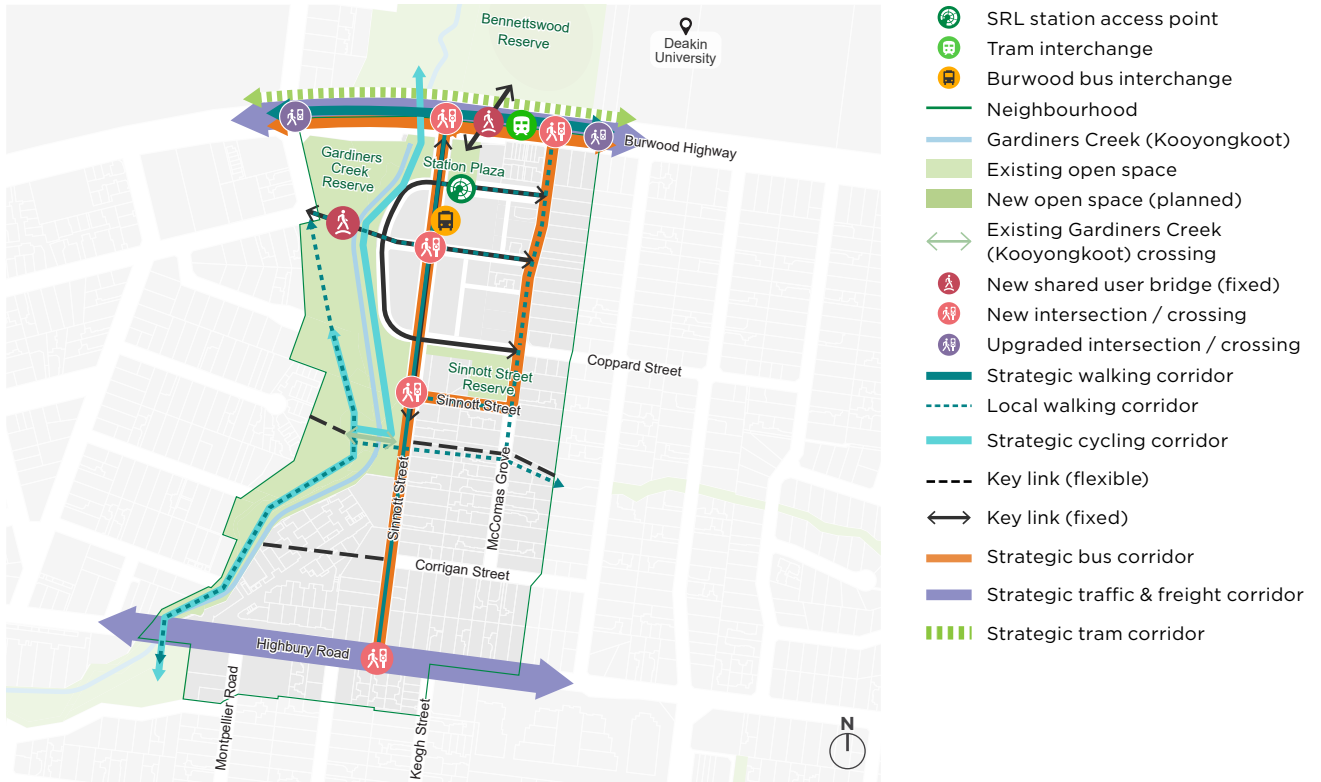


Figure 22: Burwood Central movement plan

## Preferred building heights plan

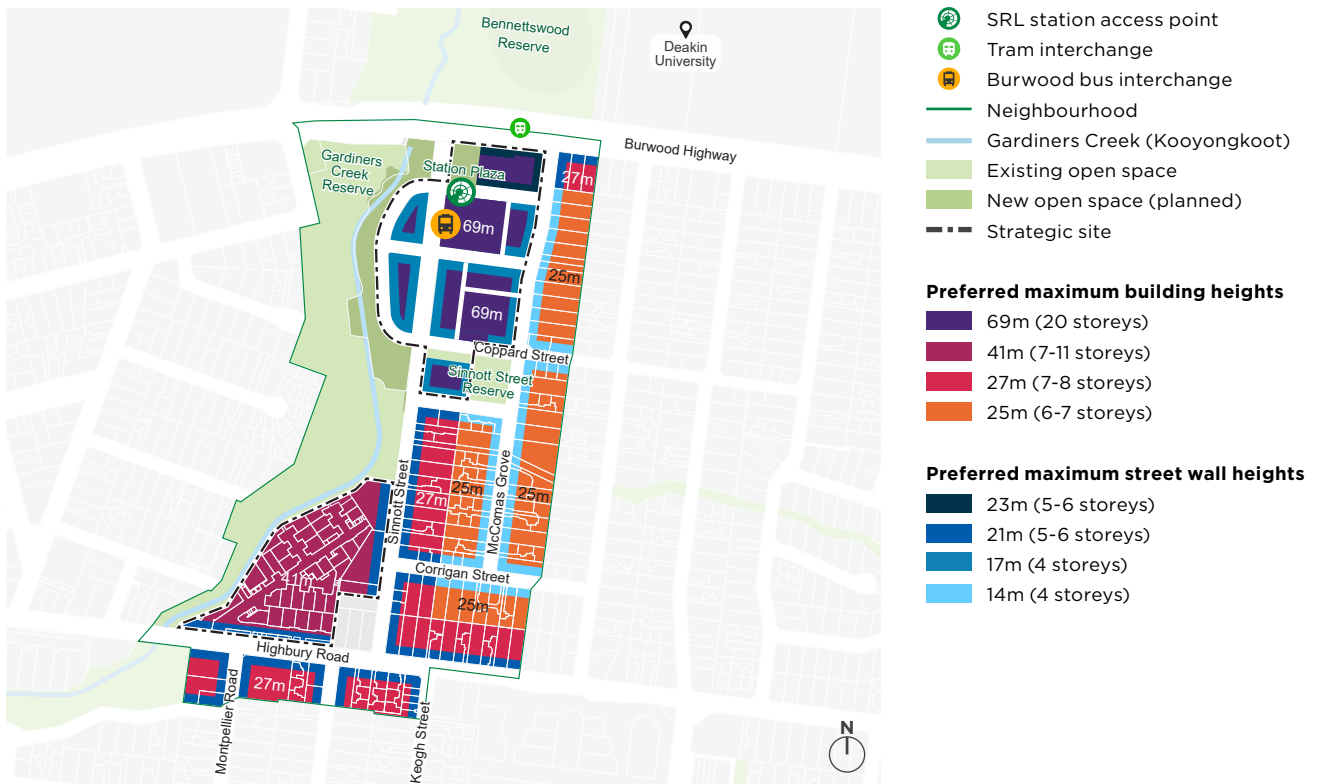


Figure 23: Burwood Central preferred building heights plan

## Preferred interfaces and setbacks plan

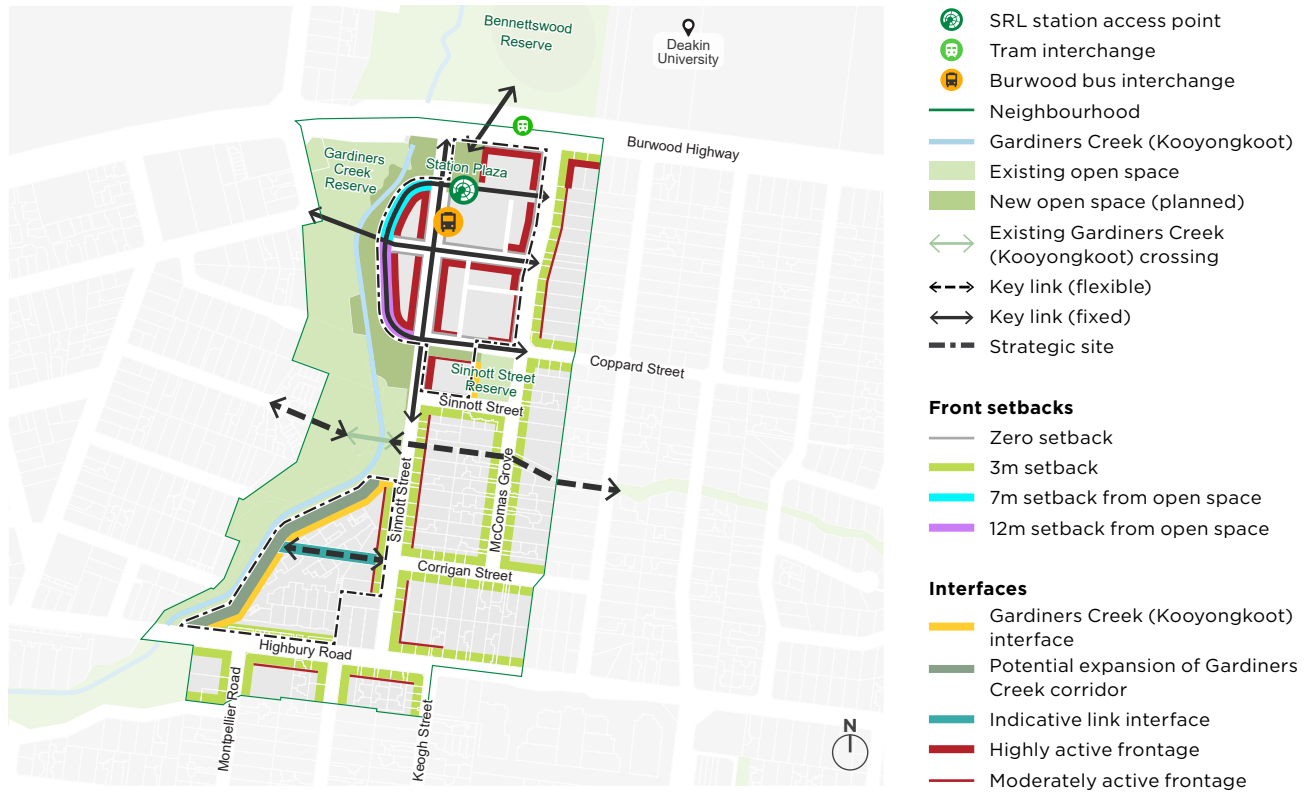


Figure 24: Burwood Central interfaces and setbacks plan

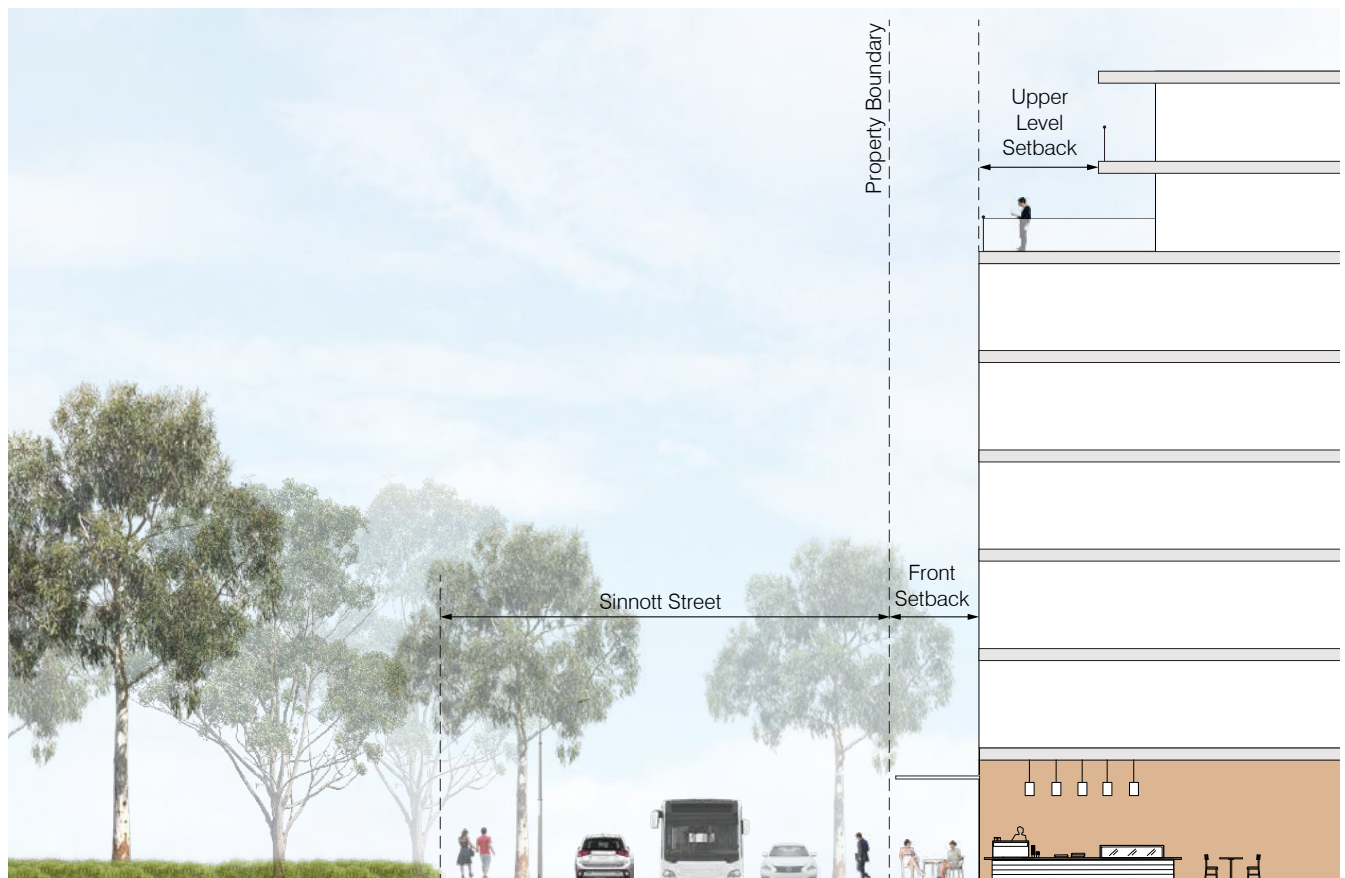


Figure 25: Section B - Indicative cross section of Sinnott Street

## Side, rear and front upper level setbacks plan



### Setbacks

<div style="background-color: #002060; width: 15px; height: 15px; display: inline-block; margin-right: 5px;"></div>	Side and rear - podium	0 or 4.5m*	
	Side and rear - tower	4.5m for towers up to a height of 27m 6m for towers up to a height of 41m 7.5m for towers up to a height of 66m 10m for towers higher than 66m	
	Front - upper level	5m from podium facade up to a height of 66m 7.5m from podium facade for height above 66m	
	<div style="background-color: #800080; width: 15px; height: 15px; display: inline-block; margin-right: 5px;"></div>	Side	0 or 4.5m*
	Rear	3m abutting public open space 6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)	
<div style="background-color: #483D8B; width: 15px; height: 15px; display: inline-block; margin-right: 5px;"></div>	Side	0 or 4.5m*	
Rear	3m abutting public open space 6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)		
Front - upper level	Setback above 14m of 2m or that required to remain below a 45° plane from opposite street boundary		

\*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries]. If interfacing with side/rear service lanes, the 4.5 setback is measured from the centre of the laneway.

Figure 26: Burwood Central side, rear and front upper level setbacks plan

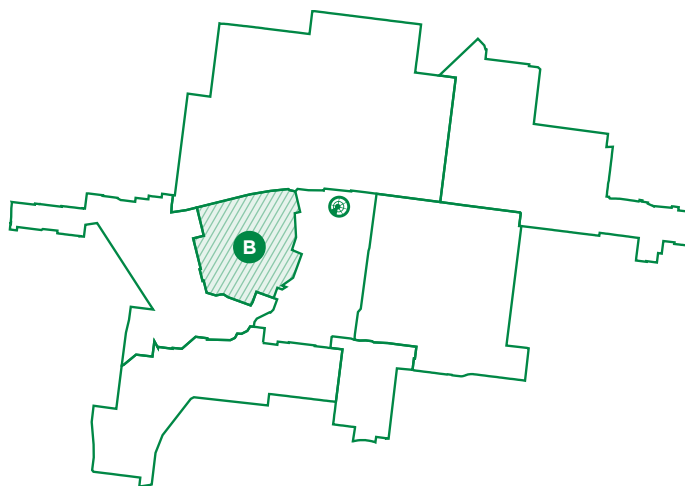
# 6.3 Neighbourhood B: McIntyre

## Future role and objectives

The McIntyre neighbourhood will be an amenity-rich, diverse, mid-rise, residential neighbourhood. Burwood Highway will be reinforced as a public transport corridor, with improved pedestrian and landscape outcomes.

Residents will benefit from proximity to the Burwood Central neighbourhood, Burwood Highway and Gardiners Creek (Kooyongkoot). New crossings over Gardiners Creek (Kooyongkoot) will provide access to the SRL station, Burwood Central and will improve access to open space.

McIntyre Street and Ireland Street will be improved to provide safe active transport links between the Employment neighbourhood and Gardiners Creek (Kooyongkoot) and from Highbury Road to Ireland Street, increasing permeability through and connectivity with the neighbourhood.



<b>Objective 1</b>	To facilitate a mix of housing types in a mid-rise, urban neighbourhood that transitions down in height from Burwood Highway.
<b>Objective 2</b>	To prioritise the movement of pedestrians and cyclists along McIntyre Street and Ireland Street.
<b>Objective 3</b>	To improve pedestrian access to Gardiners Creek Reserve and Burwood Central neighbourhood through new pedestrian links.
<b>Objective 4</b>	To preserve and enhance the setting of Burwood House, listed on the Victorian Heritage Register.

# Neighbourhood framework plan



Figure 27: McIntyre neighbourhood framework plan

# Neighbourhood guidelines

## Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 29 to 32.
- New development adjacent to Gardiners Creek Reserve should be designed to provide a positive interface with the public open space, and improve accessibility and passive surveillance.
- External lighting associated with new development abutting Gardiners Creek (Kooyongkoot) should be designed to minimise light pollution.
- New development adjacent Gardiners Creek Reserve should be suitably setback to limit creating a sense of enclosure for users of the reserve and shared path.
- New development adjacent Burwood House should respond to the heritage significance of the place.
- Design and site buildings to manage solar access to Gardiners Creek (Kooyongkoot) at the winter solstice.

## Public realm and open space

- New development on sites designated with 'moderately active' frontages on Figure 30 should:
  - Incorporate a minimum 40 per cent clear glazing or entries at ground level
  - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development bordering the eastern end of Hughes Street and Gardiners Creek Reserve should allow for a publicly accessible link to connect with the eastern side of Gardiners Creek (Kooyongkoot).
- New development which abuts Gardiners Creek (Kooyongkoot), should balance privacy and activation through a landscaped setback, passive surveillance and a visually appealing and legible composition.
- Landscaping provided as part of development sites located adjacent to Gardiners Creek (Kooyongkoot) and associated parklands must support biodiversity and native habitat.

## Transport and movement

- Key links must be provided consistent with the fixed key links shown in Figure 28.
- Key links should be provided consistent with the flexible key links shown in Figure 28.
- When provided through new development, new key links should be (where relevant):
  - Direct, attractive and well-lit
  - Safe and free of entrapment areas
  - Publicly accessible at ground level
  - Overlooked by windows, balconies or both on both sides, including at ground level
  - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New developments should seek to avoid or minimise site servicing and vehicle crossovers via McIntyre Street and Ireland Street where possible.
- New development with an interface to Burwood Highway should seek to limit servicing from the highway, and utilise internal laneways accessed via McIntyre Street, Ireland or Cromwell Street.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- New development immediately abutting Gardiners Creek Reserve should provide for pedestrian connections to the existing trail path or make provisions for future connections.



Example of built form interface to public open space



## Movement plan



Figure 28: McIntyre movement plan

## Preferred building heights plan

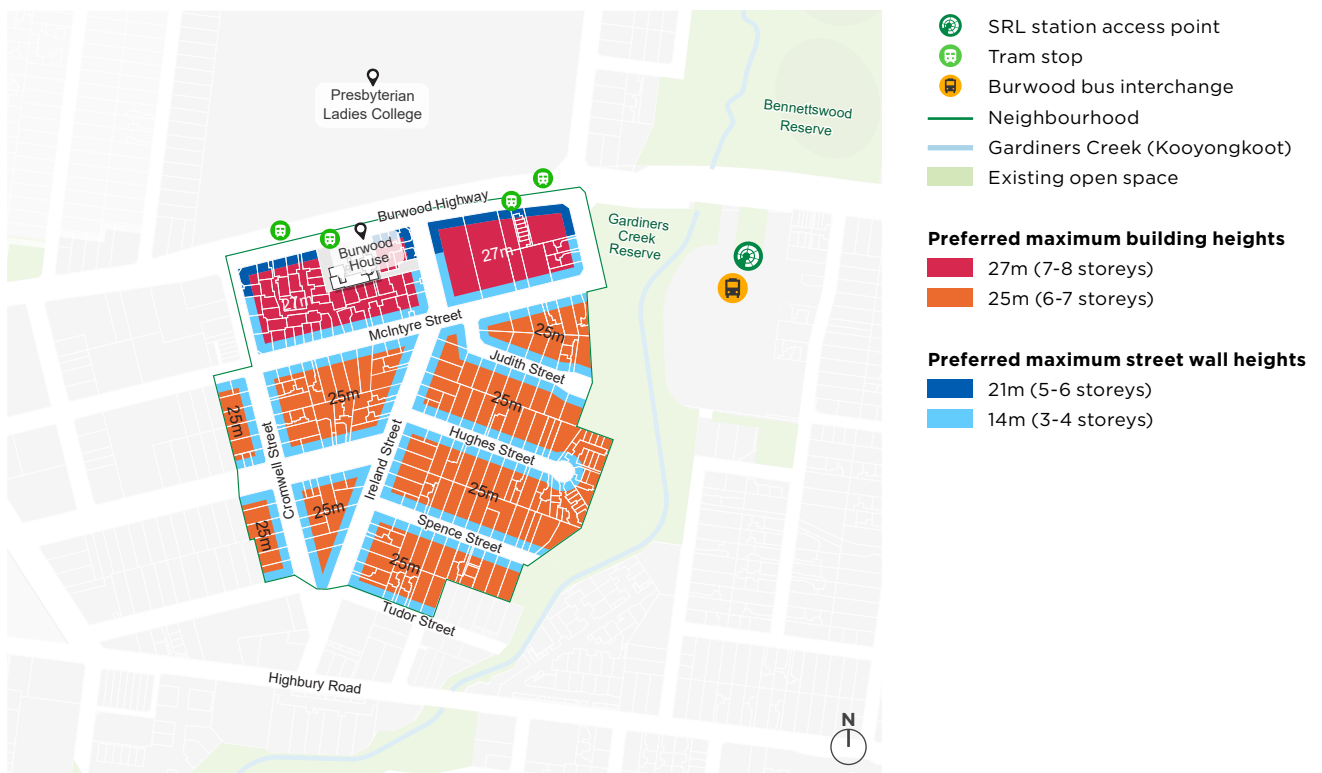


Figure 29: McIntyre preferred building heights plan

## Preferred interfaces and setbacks plan

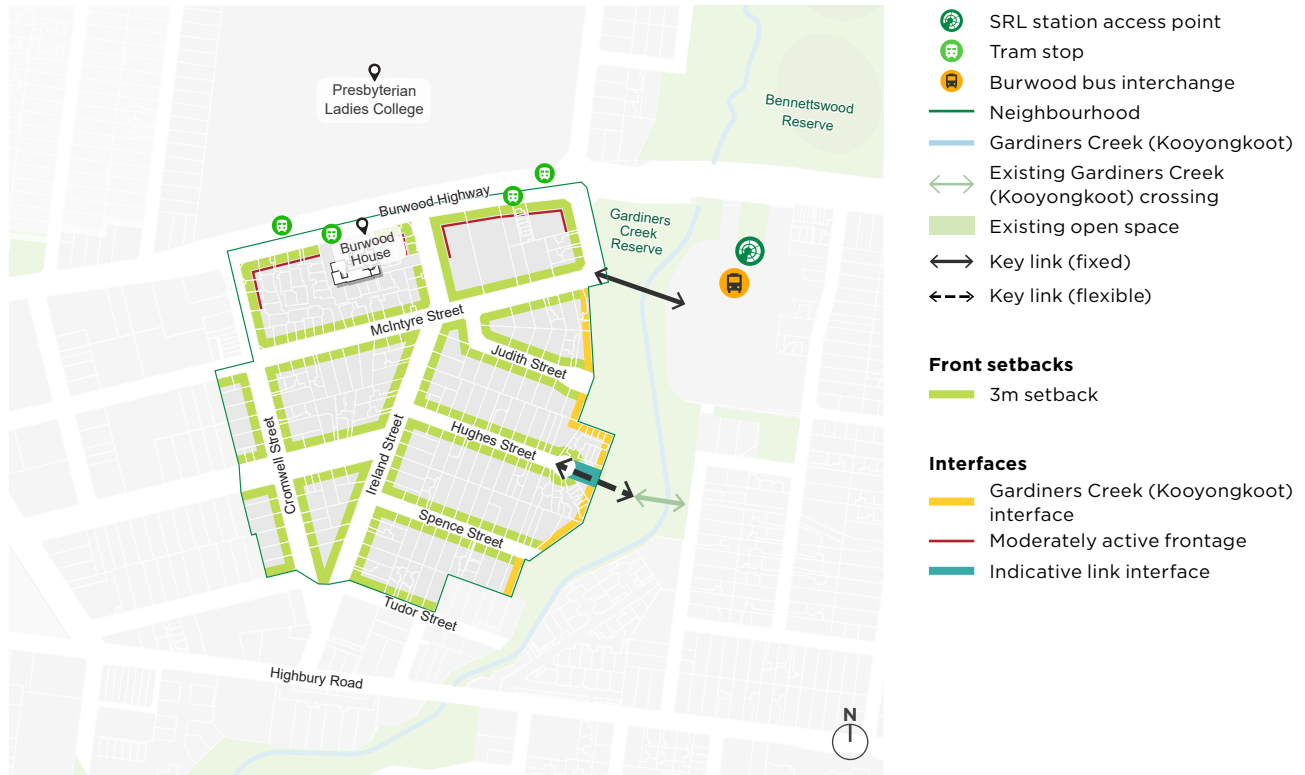
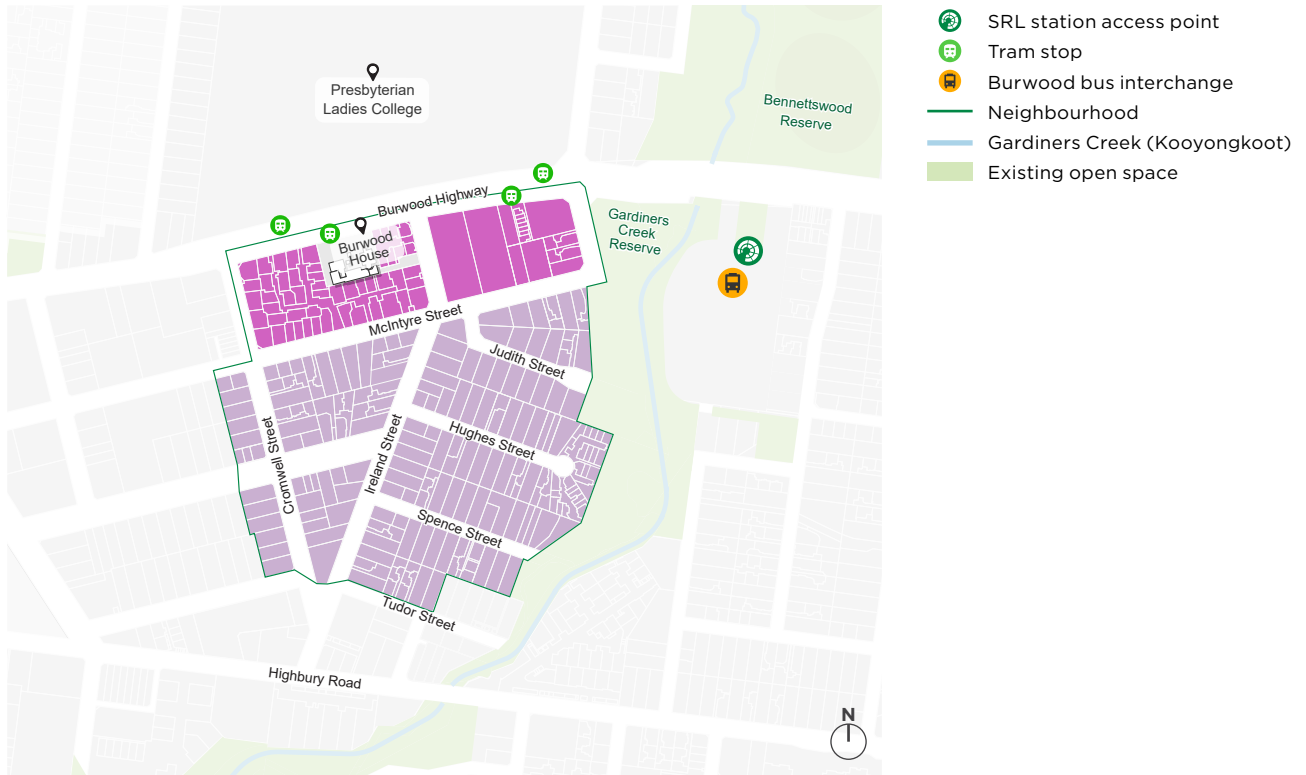


Figure 30: McIntyre interfaces and setbacks plan



Figure 31: Section C - Indicative cross section of Gardiners Creek Reserve western interface

## Side, rear and front upper level setbacks plan



### Setbacks

<div style="display: inline-block; width: 15px; height: 15px; background-color: #800080; border: 1px solid black;"></div> Side	0 or 4.5m*
	3m abutting public open space
	Rear
	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
	Front - upper level
	4m above 21m
<div style="display: inline-block; width: 15px; height: 15px; background-color: #6A5ACD; border: 1px solid black;"></div> Side	0 or 4.5m*
	3m abutting public open space
	Rear
	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
	Front - upper level
	Setback above 14m of 2m or that required to remain below a 45° plane from opposite street boundary

\*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries]. If interfacing with side/rear service lanes, the 4.5 setback is measured from the centre of the laneway.

Figure 32: McIntyre side, rear and front upper level setbacks plan

# 6.4 Neighbourhood C: Employment neighbourhood

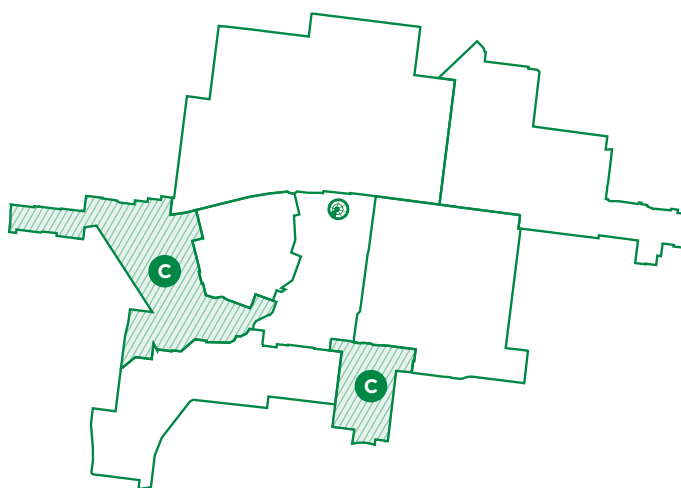
## Future role and objectives

Burwood’s Employment neighbourhood will continue to support local jobs and economic activity, as existing industrial areas evolve to become high-amenity places for new businesses to establish. Improved connections to Gardiners Creek (Kooyongkoot), residential areas and the SRL station will integrate the neighbourhood with its surrounds and provide stronger links to Deakin University. At Warrigal Road, the fine-grain retail character of the existing shopping strip will be retained and complemented by new development that supports local retail and active streets.

At Burwood Highway and extending along Evans Street, more mixed-use and commercial developments will provide high-quality spaces for new business to set up. Within the Ireland Street industrial precinct, higher density employment uses will emerge over time, in new buildings that make a positive contribution to the public realm. Around Highbury Road, employment land will continue to provide light industrial and local commercial spaces where innovative industries can establish.

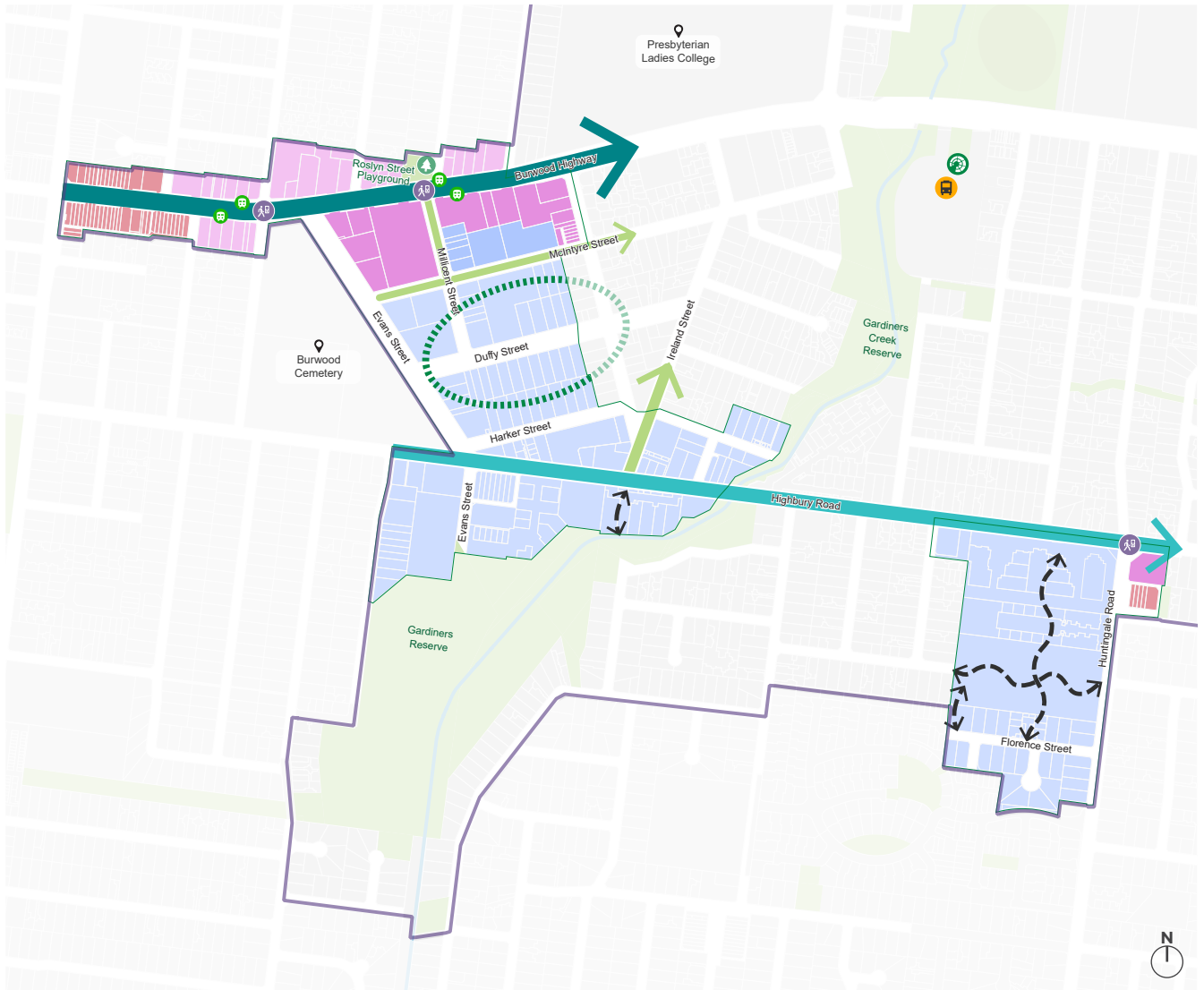
Development located adjacent to Gardiners Creek (Kooyongkoot) will be oriented to maximise views of the waterway and provide a connection to Gardiners Creek Reserve. This will provide amenity for workers and create a peaceful, native landscape setting that will be unique to Burwood’s employment neighbourhood. A new open space located near McIntyre Street, Cromwell Street and Duffy Street will provide more open space for local workers and visitors.

McIntyre Street and Millicent Street will be upgraded to provide high-quality, pleasant and well-connected streets. New connections through Hallmarc Business Park and from Gardiners Creek Reserve to Highbury Road will better integrate these areas into their surroundings.



<b>Objective 1</b>	To ensure new development complements the fine-grain retail character of the Warrigal Road shopping strip.
<b>Objective 2</b>	To encourage the redevelopment of sites along Burwood Highway to create an active, mixed-use commercial corridor that provides high levels of pedestrian amenity.
<b>Objective 3</b>	To enhance the productivity and amenity of the Huntingdale Road, Ireland Street and McIntyre Street industrial precincts through public realm improvements and encouraging modern, flexible and adaptable buildings.
<b>Objective 4</b>	To prioritise the movement of pedestrians and cyclists along McIntyre Street and Millicent Street.
<b>Objective 5</b>	To improve access to new and existing open spaces, including Gardiners Creek (Kooyongkoot) and Gardiners Creek Reserve, through new pedestrian links.
<b>Objective 6</b>	To provide a sensitive built form interface with Gardiners Creek (Kooyongkoot).

# Neighbourhood framework plan



- |   |   |   |
|---|---|---|
| <ul style="list-style-type: none"> <li> SRL station access point</li> <li> Tram stop</li> <li> Burwood bus interchange</li> <li> Structure Plan Area</li> <li> Neighbourhood</li> <li> Gardiners Creek (Kooyongkoot)</li> <li> Existing open space</li> </ul> | <ul style="list-style-type: none"> <li> Boulevard</li> <li> Avenue</li> <li> Activity Street</li> <li> Green Street</li> <li> Key link</li> <li> Upgraded intersection / crossing</li> <li> Enhanced open space</li> <li> Investigation area - proposed new open space</li> </ul> | <p>Commercial - preferred built form scale</p> <ul style="list-style-type: none"> <li> High</li> </ul> <p>Mixed-use - preferred built form scale</p> <ul style="list-style-type: none"> <li> High</li> <li> Medium</li> </ul> <p>Employment - preferred built form scale</p> <ul style="list-style-type: none"> <li> High</li> <li> Medium</li> </ul> |
|---|---|---|

Figure 33: Employment neighbourhood framework plan

# Neighbourhood guidelines

## Built form

- New built form should be consistent with the height, street wall, and setback guidance provided in Figures 35 to 37.
- New development that interfaces with any residential land should seek to minimise adverse impacts associated with overshadowing, wind and noise.
- New commercial development at the intersection of Warrigal Road and Burwood Highway should seek to retain the existing high street shopfront character.
- New development adjacent to Gardiners Creek Reserve should be designed to provide a positive interface with the public open space, improve accessibility and passive surveillance.
- External lighting associated with new development abutting Gardiners Creek (Kooyongkoot) should be designed to minimise light pollution.
- New development adjacent Gardiners Creek Reserve should be suitably setback to limit creating a sense of enclosure for users of the reserve and shared path.
- Design and site buildings to manage solar access to Roslyn Street Playground at the spring equinox.
- New development in the existing small retail strip may vary the street wall height and setback guidance.

## Public realm and open space

- New development on sites designated with 'highly active' frontages on Figure 36 should:
  - Incorporate a minimum 60 per cent clear glazing or entries at ground level
  - Provide appropriate protection from the weather including wind, rain and sun
  - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development on sites designated with 'moderately active' frontages on Figure 36 should:
  - Incorporate a minimum 40 per cent clear glazing or entries at ground level
  - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.

- 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.
- Commercial and industrial activities adjacent McIntyre Street, Ireland Street and Burwood Highway are to provide a dedicated and legible pedestrian access direct from the street.
- Landscaping provided as part of development sites located adjacent to Gardiners Creek (Kooyongkoot) and associated parklands must support biodiversity and native habitat.

## Transport and movement

- Key links must be provided consistent with the fixed key links shown in Figure 34.
- Key links should be provided consistent with the flexible key links shown in Figure 34.
- When provided through new development, new key links should be (where relevant):
  - Direct, attractive and well-lit
  - Safe and free of entrapment areas
  - Publicly accessible at ground level
  - Overlooked by windows, balconies or both on both sides, including at ground level
  - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New developments should seek to avoid or minimise site servicing and vehicle crossovers along strategic cycling and/or walking corridors where possible.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- Where access via laneways to the side or rear of a property is available, development should seek to facilitate on-site car park access, delivery vehicle and waste removal vehicles.
- New development immediately abutting Gardiners Creek Reserve should provide pedestrian connections to the existing trail or make provisions for future connections.

## Movement plan



Figure 34: Employment neighbourhood movement plan

## Preferred building heights plan

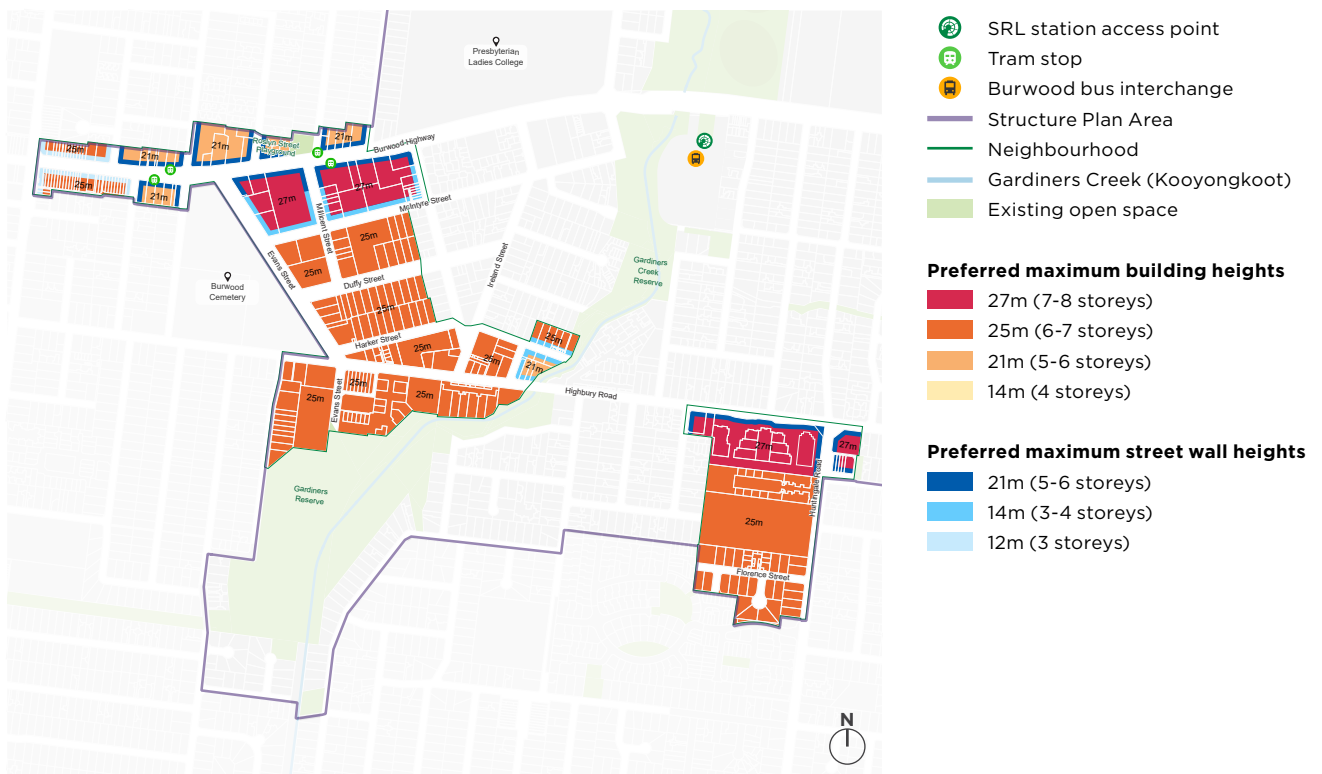


Figure 35: Employment neighbourhood preferred building heights plan

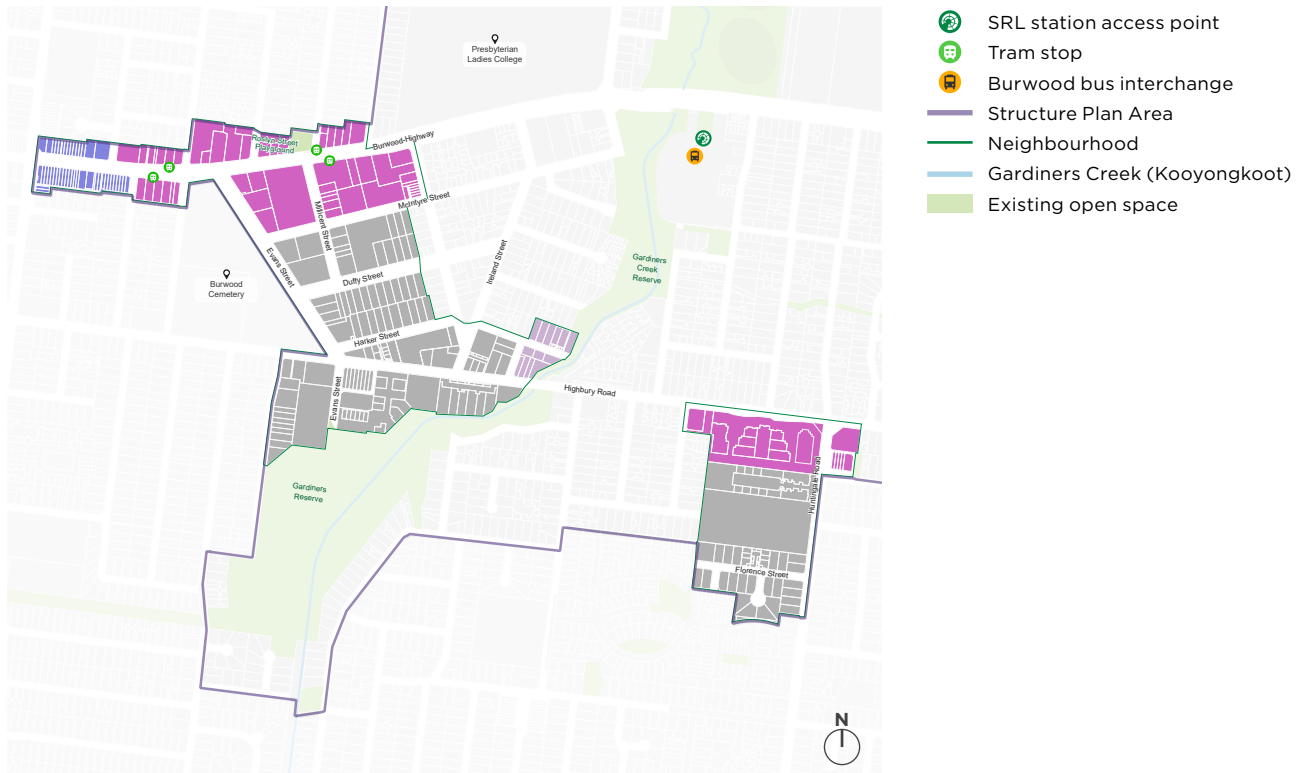
## Preferred interfaces and setbacks plan



Figure 36: Employment neighbourhood interfaces and setbacks plan



## Side, rear and front upper level setbacks plan



### Setbacks

Blue	Side	0
	Rear	1m per metre of height above 5m, up to a maximum setback of 15m
	Front - upper level	3m up to a height of 21m + 1m per metre of height above a height of 21m
Pink	Side	0 or 4.5m* 3m abutting public open space
	Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
	Front - upper level	4m above 21m
Purple	Side	0 or 4.5m* 3m abutting public open space
	Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
	Front - upper level	Setback above 14m of 2m or that required to remain below a 45° plane from opposite street boundary
Grey	Side and Rear	1m for every metre of height above ground floor where abutting a property where dwellings are permissible
	Front - upper level	0

\*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries]. If interfacing with side/rear service lanes, the 4.5 setback is measured from the centre of the laneway.

Figure 37: Employment neighbourhood side, rear and front upper level setbacks plan

# 6.5 Neighbourhood D: Ashwood

## Future role and objectives

Ashwood will be a liveable, leafy, residential neighbourhood complemented by an accessible network of open spaces. A mix of mid-rise apartments and townhouses within a garden setting will provide diverse housing options for the community.

Ashwood will have a permeable network of streets to promote active transport through the neighbourhood and to other parts of the Structure Plan Area. New pedestrian links will provide residents with the ability to move comfortably to and through open spaces.

Upgrades to Gardiners Creek Reserve, including the trail, and improved links into and out of the reserve will provide pedestrian-friendly, safe and comfortable access between open spaces, employment opportunities and day and night-time activity within Burwood Central.



<b>Objective 1</b>	To facilitate modest built form intensification throughout the neighbourhood with well-designed buildings and landscaping to integrate with the neighbourhood surrounds.
<b>Objective 2</b>	To naturalise Gardiners Creek (Kooyongkoot) and improve its ecological and recreational function.
<b>Objective 3</b>	To improve connections to open space and employment areas through new links over Gardiners Creek (Koyongkoot) and by prioritising pedestrians and cyclists along Montpellier Street and Gardiners Creek Reserve.

# Neighbourhood framework plan



Figure 38: Ashwood framework plan

# Neighbourhood guidelines

## Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 40 to 43.
- External lighting associated with new development abutting Gardiners Creek (Kooyongkoot) should be designed to minimise light pollution.
- New development adjacent Gardiners Creek Reserve should be suitably setback to limit creating a sense of enclosure for users of the reserve and shared path.

## Public realm and open space

- New development adjacent the Baryn Street Playground should minimise the extent of blank elevations.
- 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.
- New buildings with a ground floor rear setback of 6 metres or greater should use this setback to include at least one canopy tree per ground floor dwelling with a rear setback of 6m or greater.
- Landscaping provided as part of development sites located adjacent to Gardiners Creek (Kooyongkoot) and associated parklands must support biodiversity and native habitat.

## Transport and movement

- Key links must be provided consistent with the fixed key links shown in Figure 39.
- Key links should be provided consistent with the flexible key links shown in Figure 39.
- When provided through new development, new key links should be (where relevant):
  - Direct, attractive and well-lit
  - Safe and free of entrapment areas
  - Publicly accessible at ground level
  - Overlooked by windows, balconies or both on both sides, including at ground level
  - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New developments should seek to avoid or minimise site servicing and vehicle crossovers along strategic cycling and/or walking corridors where possible.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- Where access via laneways to the side or rear of a property is available, development should seek to facilitate on-site car park access, delivery vehicle and waste removal vehicles.
- New development immediately abutting Gardiners Creek Reserve should provide pedestrian connections to the existing trail or make provisions for future connections.

## Movement plan



Figure 39: Ashwood movement plan

## Preferred building heights plan

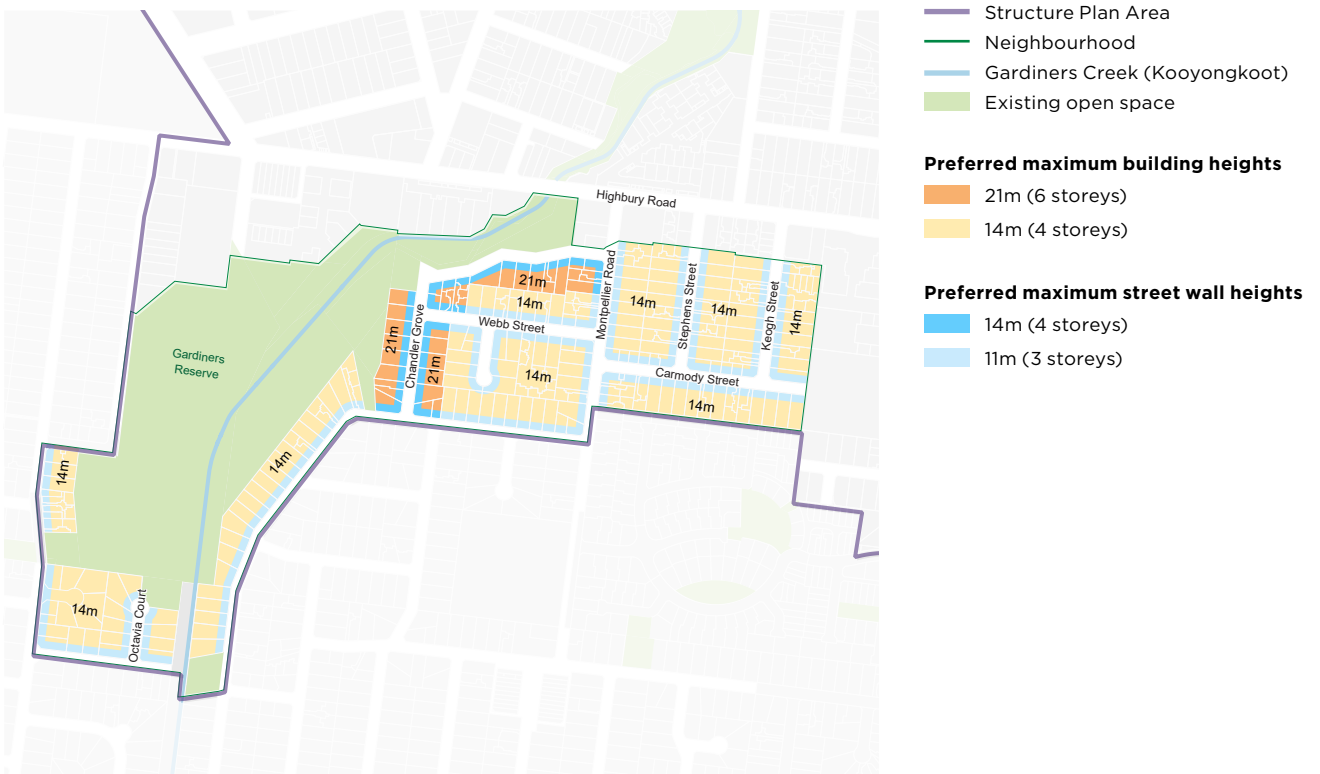


Figure 40: Ashwood preferred building heights plan

## Preferred interfaces and setbacks plan

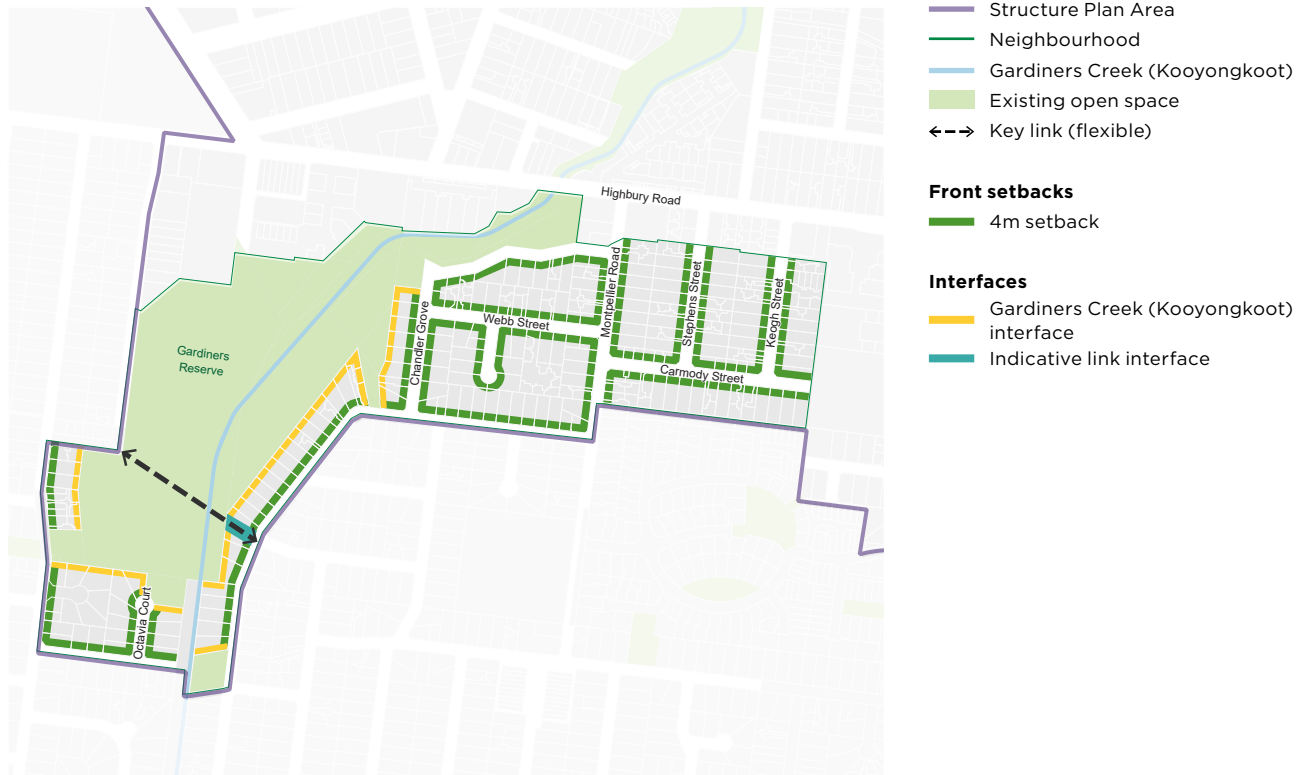
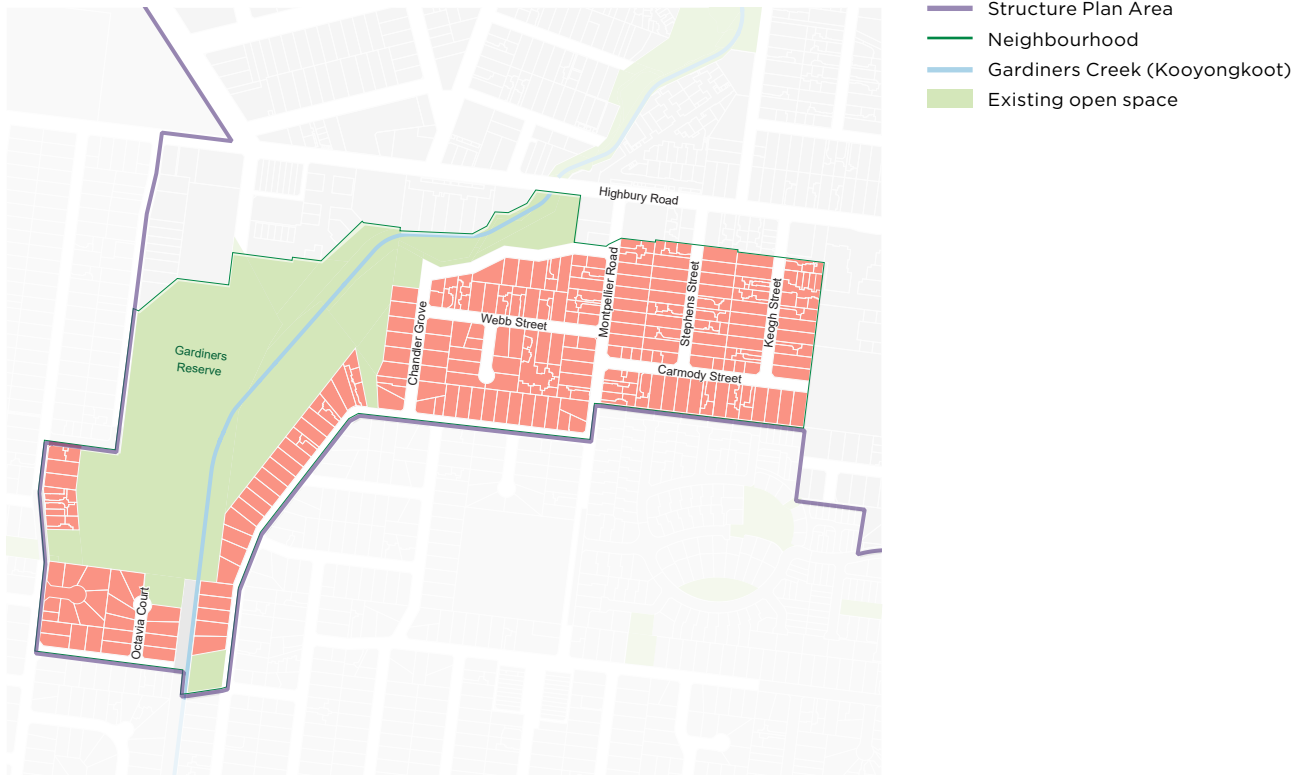


Figure 41: Ashwood interfaces and setbacks plan



Figure 42: Section D - Indicative cross section of Gardiners Creek Reserve eastern interface

## Side, rear and front upper level setbacks plan



### Setbacks

Side - lots $\geq$ 24m wide	4.5m landscaped + 0.8m per metre of height above 14m
Side - lots < 24m wide, front half of the site	0 up to a height of 6.9m 2m above heights of 6.9m 2m all levels where abutting public open space
Side - lots < 24m wide rear half of the site	2m + 1m per metre of height above 6.9m
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	0.5m per metre above street wall

\*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries]. If interfacing with side/rear service lanes, the 4.5m setback is measured from the centre of the laneway.

Figure 43: Ashwood side, rear and front upper level setbacks plan

# 6.6 Neighbourhood E: Lundgren

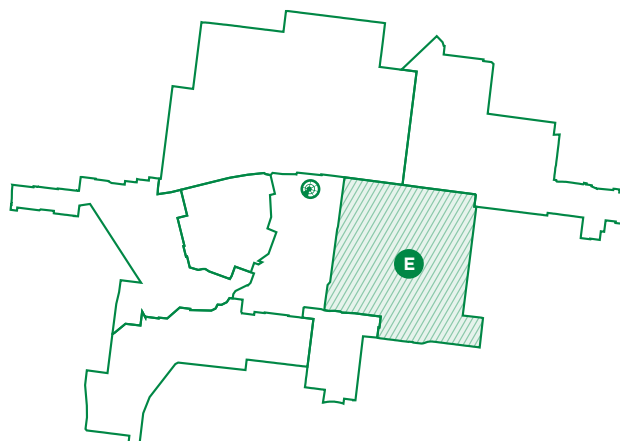
## Future role and objectives

At the doorstep of the SRL station and the Burwood Central neighbourhood, the Lundgren neighbourhood will transition to a mid-rise residential area in a garden setting. Lundgren Chain Reserve will be extended to link with Gardiners Creek Reserve, creating a network of linear open spaces. At the interface of the Lundgren Chain Reserve, buildings will be sensitively designed to maintain the amenity of this community asset.

Along Burwood Highway and Highbury Road, taller buildings and a greater mix of uses will provide residents with access to local convenience, retail and employment opportunities, and will contribute to a more active, pedestrian-friendly environment.

Upper-level setbacks fronting Burwood Highway will allow sunlight onto the public realm and larger upper-level setbacks to the rear will maintain the amenity of neighbouring properties. Additional landscaping and wider footpaths will support an improved pedestrian environment. Along Highbury Road, mid-rise apartments with modest street setbacks will provide activation to the street.

The Lundgren neighbourhood will have a permeable network of streets to support pedestrian and cycling connectivity directly to the SRL station. A new pedestrian link will connect Peacock and Bennett streets to break up the north-south block length and enhance walking and cycling permeability. A new pedestrian crossing at Station Street adjacent to Lundgren Chain Reserve will promote the Reserve as a high-amenity active transport route.



<b>Objective 1</b>	To frame Highbury Road and Burwood Highway with continuous, mid-rise buildings that can support residential growth and active streets.
<b>Objective 2</b>	To facilitate diverse forms of residential development that contribute to a low- to mid-rise character in a garden setting.
<b>Objective 3</b>	To create a permeable pedestrian and cyclist network through new through-block links and by improving the active transport capability of Lundgren Chain Reserve.
<b>Objective 4</b>	To extend the Lundgren Chain Reserve west to the Burwood Central neighbourhood and enhance its recreational, open space, ecological, transport and drainage function.



# Neighbourhood framework plan

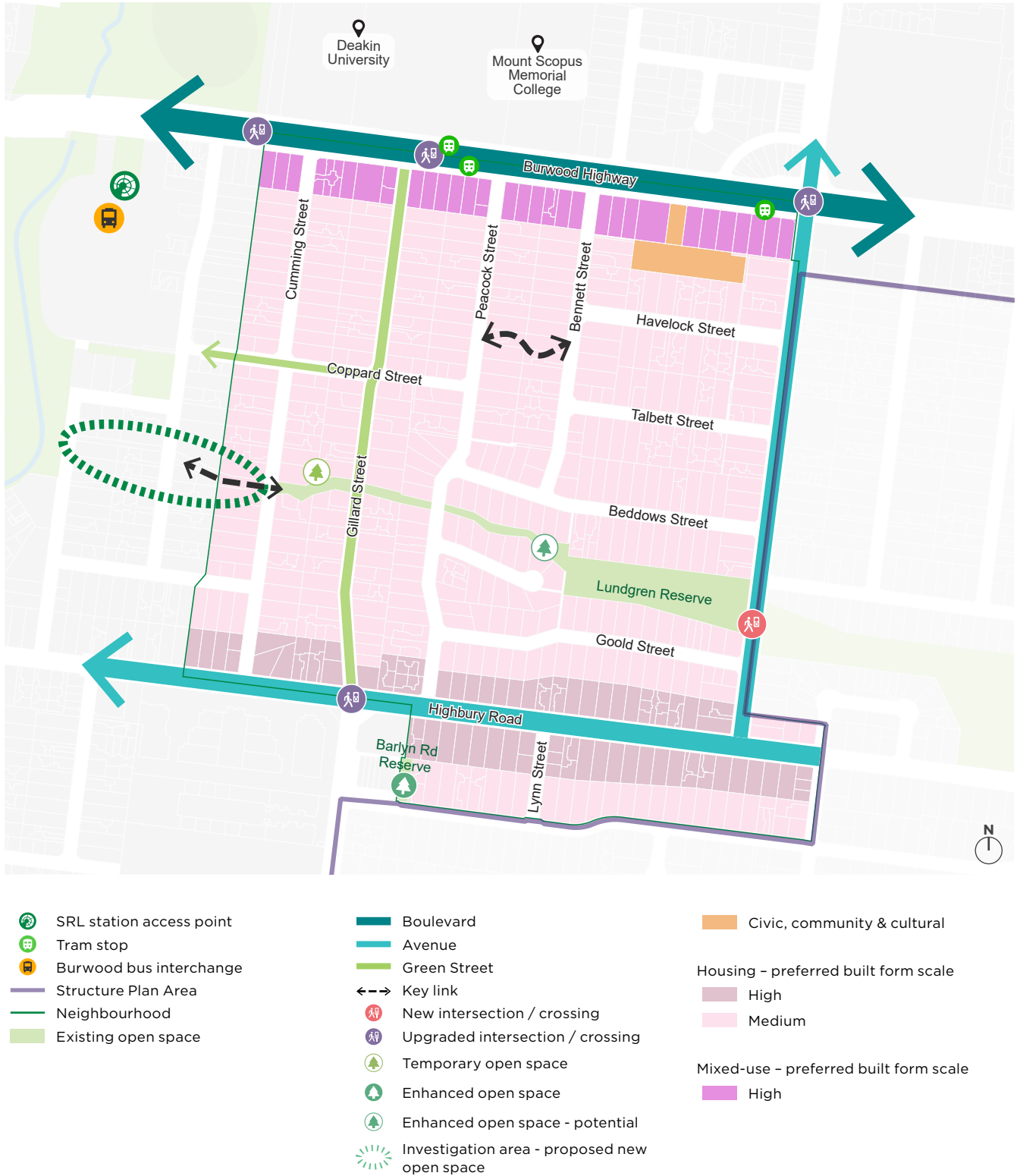


Figure 44: Lundgren framework plan

# Neighbourhood guidelines

## Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 46 to 48.
- New development in flood prone areas should incorporate flood mitigation and management measures to reduce flood risk.
- Design and site buildings to manage solar access to Lundgren Reserve at the spring equinox.

## Public realm and open space

- New development on sites designated with 'highly active' frontages on Figure 47 should:
  - Incorporate a minimum 60 per cent clear glazing or entries at ground level
  - Provide appropriate protection from the weather including wind, rain and sun
  - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development on sites designated with 'moderately active' frontages on Figure 47 should:
  - Incorporate a minimum 40 per cent clear glazing or entries at ground level.
  - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development that abuts Lundgren Chain Reserve should balance privacy and activation through a landscaped setback, passive surveillance and a visually appealing and legible composition.
- Development associated with sites that share an interface with Lungren Chain Reserve must be landscaped with native flowering canopy trees and native flowering plantings, to promote this link as a local biodiversity corridor.

## Transport and movement

- Key links must be provided consistent with the fixed key links shown in Figure 45.
- Key links should be provided consistent with the flexible key links shown in Figure 45.
- When provided through new development, new key links should be (where relevant):
  - Direct, attractive and well-lit
  - Safe and free of entrapment areas
  - Publicly accessible at ground level
  - Overlooked by windows, balconies or both on both sides, including at ground level
  - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New developments should seek to avoid or minimise site servicing and vehicle crossovers along strategic cycling and/or walking corridors where possible.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- Where access via laneways to the side or rear of a property is available, development should seek to facilitate on-site car park access, delivery vehicle and waste removal vehicles.

## Movement plan

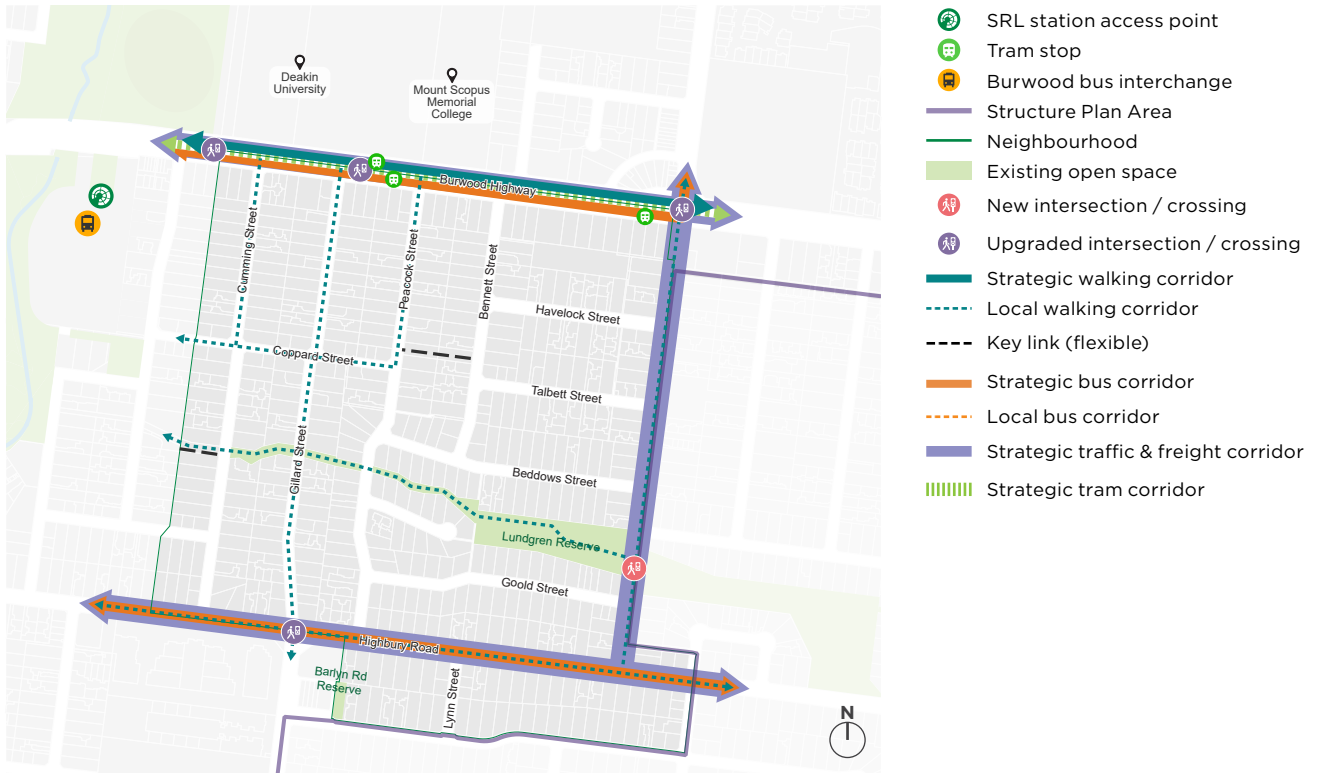


Figure 45: Lundgren movement plan

## Preferred building heights plan

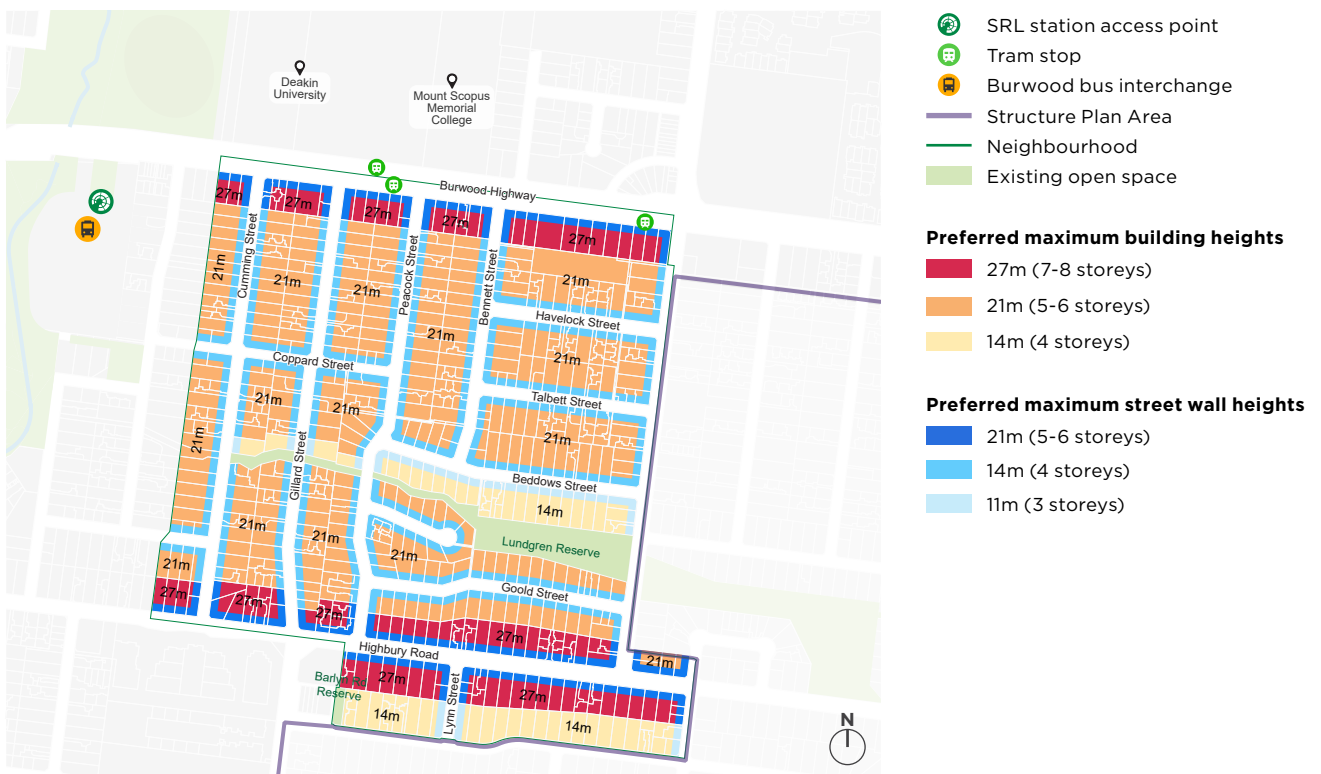


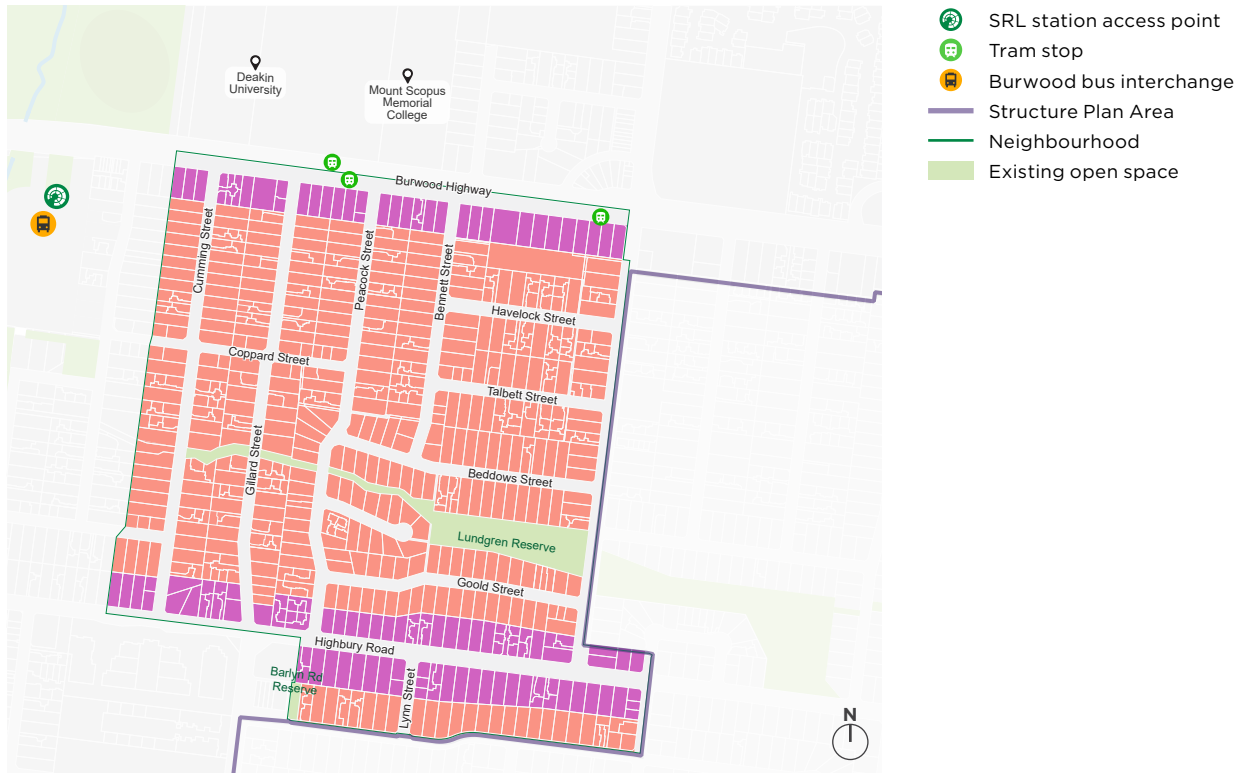
Figure 46: Lundgren preferred building heights plan

## Preferred interfaces and setbacks plan





Figure 47: Lundgren interfaces and setbacks plan

## Side, rear and front upper level setbacks plan



### Setbacks

 Side	0 or 4.5m*
	3m abutting public open space
	Rear
Front - upper level	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
 Side - lots ≥ 24m wide	4m above 21m
	Side - lots < 24m wide, front half of the site
	Side - lots < 24m wide rear half of the site
Side - lots < 24m wide, front half of the site	4.5m landscaped + 0.8m per metre of height above 14m
Side - lots < 24m wide, front half of the site	0 up to a height of 6.9m
Side - lots < 24m wide, front half of the site	2m above heights of 6.9m
Side - lots < 24m wide rear half of the site	2m all levels where abutting public open space
Side - lots < 24m wide rear half of the site	2m + 1m per metre of height above 6.9m
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	0.5m per metre above street wall

\*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries]. If interfacing with side/rear service lanes, the 4.5 setback is measured from the centre of the laneway.

Figure 48: Lundgren side, rear and front upper level setbacks plan

# 6.7 Neighbourhood F: Station Street

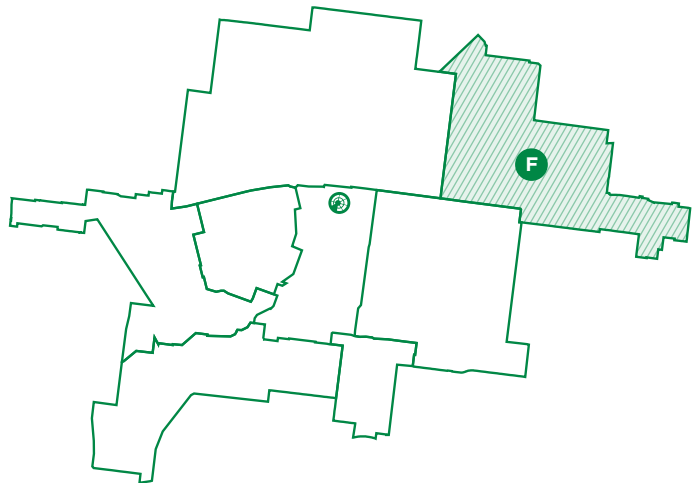
## Future role and objectives

The Station Street neighbourhood will be a dynamic, mixed-use neighbourhood, with residential and commercial development along Burwood Highway.

Greenwood Business Park will accommodate a more diverse mix of uses to generate activity and attract a wider range of businesses. More meeting spaces, shops, cafes and open space will support Greenwood Business Park to evolve as an attractive commercial and office node.

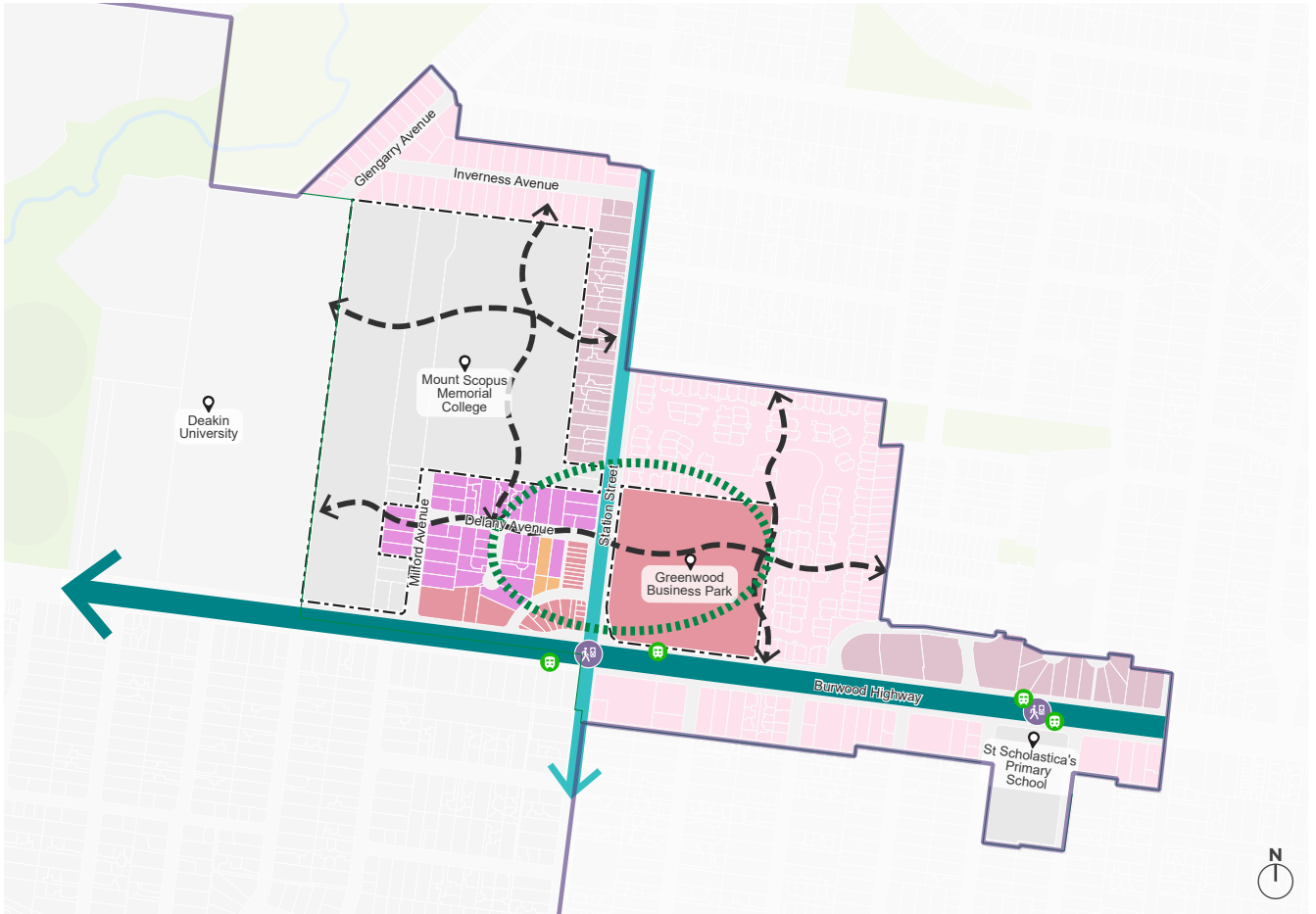
Burwood Highway will continue to play an important traffic function, connecting Burwood with Melbourne’s inner and outer eastern suburbs. Upgrades to public transport infrastructure will ensure that public transport remains the most accessible transport option for residents within the Structure Plan Area.

Two new pedestrian links running east-west between Station Street and Deakin University will improve connections to residential and commercial areas. New open space will provide more places for people to gather.



<b>Objective 1</b>	To create a consolidated local node of activity at the intersection of Station Street and Burwood Highway.
<b>Objective 2</b>	To encourage a diversity of employment generating uses and new open space as part of the mixed-use redevelopment of Greenwood Business Park.
<b>Objective 3</b>	To improve pedestrian permeability, including to Burwood Highway, Mount Scopus Memorial College and existing and future open spaces through new pedestrian links.
<b>Objective 4</b>	To ensure the long-term development potential of Mount Scopus Memorial College is preserved.

# Neighbourhood framework plan


















-  Tram stop
-  Structure Plan Area
-  Neighbourhood
-  Strategic site
-  Boulevard
-  Avenue
-  Key link
-  Upgraded intersection / crossing
-  Investigation area - proposed new open space
-  Civic, community & cultural
- Commercial – preferred built form scale**
-  High
- Mixed-use – preferred built form scale**
-  High
-  Medium
- Housing – preferred built form scale**
-  High
-  Medium

Figure 49: Station Street neighbourhood framework plan

# Neighbourhood guidelines

## Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 51 to 53.
- New development in the existing small retail strip may vary the street wall height and setback guidance.

## Public realm and open space

- New development on sites designated with 'highly active' frontages on Figure 52 should:
  - Incorporate a minimum 60 per cent clear glazing or entries at ground level
  - Provide appropriate protection from the weather including wind, rain and sun
  - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development on sites designated with 'moderately active' frontages on Figure 52 should:
  - Incorporate a minimum 40 per cent clear glazing or entries at ground level.
  - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- Development on sites designated with an 'active' frontage on Figure 52 must provide appropriate protection from the weather, including wind, rain and sun.
- 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.

## Transport and movement

- Key links must be provided consistent with the fixed key links shown in Figure 50.
- Key links should be provided consistent with the flexible key links shown in Figure 50
- When provided through new development, new key links should be (where relevant):
  - Direct, attractive and well-lit
  - Safe and free of entrapment areas
  - Publicly accessible at ground level
  - Overlooked by windows, balconies or both on both sides, including at ground level
  - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New developments should seek to avoid or minimise site servicing and vehicle crossovers along strategic cycling and/or walking corridors where possible.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- Where access via laneways to the side or rear of a property is available, development should seek to facilitate on-site car park access, delivery vehicle and waste removal vehicles.
- New developments within the mixed-use areas at the junction of Burwood Highway and Station Street should maintain servicing functions from Barry Road.



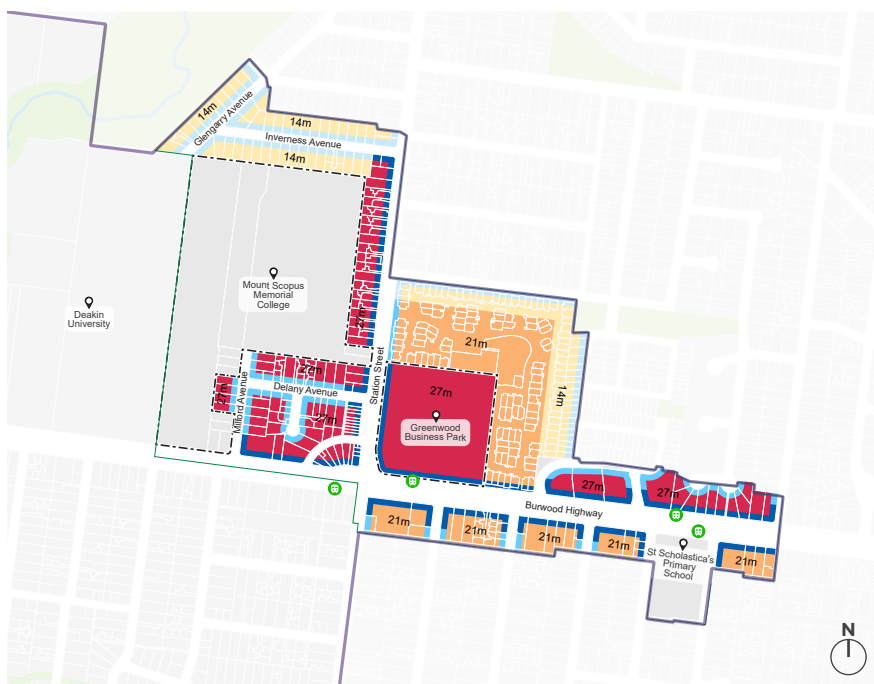
## Movement plan



- Tram stop
- Structure Plan Area
- Neighbourhood
- Strategic walking corridor
- Local walking corridor
- Key link (flexible)
- Upgraded intersection / crossing
- Strategic bus corridor
- Local bus corridor
- Strategic traffic & freight corridor
- Strategic tram corridor

Figure 50: Station Street movement plan

## Preferred building heights plan



- Tram stop
  - Structure Plan Area
  - Neighbourhood
  - Strategic site
- Preferred maximum building heights**
- 27m (7-8 storeys)
  - 21m (5-6 storeys)
  - 14m (4 storeys)
- Preferred maximum street wall heights**
- 21m (5-6 storeys)
  - 14m (4 storeys)
  - 11m (3 storeys)

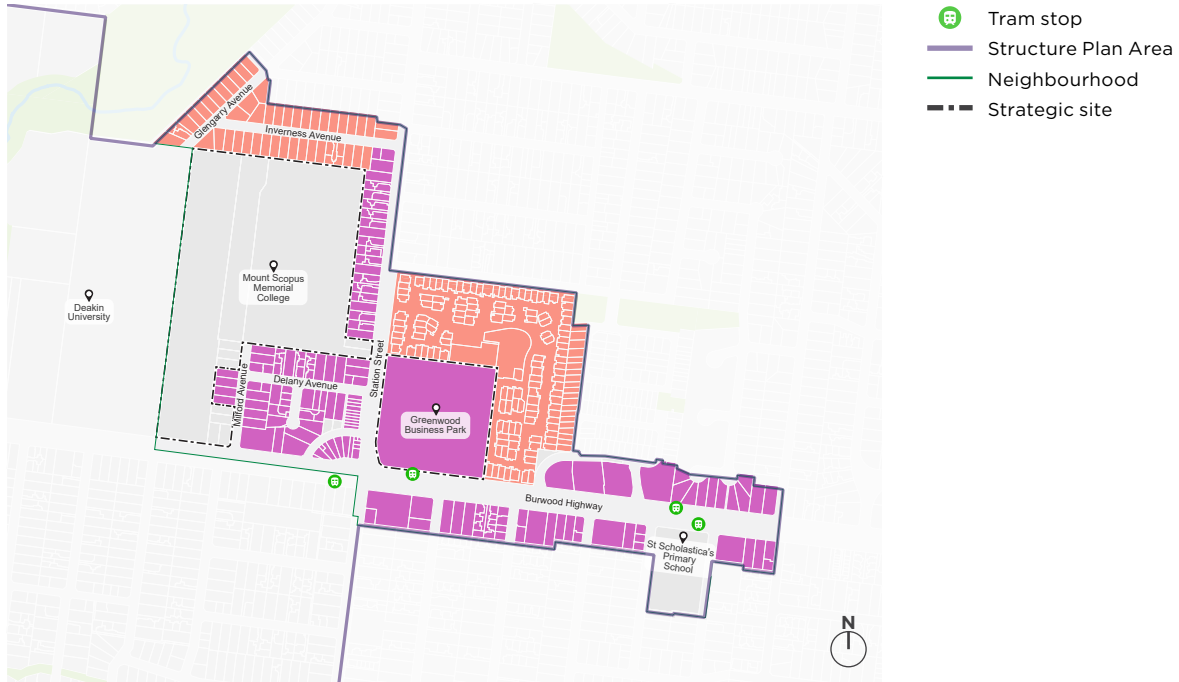
Figure 51: Station Street preferred building heights plan

## Preferred interfaces and setbacks plan



Figure 52: Station Street interfaces and setbacks plan

## Side, rear and front upper level setbacks plan



### Setbacks

Side	0 or 4.5m*
	3m abutting public open space
	Rear
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	4m above 21m
Side - lots $\geq$ 24m wide	4.5m landscaped + 0.8m per metre of height above 14m
	Side - lots < 24m wide, front half of the site
	0 up to a height of 6.9m
	2m above heights of 6.9m
	2m all levels where abutting public open space
Side - lots < 24m wide rear half of the site	2m + 1m per metre of height above 6.9m
	Rear
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	0.5m per metre above street wall

\*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries]. If interfacing with side/rear service lanes, the 4.5 setback is measured from the centre of the laneway.

Figure 53: Station Street side, rear and front upper level setbacks plan

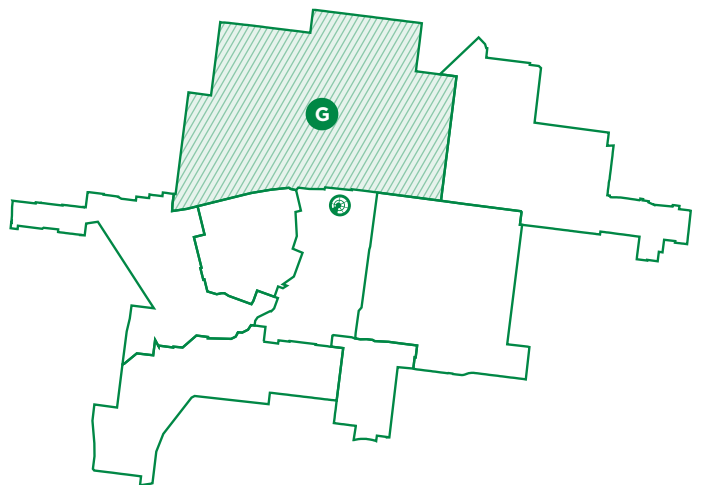
# 6.8 Neighbourhood G: Education neighbourhood

## Future role and objectives

The Education neighbourhood will continue to accommodate the growth of Deakin University, in a spacious, native landscape setting. There will be a diverse mix of building types and sizes, as the university continues to support larger, campus-style institutional buildings and more student housing. Inviting and legible pedestrian links for students, visitors and workers will connect the campus with surrounding areas and create a good interface with Gardiners Creek (Kooyongkoot) and parklands.

Burwood Highway will maintain its role as an important public transport corridor, with improved pedestrian accessibility and landscape outcomes. Elgar Road will be reinforced as an important north-south movement corridor, framed by mid-rise buildings and a pleasant pedestrian environment. Residential areas will transition over time to accommodate a more diverse mix of mid-rise apartments in a garden setting. In these areas, building setbacks and landscaping will manage the change in scale from the existing built form.

Community, recreation and sporting activities will take place at Bennettswood Reserve and improvements to Gardiners Creek Reserve will provide a high-amenity link for north-south active travel within and out of the neighbourhood.



<b>Objective 1</b>	To support the ongoing, long-term growth of Deakin University, including expansion of the Burwood campus.
<b>Objective 2</b>	To reinforce Elgar Road as an important public transport corridor framed by continuous mid-rise residential buildings.
<b>Objective 3</b>	To facilitate diverse forms of residential development that contribute to a low- to mid-rise character in a garden setting.
<b>Objective 4</b>	To enhance accessibility and permeability for pedestrians and cyclists, including between Bennettswood Reserve, Deakin University, Gardiners Creek (Kooyongkoot), Burwood Highway and the SRL station.
<b>Objective 5</b>	To improve active transport along the Gardiners Creek Trail.

# Neighbourhood framework plan



- |  |   |   |
|--|---|---|
| <ul style="list-style-type: none"> <li> SRL station access point</li> <li> Tram stop</li> <li> Burwood bus interchange</li> <li> Structure Plan Area</li> <li> Neighbourhood</li> <li> Gardiners Creek (Kooyongkoot)</li> <li> Existing Gardiners Creek (Kooyongkoot) crossing</li> <li> Existing open space</li> <li> Strategic site</li> </ul> | <ul style="list-style-type: none"> <li> Boulevard</li> <li> Avenue</li> <li> Green Street</li> <li> Key link</li> <li> New shared user bridge (fixed)</li> <li> New intersection / crossing</li> <li> Upgraded intersection / crossing</li> <li> Enhanced open space - potential</li> <li> Potential location for a new or enhanced community infrastructure</li> </ul> | <p>Housing - preferred built form scale</p> <ul style="list-style-type: none"> <li> High</li> <li> Medium</li> </ul> <p>Commercial - preferred built form scale</p> <ul style="list-style-type: none"> <li> Medium</li> </ul> |
|--|---|---|

Figure 54: Education neighbourhood framework plan

# Neighbourhood guidelines

## Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 56 to 58.
- External lighting associated with new development abutting Gardiners Creek (Kooyongkoot) should be designed to minimise light pollution.
- New development adjacent Gardiners Creek Reserve should be suitably setback to limit creating a sense of enclosure for users of the reserve and shared path.
- New development adjacent Gardiners Creek Reserve should be designed to minimise overshadowing and wind impacts for pedestrians and users of the trail.
- New built form associated with developments adjacent Deakin University's Burwood campus should have regard to any adopted campus master plan.
- Design and site buildings to manage solar access to Apex Park Playground at the spring equinox.
- New development in the existing small retail strip may vary the street wall height and setback guidance.

## Public realm and open space

- New development on sites designated with 'highly active' frontages on Figure 57 should:
  - Incorporate a minimum 50 per cent clear glazing or entries at ground level
  - Provide appropriate protection from the weather including wind, rain and sun
  - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development on sites designated with 'moderately active' frontages on Figure 57 should:
  - Incorporate a minimum 50 per cent clear glazing or entries at ground level
  - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- 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.
- Development associated with sites which share an interface with Gardiners Creek Reserve or Gardiners Creek Trail must be landscaped with native flowering canopy trees and native flowering plantings.

## Transport and movement

- Key links must be provided consistent with the fixed links shown in Figure 55.
- Key links should be provided consistent with the flexible key links shown in Figure 55.
- When provided through new development, new key links should be (where relevant):
  - Direct, attractive and well-lit
  - Safe and free of entrapment areas
  - Publicly accessible at ground level
  - Overlooked by windows, balconies or both on both sides, including at ground level
  - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New developments should seek to avoid or minimise site servicing and vehicle crossovers along strategic cycling and/or walking corridors where possible.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- Where access via laneways to the side or rear of a property is available, development should seek to facilitate on-site car park access, delivery vehicle and waste removal vehicles.
- New development fronting Elgar Road must ensure that adequate provision is made for any required carriageway widening or improvements to accommodate a high capacity public transport extension.
- New developments adjacent Deakin University's Burwood campus should have regard to any adopted campus master plan and associated pedestrian links that may be included to improve connectivity within the site.

## Movement plan



- SRL station access point
- Tram stop
- Burwood bus interchange
- Structure Plan Area
- Neighbourhood
- Existing open space
- Gardiners Creek (Kooyongkoot)
- Existing Gardiners Creek (Kooyongkoot) crossing
- New shared user bridge (fixed)
- New intersection / crossing
- Upgraded intersection / crossing
- Strategic walking corridor
- Local walking corridor
- Strategic cycling corridor
- Local cycling corridor
- Key link (fixed)
- Strategic bus corridor
- Strategic traffic & freight corridor
- Strategic tram corridor
- Potential future high capacity public transport corridor

Figure 55: Education neighbourhood movement plan

## Preferred building heights plan



- SRL station access point
  - Tram stop
  - Burwood bus interchange
  - Structure Plan Area
  - Neighbourhood
  - Existing open space
  - Gardiners Creek (Kooyongkoot)
  - Strategic site
- Preferred maximum building heights**
- 27m (7-8 storeys)
  - 14m (4 storeys)
- Preferred maximum street wall heights**
- 21m (5-6 storeys)
  - 14m (4 storeys)
  - 11m (3 storeys)

Figure 56: Education neighbourhood preferred building heights plan

## Preferred interfaces and setbacks plan

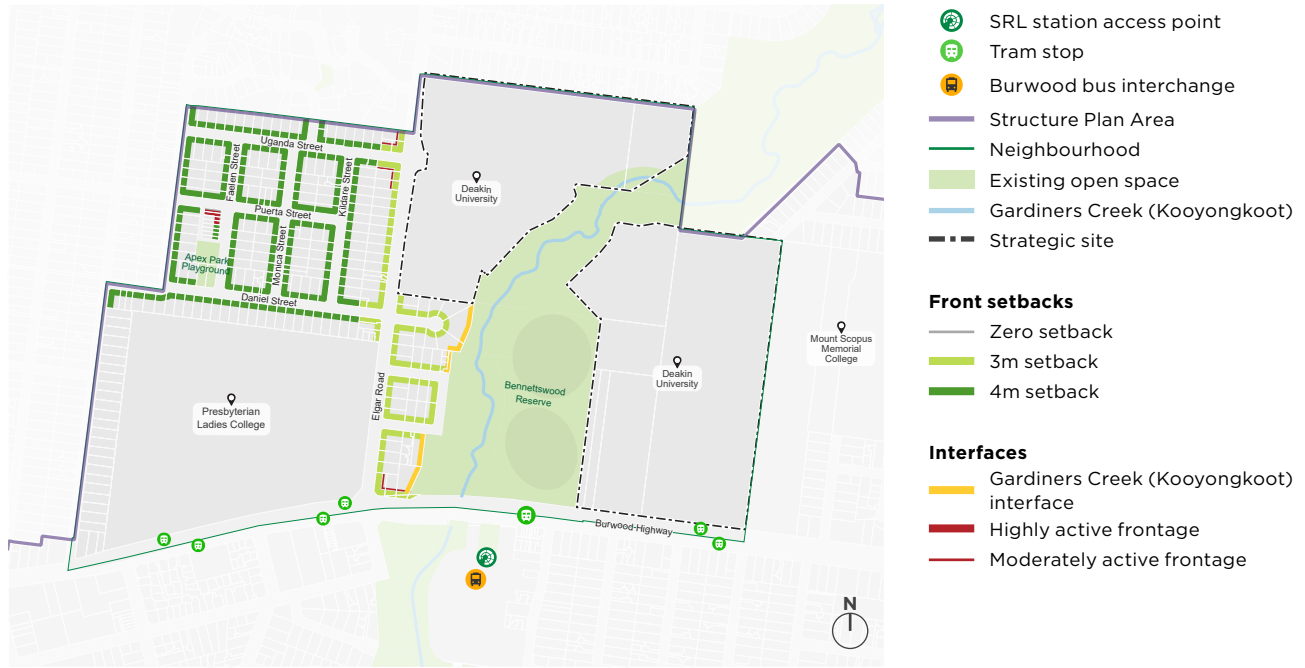


Figure 57: Education neighbourhood interfaces and setbacks plan



## Side, rear and front upper level setbacks plan



### Setbacks

Side	0 or 4.5m*
	3m abutting public open space
	Rear
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	4m above 21m
Side - lots ≥ 24m wide	4.5m landscaped + 0.8m per metre of height above 14m
	Side - lots < 24m wide, front half of the site
Side - lots < 24m wide, front half of the site	0 up to a height of 6.9m
Side - lots < 24m wide, front half of the site	2m above heights of 6.9m
Side - lots < 24m wide, front half of the site	2m all levels where abutting public open space
Side - lots < 24m wide rear half of the site	2m + 1m per metre of height above 6.9m
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	0.5m per metre above street wall

\*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries]. If interfacing with side/rear service lanes, the 4.5 setback is measured from the centre of the laneway.

Figure 58: Education neighbourhood side, rear and front upper level setbacks plan

# Next steps



# 7.1 Finalising the Structure Plan

This Structure Plan for Burwood is a draft only. Community and other stakeholders are encouraged to review it carefully and provide feedback via submissions over a five-week period. This feedback will be considered in finalising the Structure Plan.

Suburban Rail Loop Authority thanks everyone who has contributed feedback to date and for their involvement in this planning process.

# 7.2 Implementing the Structure Plan

## Delivering the Structure Plan actions

Delivering the actions in the Structure Plan will be coordinated across government. There is an associated Implementation Plan for this Structure Plan detailing a number of different actions:

- **Actions within the planning scheme (statutory actions)** – these actions are the foundation actions for delivering the Structure Plan and require a Planning Scheme Amendment
- **Future actions (non-statutory actions)** – these actions will be delivered through a range of mechanisms and partnerships.

**Key projects** are also identified in the Structure Plan and are generally shown on the neighbourhood framework plans. These are the key potential public or capital works projects that will support each neighbourhood's role in achieving the Vision for Burwood.

## Implementation Plan

The Implementation Plan sets out all actions within the Structure Plan and outlines the pathways, timing and responsibilities for delivering the actions. The Implementation Plan also identifies key projects in each neighbourhood and outlines the manner in which the projects will be delivered in terms of proposed timing, pathway and lead person/s responsible.

## Planning Scheme Amendment

The Structure Plan will be partly given effect via a Planning Scheme Amendment consistent with the *Planning and Environment Act 1987 (Vic)*. Amendments to the Whitehorse and Monash Planning Schemes are required to provide the statutory planning tools needed to meet the objectives set out in the Structure Plan and achieve the Vision for Burwood.

# 7.3 Monitoring and review

Monitoring and review of the Structure Plan will be required to ensure the objectives, strategies and actions reflect changing conditions and remain fit for purpose over time. The completion of SRL East and opening of the new station at Burwood will be a significant point in time to review the progress of implementing the Structure Plan.

# Glossary

Below is a list of technical terms and their definitions within the context of the Structure Plan.

TERM	DEFINITION
Active frontages	<p>A building frontage that interacts with and provides pedestrian interest to the public realm such as with building entries, windows to a shop and/or a food and drink premises, and/or customer service areas or other active uses. The level of activity sought will vary depending upon context:</p> <ul style="list-style-type: none"> <li>- Moderately active: Moderate extent of glazing along facade, no or low fences.</li> <li>- Highly active: Close relationship between ground floor activity and the public realm, with majority of the frontage glazed.</li> </ul>
Active transport	Transport requiring physical activity, typically walking and cycling.
Activity centre	Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres.
Advanced manufacturing	Includes any manufacturing process that takes advantage of high-technology or knowledge-intensive inputs as an integral part of its manufacturing process.
Affordable housing	Housing, including social housing, that is appropriate for the housing needs of very low income, low income and moderate income households.
Arterial road	A higher-order road providing for moderate to high volumes at relatively higher speeds typically used for inter-suburban or inter-urban journeys, often linking to freeways.
Building height	The vertical distance from natural ground level to the roof or parapet at any point.
Built form scale	<p>Built form scale in the context of the Structure Plan Area can be broadly defined as:</p> <ul style="list-style-type: none"> <li>- Significant: buildings of 12 or more storeys</li> <li>- High: buildings between seven and 11 storeys</li> <li>- Medium: buildings between four and six storeys.</li> </ul> <p>Range of storeys is based on typical residential floor to floor measurement of 3 metres.</p>
Business and Investment Case	The Business and Investment Case (BIC) for the Suburban Rail Loop Program, released in August 2021. The BIC outlines the overarching strategic case for SRL inclusive of all transport investments and precinct developments, and all stages of the project.
Embodied energy	Is the energy consumed by all of the processes associated with the production of a building, from the mining and processing of natural resources to manufacturing, transport and product delivery.

TERM	DEFINITION
Equitable development	Buildings designed so that they do not compromise the reasonable development opportunity of adjacent properties. This is a key principle for areas where substantial change is sought, where it is important that the development potential of each property is optimised.
Fixed Key Link	A publicly accessible access route delivered along a specific alignment.
Flexible Key Link	A publicly accessible access route that can be delivered along a range of alignments, determined at time of planning implementation.
Floorspace	The surface area of the floor in a building.
Green infrastructure	Any system that fuses natural and built environments to reduce the environmental impacts of the built environment. Green infrastructure can take many forms and may include green roofs or vertical walls, permeable paths, rain gardens and urban forests.
Integrated water management (IWM)	An approach to planning that brings together all facets of the water cycle including sewage management, water supply, stormwater management and water treatment, ensuring environmental, economic and social benefits.
Knowledge-based jobs	A knowledge-based job refers to a role that primarily involves the application of a deep level of knowledge or expertise in a specific field. These jobs typically require a high level of education, training or experience. Examples include roles in sectors such as healthcare, education, technology, engineering, law and finance.
Local street(s)	Local streets are non-arterial roads that provide quiet, safe and desirable residential access for all ages and abilities. They contribute to the overall functioning areas bounded by arterial roads or other barriers.
Lot	A part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.
Mixed-use	A mixture of different land uses such as retail, commercial and residential in the same location or building.
Mode	Mode of travel, such as walking, cycling, train, tram, bus, motorcycle or private vehicle.
Planning Area	Area where SRLA is a planning authority under the <i>Planning and Environment Act 1987</i> and may prepare Planning Scheme Amendments.
Planning authority	A planning authority is any person or body given the power to prepare a planning scheme or an amendment to a planning scheme. The Minister for Planning is a planning authority and may authorise any other Minister or public authority to prepare an amendment to a planning scheme.
Precinct	Precinct refers to a designated area of focus where a critical mass of activity and significant change is anticipated.

<b>TERM</b>	<b>DEFINITION</b>
Public open space	Public open space or 'open space' means public land and waters that provide for one or more of the following purposes - Outdoor recreation, Leisure, Environmental and cultural benefits, Visual amenity and Off-road active transport.
Rise	The rise in storeys of a building generally means the number of storeys above natural ground level. <ul style="list-style-type: none"> <li>- Low-rise means buildings with 1-3 storeys;</li> <li>- Mid-rise means buildings with 4-11 storeys;</li> <li>- High-rise means buildings with 12 or more storeys</li> </ul>
Shared mobility	A form of personal travel in which users share access to vehicles - including cars and bicycles - rather than privately owning them.
Social housing	Government subsidised rental housing, generally comprising two types of housing: public housing (owned and managed by state governments) and community housing (managed, and often owned, by not-for-profit organisations).
SRL East	Approved project from Cheltenham Station to Box Hill Station. SRL East was previously referred to as SRL Stage One.
SRL Station Development Area	Sites intended for significant scale development adjacent to and over SRL East stations and station buildings, and the associated public realm between buildings.
Street wall	The façade of a building facing (and closest to) the street. The term is usually used where buildings are built on or close to the street boundary, so that they define the public realm.
Structure Plan Area	The extent of the land to which the Structure Plan applies. The Structure Plan will focus on areas near to the SRL station and locations with more significant future change.
Sustainable transport	Transport by modes other than single-occupancy cars. Includes walking, cycling, bus, tram, train and carpooling.
Traditional Owners	People who, through membership of a descent group or clan, are responsible for caring for particular Country. A Traditional Owner is authorised to speak for Country and its heritage as a senior Traditional Owner, an Elder or, in more recent times, a registered native title claimant.
Universal design	An approach that aims to make products, services and environments accessible and usable for the largest possible number of users without the need for adaptation or specialised design.
Urban heat island effect	When the built environment absorbs, traps and in some cases directly emits heat, causing urban areas to be significantly warmer than surrounding non-urban areas.
Water sensitive urban design (WSUD)	Integrating the urban water cycle into urban design to minimise environmental damage and improve recreational and aesthetic outcomes. WSUD includes the use of passive irrigation techniques and the incorporation of WSUD infrastructure such as swales, bio-filtration systems (rain gardens), permeable paving and wetlands into the design.

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