



# **SRL East Structure Planning Engagement Report**

## Acknowledgement of Traditional Owners

Suburban Rail Loop Authority (SRLA) 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 (SRL) project.

## Language used in this guide

SRL recognises the diversity of Aboriginal and Torres Strait Islander Victorians, their communities and cultures. Throughout this report, we refer to Aboriginal peoples. This is inclusive of Aboriginal and Torres Strait Island peoples in Victoria and reflects the plurality and diversity of Aboriginal communities.



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# Suburban Rail Loop

## More transport, more homes, more jobs

Linking every major train service from the Frankston Line to the Werribee Line via Melbourne Airport, SRL will transform our public transport network – better connecting all Victorians to employment, hospitals, universities and each other.

As both a transport and urban planning project, it will connect suburbs, improve travel times and ensure our city grows in the right places.

The precincts around the new stations will be magnets for investment, and catalysts for local jobs and the delivery of new homes and housing choice in places where people want to live – all linked by world class public transport.

## What is a precinct?

SRL Precincts are the broader neighbourhoods around each new underground SRL East station. For SRL East, it is how we are describing the approximate 1.6-kilometre area around the new stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill.

A precinct is an area or group of neighbourhoods with a shared history and future role. They are social and economic ecosystems with a clear identity and sense of place. Precincts can cover a large area, such as Docklands in Melbourne, or have a specific use or common purpose, like the Arts Precinct.

Structure planning for SRL East Precincts will initially apply to a smaller area within the broader precinct area – an approximate 800-metre radius. This will concentrate jobs, new housing and amenities close to the new train stations.



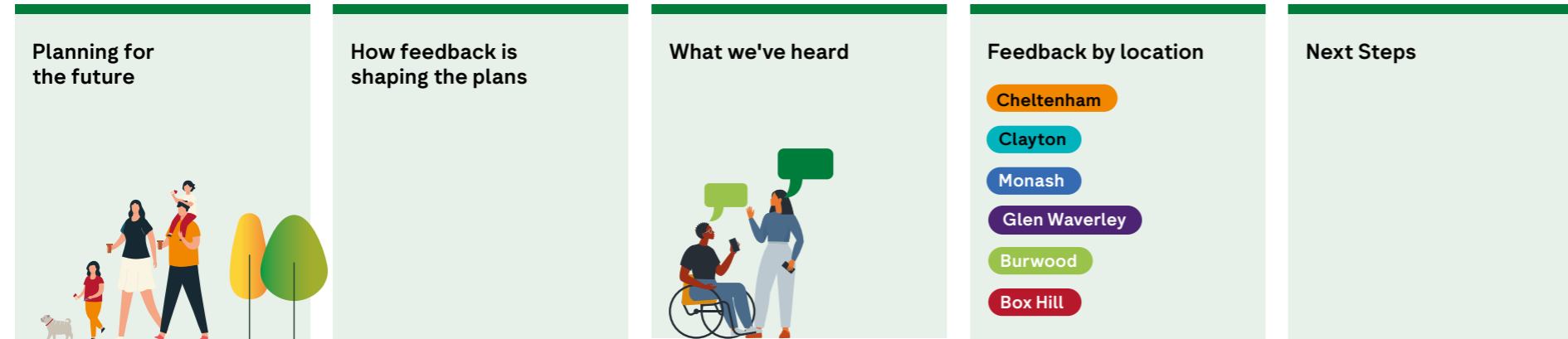
## About this report

Building on previous community feedback gathered since 2019, engagement to inform SRL East structure planning to date has been via two key phases starting from mid-2023.

This report provides a summary of engagement between August 2023 and August 2024 and responds to the opportunities, issues and suggestions raised by communities and stakeholders. Since August 2024, there has been further conversation with stakeholders in relation to structure planning. In addition, local councils have been engaged on the draft planning scheme amendments as the responsible authorities for their respective planning schemes.

You can read about how feedback has been shaping the delivery of SRL East rail infrastructure and precincts in our past engagement reports available at [suburbanrailloop.vic.gov.au/engagement-reports](https://suburbanrailloop.vic.gov.au/engagement-reports)

### Structure of this report



# Planning for the future

SRL East, between Cheltenham and Box Hill, will see the delivery of 26 kilometres of twin rail tunnels and is being built as a standalone orbital line that is fully integrated with the existing public transport network.

It will provide previously unimagined access between six new underground stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill – four of them with seamless interchanges with existing rail stations.

In addition to slashing travel times and making journeys more convenient and reliable, SRL is also Australia’s biggest housing project and will help deliver more homes and greater housing choice in the areas around the new train stations.

This includes the opportunity to enhance the surrounding neighbourhoods – SRL Precincts – making them even greater places in which to live, work, visit, study and shop.

Detailed and thoughtful strategic planning will mean these areas benefit from enhanced infrastructure, jobs and services, open spaces and community facilities – all on the doorstep of a new underground rail line.

## Structure planning for SRL East Precincts

Victoria is growing, and by the 2050s Melbourne is expected to be home to around nine million people – a city the size of London today.

We’re carefully planning now to ensure the areas around the new SRL East stations will be ready to meet the needs of our growing population.

SRLA has been talking to people since 2019 about what they want to see happen in their neighbourhoods and incorporating their feedback.

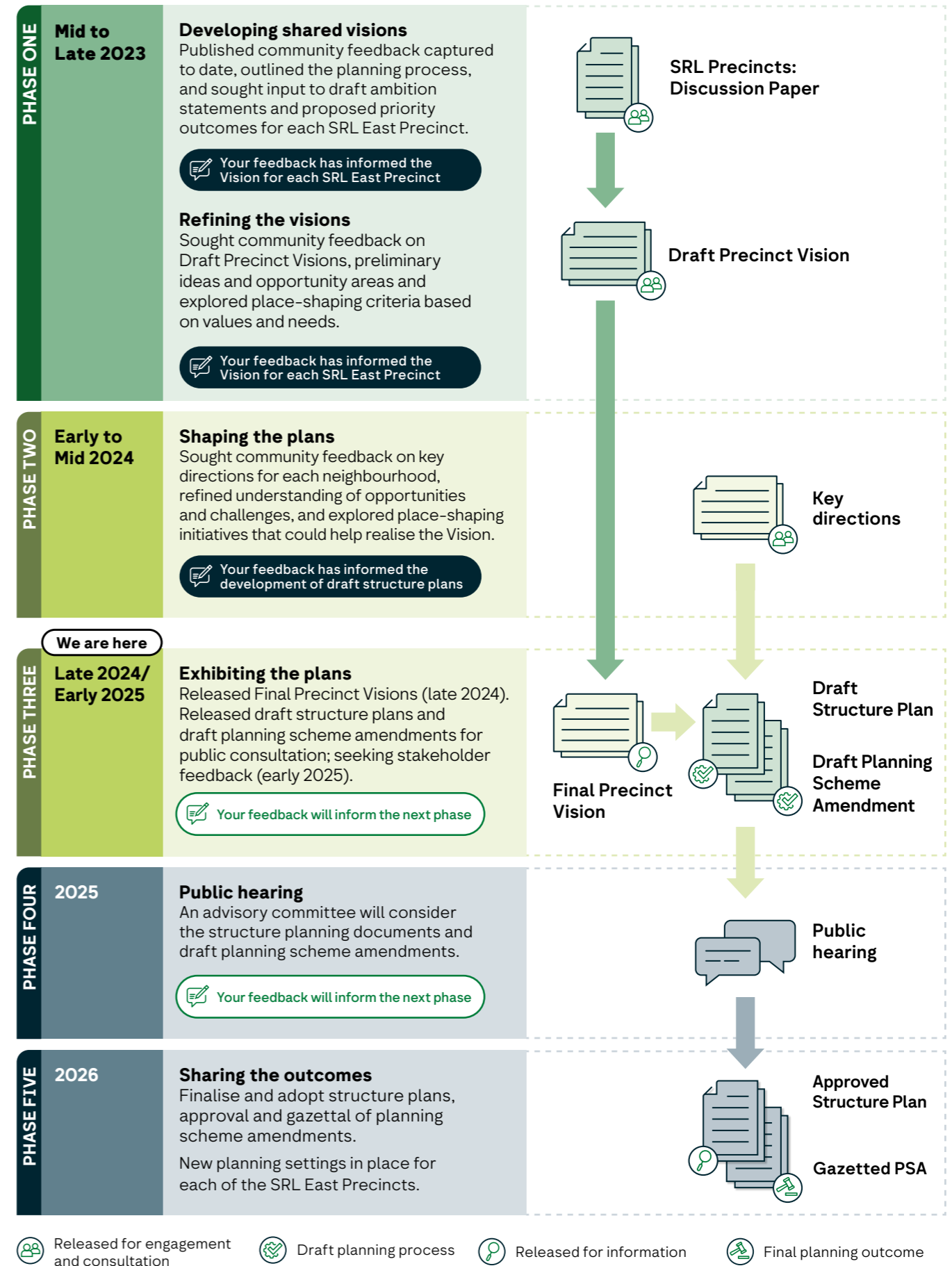
Structure planning commenced with the release of the *SRL Precincts: Discussion Paper* in August 2023. Figure 1 outlines the structure planning process together with the phases of engagement.

Since then, SRLA has been working to prepare structure plans and planning scheme amendments for each of the six SRL East Precincts, informed by technical studies, detailed analysis and ongoing consultation.

Each structure plan adopts the vision for the precinct, and provides a framework for how the areas around the new SRL East stations will grow and change over time, while protecting and preserving the neighbourhood characteristics people love about them today.

The structure plans focus on areas near the SRL East station as the appropriate locations for more significant future change, noting these areas are smaller than the full SRL East Precincts.

The draft structure plans and planning scheme amendments are available for review and feedback on at [engage.vic.gov.au/srl-east-structure-planning](https://engage.vic.gov.au/srl-east-structure-planning)



**Mid to Late 2023**



**Late 2024**



# How feedback is shaping the plans

The *SRL Business and Investment Case*, released in August 2021, articulated the challenges of Melbourne’s projected growth and urban sprawl.

It identified that without SRL, more than half of all Melburnians will be living in outer suburbs by 2056 without easy access to the jobs, services and opportunities centred in inner and middle-Melbourne.

Addressing this challenge by making more homes and more transport options available in Melbourne’s middle suburbs, SRLA embarked on developing structure plans to guide the evolution of the six SRL East Precincts up to 2041.

We have been speaking regularly with communities and other stakeholders for several years to map out the priorities, visions and directions that will shape the future of these places.

Building on conversations over time, feedback from communities and stakeholders has been brought together to understand shared goals and aspirations and to address concerns in a fair and balanced way.

## Continuing conversations

Communities and other stakeholders are vital in the planning for SRL East Precincts.

To support the structure planning process, SRLA has and continues to engage a diverse range of people, as reflected in Figure 2.

The word ‘communities’ is used intentionally in recognising the diverse local areas and neighbourhoods in Melbourne’s east and south east where SRL East is being delivered.

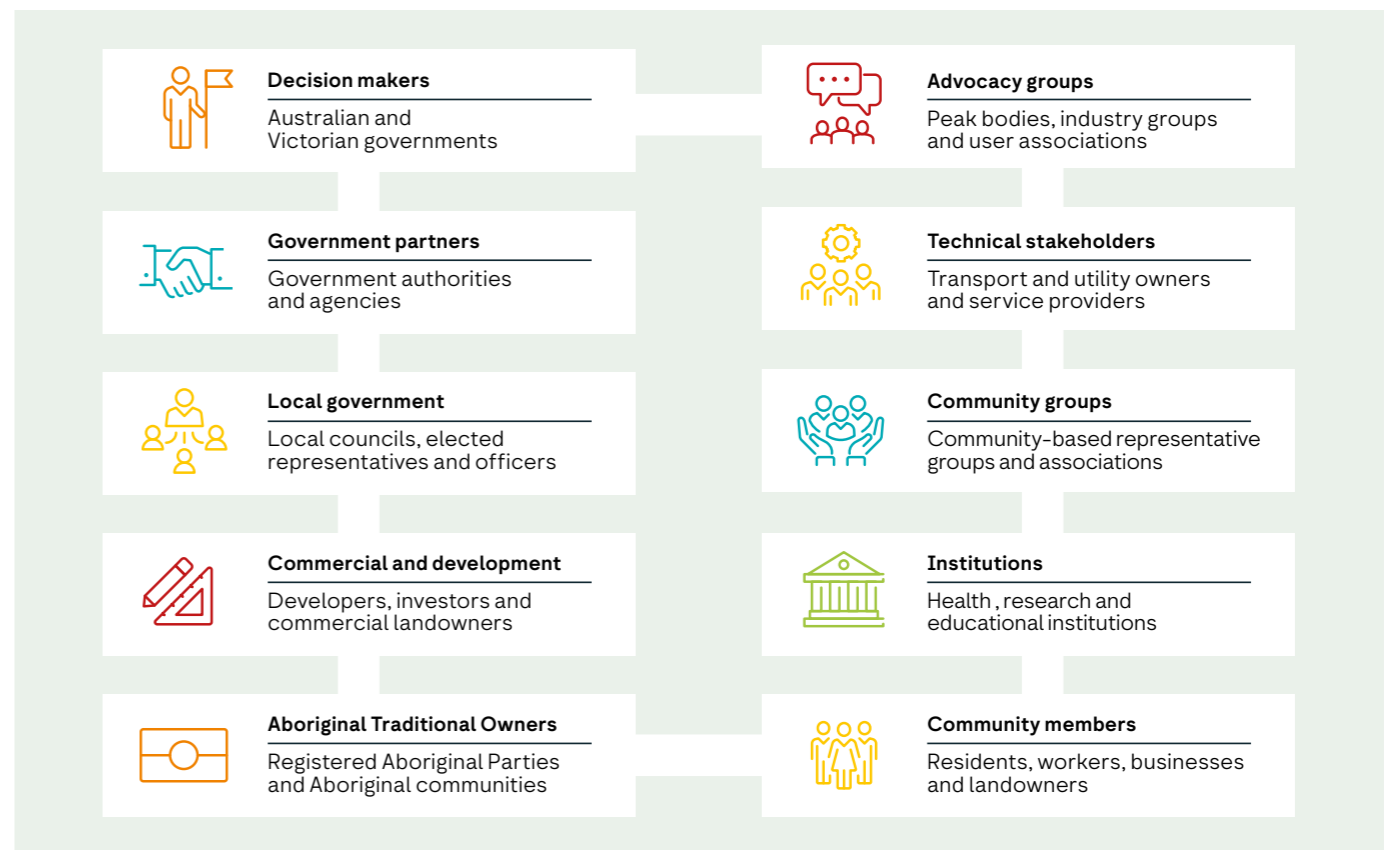
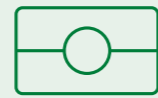


Figure 2: Stakeholder groups and communities

## Engaging with diverse communities

Precinct planning requires significant input from communities and other stakeholders, and so SRLA has sought to engage broadly and deeply to enhance precinct outcomes for everyone.



### Aboriginal communities

Ensuring the knowledge, histories, stories, cultural values and places of Traditional Owners are recognised and represented in precinct planning. Creating future infrastructure and services that are designed to meet the needs of Aboriginal peoples living, working and learning along the SRL East corridor.



### Diverse communities

Ensuring engagement is accessible to everyone, with a focus on understanding and addressing diverse community needs through conversations with multicultural communities, people with disabilities and vulnerable groups.



### Current and future communities

Ensuring the voices of current and future communities are heard. This involves engaging young people, workers, visitors, and current and potential future residents of SRL East Precincts to ensure precinct planning reflects their ideas and aspirations.



# Structure planning engagement overview

To date, engagement activities have spanned two key phases. Figure 3 shows the structure planning engagement phases for SRL East Precincts.

Phase One of structure planning engagement sought feedback on draft visions for each of the six SRL East Precincts.

Phase Two sought input on a set of proposed key directions that look to address current and emerging challenges and opportunities across the six SRL East Precincts. These directions were based around five themes that underpin the development of the structure plans.

The five key structure planning themes are:



### Enriching community

Enriching community will guide precinct planning to deliver healthy and inclusive neighbourhoods by improving housing choice, affordability and supply, and enhancing access to healthcare, education and community services.



### Better connections

Better connections will guide how we plan diverse transport improvements to better connect people to opportunities and experiences across the SRL East corridor and beyond via world class public transport and active transport options.



### Enhancing place

Enhancing place will guide how we plan even better public spaces, as well as urban and natural amenity for our suburbs. High-quality design outcomes will build on existing character and identity, to create an urban experience that is vibrant, sustainable and inclusive.



### Boosting the economy

Boosting the economy will guide how we build on an area's unique assets and strengths to trigger a pipeline of investment, talent and jobs that foster collaborative and entrepreneurial pursuits, and create an even more productive and equitable suburb.



### Empowering sustainability

Empowering sustainability will guide how we adapt to mitigate the effects of climate change and contribute to environmental sustainability by setting an ambition that helps ensure communities remain liveable.



Figure 3: Structure planning engagement phases

## Structure planning engagement snapshot



# Phase One (part one): Developing shared visions engagement

## Engagement period

Tuesday 29 August 2023  
to Tuesday 24 October 2023

**57**  
Days open



## Engagement context

The *SRL Precincts: Discussion Paper* was released and feedback was sought on draft ambition statements and proposed priority outcomes for each of the six SRL East Precincts.

## Engagement outcomes



A long form survey for each of the six precincts was hosted on Engage Victoria. In total, **615 responses** were received.



**Six community pop-ups** and **five drop-in sessions** were hosted by SRLA during September and October 2023 where project team members interacted with **462 community members**.



SRLA also welcomed expressions of interest to join their Phase Two community panels process (including six precinct-based panels and one youth panel) – **159 expressions of interest** were received.



SRLA met regularly with local councils and held **eight meetings** with industry stakeholders.



Submissions were received from **13 stakeholders** in response to the *SRL Precincts: Discussion Paper*. One further submission was received from an individual community member.

## Engagement activities

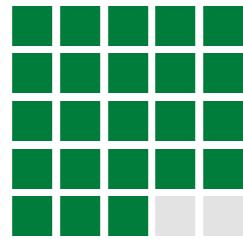
- *SRL Precincts: Discussion Paper* was published on the SRL website
- An online survey for each precinct was hosted on the Engage Victoria SRL site
- Drop-in sessions were held at local halls, community spaces and Deakin University
- Pop-up sessions were held at local shopping centres and Monash University
- Social media updates and advertising featured on Instagram and Facebook
- Digital billboards featured at petrol stations, on street furniture and in shopping centres
- QR code posters were displayed at council offices, libraries and sports fields
- Email and phone enquiries were responded to via the SRL Contact Centre.

# Phase One (part two): Refining the visions engagement

## Engagement period

Sunday 3 December 2023  
to Sunday 3 March 2024

91\*  
Days open



\*This engagement period ran slightly longer than other phases to account for the summer holiday period.

## Engagement context

Draft Precinct Vision documents were released for each precinct and feedback was sought on those visions as well as opportunities and challenges for each of the six SRL East neighbourhoods.

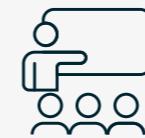
## Engagement outcomes



A bespoke interactive website, featuring emoticon prompts, survey questions, and free text fields was developed to gather feedback on the SRL Draft Precinct Visions. In total, **3,412 responses** were received.



From December 2023 to February 2024, **10 pop-up sessions** were hosted where specialists from the structure planning team interacted with **477 community members**.



During this phase of engagement, SRLA held **seven workshops** with local councils and universities, conducted **one industry stakeholder meeting** and delivered six MP briefings.



Facilitated workshops were held with each of the **six SRL East Precinct Reference Groups** designed to specifically seek feedback on structure planning and precinct visions.



**Ten face-to-face meetings** were also held with Traditional Owners (Registered Aboriginal Parties), community gatherings and organisations.



In response to this phase of engagement, **16 stakeholder submissions** were received. A further **seven submissions** were received from individual community members.



A program of community panel workshops began in March, including one panel per SRL East Precinct and an overarching youth panel. The program included **28 full-day workshop sessions** which were designed and delivered by independent facilitators from 11 March to 31 August 2024.

## Engagement activities

- Draft Precinct Vision papers for each precinct were published on the SRL website
- Key stakeholder workshops
- An online survey for each precinct was hosted on the SRL East Visions website
- Pop-up sessions were held at local shopping centres, shopping strips and Monash University
- Social media updates and advertising featured on Instagram and Facebook
- Direct emails to Traditional Owners, Aboriginal peoples, organisations and networks
- Digital billboards featured at petrol stations, on street furniture and in shopping centres
- QR code posters were displayed at council offices, libraries and sports fields
- Printed newsletters were distributed to the entire SRL East corridor
- Email and phone enquiries were responded to via the SRL Contact Centre
- E-news updates were sent out to SRL subscribers.

# Phase Two: Shaping the plans engagement

## Engagement period

Sunday 28 April 2024  
to Sunday 30 June 2024

**64**  
Days open



## Engagement context

SRLA shared feedback from Phase One of structure planning engagement.

An engagement report summarising feedback from the Phase One: Developing shared visions and Phase One: Refining the visions was published on the SRL website on 17 April 2024, ahead of the launch of Phase Two engagement.

Phase Two engagement sought feedback on proposed key directions under the five structure planning themes to inform the draft structure plans.

## Engagement outcomes



Feedback via the online survey could be submitted via emoticon and free text format. In total, **5,464 responses** were received.



During May and June, project team members interacted with **427 community members** at **nine pop-up** and **four drop-in information sessions**.



SRLA also delivered **13 stakeholder workshops** with local councils and universities, held **three industry stakeholder meetings** and delivered **six MP briefings**.



**Eighteen stakeholder submissions** were received in response to the proposed key directions. A further **26 submissions** were received from individual community members.

## Engagement activities

- Key directions maps and information were published on the SRL website
- Key stakeholder workshops
- An online survey for each precinct was hosted on the SRL East Visions website
- Drop-in sessions were held at local halls and community spaces
- Pop-up sessions at local shopping centres, shopping strips and Monash University
- Social media updates and advertising featured on Instagram and Facebook
- Digital billboards featured at petrol stations, on street furniture and in shopping centres
- Printed newsletters were distributed to the entire SRL East corridor
- Email and phone enquiries were responded to via the SRL Contact Centre
- E-news updates were sent out to SRL subscribers.

# What we've heard

## Feedback themes

We looked at feedback from conversations, online surveys and written submissions and used it to inform our approach and influence planning across the five themes that underpin the draft structure plans.

We also heard feedback on a range of other topics including structure plan staging and delivery, and infrastructure funding. In addition, feedback was received about the structure planning process, the engagement process and other legal and procedural items including planning scheme amendments.

Some elements that are out of scope of the structure planning process also generated discussion. Examples of this feedback included public transport timetabling and ticket pricing, zoning for locations beyond the structure plan area, the organisation of community events, the affordability of some community services such as laundromats in university areas, and existing council parking restrictions.

The draft structure plans and planning scheme amendments are now publicly available for comment. Following this period of engagement, a separate engagement report will be prepared that summarises feedback on these documents. This report, together with submissions received, will be provided to the Minister for Planning and Advisory Committee for their consideration.



### Enriching community

People had views about planning for growth and future land use, including the importance of having access to local jobs and services – like healthcare and education – along with diverse housing options.



### Boosting the economy

We listened to current and future residents of SRL East Precincts about the need for good jobs and skills training, variety in businesses and job types, attracting new development and investment, and continuing to expand research and innovation.



### Enhancing place

We heard views on neighbourhood character and amenity, the need for open spaces and green connections between people and places. This included feedback on building types, heights and setbacks and giving emphasis to heritage and culture.



### Better connections

Feedback centred on active and public transport options and connecting different modes of transport. People also shared their thoughts on managing traffic congestion and parking, improving roads and streetscapes, and ensuring safe movement.



### Empowering sustainability

There was support for embedding sustainable change in precincts through design, reduced emissions, promoting circular economy, implementing water sensitive design and creating cooler, greener places.

# Feedback from diverse communities

## Aboriginal peoples

### Engagement context

SRLA recognises the importance of engaging with Aboriginal partners (Registered Aboriginal Parties) as well as Aboriginal communities who provide feedback on the aspirations and values of peoples who live, work, and learn in the SRL East Precincts.

Recognising there is a diverse range of Aboriginal stakeholders who have interest in each precinct, consultation during the structure planning process focussed on working with and meeting through existing networks, gatherings, and organisations to facilitate discussions.

### Key engagement activities

- Community lunch
- Face-to-face meetings
- Virtual meetings
- Mums and Carers Yarning Circle
- Workshops with Wurundjeri Woi Wurrung and Bunurong RAPs.

### Engagement outcomes

Relationships between SRLA and Aboriginal stakeholders are still forming as part of ongoing conversations with the broader community. Using the Victorian Self Determination Reform Framework (SDRF) continuum, SRLA will be able to reflect and plan for progression toward self-determination.

### Registered Aboriginal Parties (RAPs) in the precinct areas emphasised:

- They want to see Aboriginal culture reflected through design- emphasising the importance of early involvement in the planning phase and support for engaging RAPs with and through local councils
- RAPs cannot expedite cultural heritage management work but can be responsive to discussions about design and social determinants (including employment)
- They have a responsibility to look after all mob on Country and are supportive of employment opportunities in town planning and jobs (economic benefit)
- RAPs encourage SRLA to consider Aboriginal perspectives in all elements: training, employment, Aboriginal business social procurement, design, artworks, landscapes, signage, access to education, pathways, and wellbeing (a holistic view).

### Aboriginal communities across the precinct areas emphasised:

- The need to understand how the project and structure planning will support jobs, including pathways for young people and jobs for local people
- The focus on young people - Aboriginal children and young ones - ensuring their wellbeing and access to education, jobs, housing, and recreation including Aboriginal community spaces
- The desire to understand how SRL will improve public transport and the importance of linking to V/Line services - this is very important to people with family in regional Victoria
- The desire to see cultures reflected in the places we live and work - through storytelling at stations and within precincts by including the Aboriginal place names. The need for continued dialogue - community has many priorities and demands. They need the option to determine if they want to be involved, how and when.

## Diverse communities

### Engagement context

Victoria is one of the largest and fastest-growing states in Australia. Census data on cultural diversity shows that 51.5% of Victorians were born overseas or have a parent who was born overseas.

SRL East is being delivered across several diverse communities in Melbourne's east and south east. These communities include:

- People who speak a language other than English at home
- Culturally and linguistically diverse community members that require accessible information
- Multicultural community groups
- Faith networks
- Culturally and linguistically diverse leaders and peak bodies.

SRLA is continuing to find ways of connecting with and understanding the needs of the diverse communities living within the six SRL East Precincts, and draws on Census data to create accessible information and support continued conversations.

### Key engagement activities

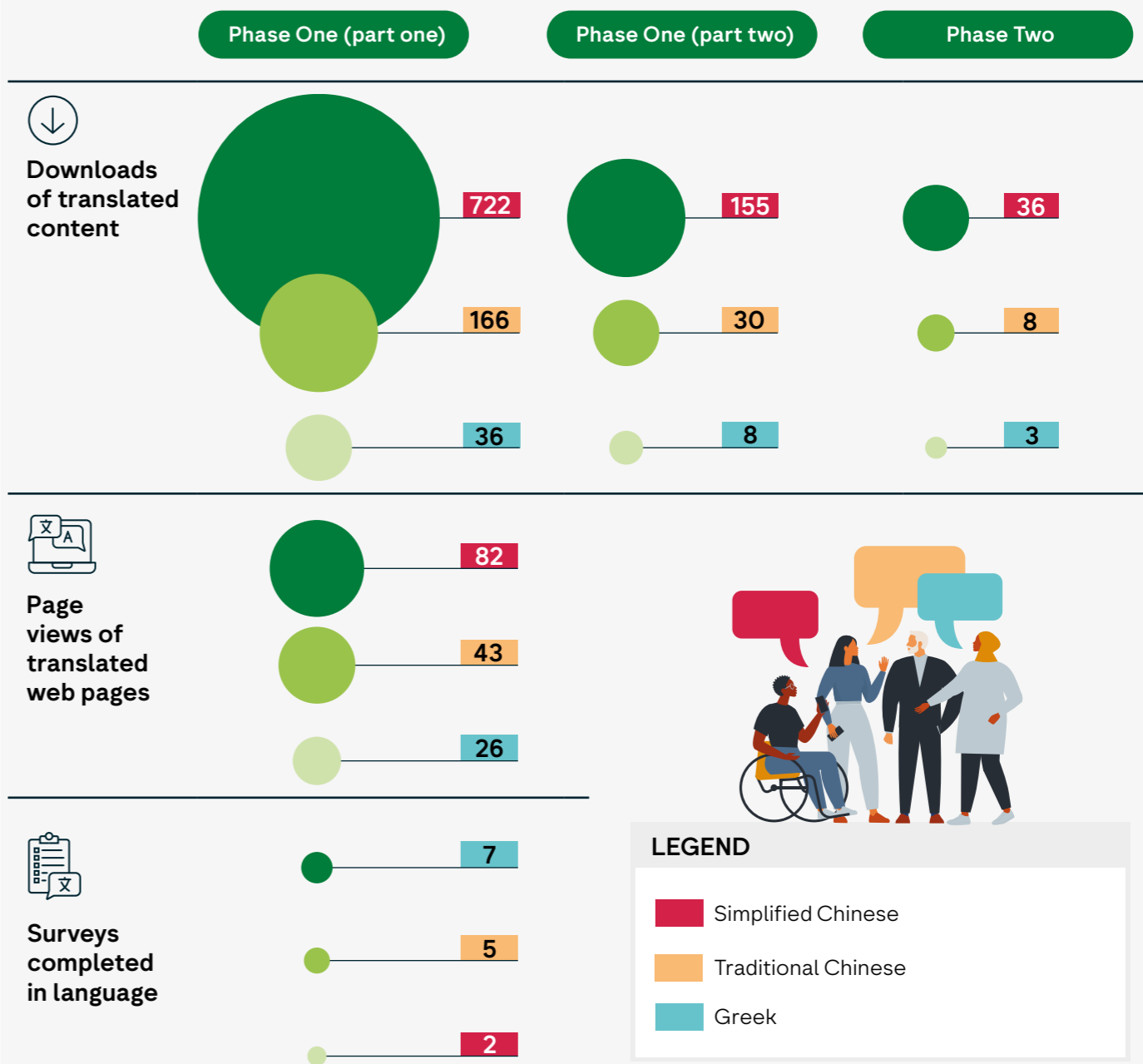
SRLA participates in community-led events including:

- Hosting stalls at community festivals (e.g. the Glen Waverley Indian Street Festival, the Melbourne Moon Festival in Box Hill, and the Box Hill Lunar New Year Festival)
- Making interpreters available as needed to support conversations
- Having in-language materials available at events.

Mandarin and Greek are in the top three languages other than English across all of the SRL East municipalities. To date, all structure planning engagement materials have been translated including:

- Engage Victoria and SRL East Visions website text
- In-language online surveys
- Downloadable in-language fact sheets
- Hard copy fact sheets at pop-ups and information sessions
- In-language social media posts
- Translated digital banner advertising
- Translated out-of-home advertisement panels across the SRL East corridor, e.g. The Glen in Glen Waverley and at Box Hill Central in Box Hill
- Promotion of the interpreter service on all online and printed materials.

### Engagement outcomes





## Current and future communities

### Engagement context

Successful structure planning requires consultation with a broad array of stakeholders, including current and future residents. SRLA worked with external facilitators to deliver an iterative, participatory engagement process designed to capture the needs and aspirations of current and future communities.

In addition to the broader engagement program, seven **community panels** – one for each precinct and one corridor-wide youth panel – were convened to consider complex challenges and opportunities associated with population growth and social and economic development.

### Engagement outcomes

Each panel met four times between March and August 2024. In total, 28 community panel sessions were delivered, which included 186 community participants.

After each panel session, qualitative reports were shared with SRLA's structure planning team so they could iteratively consider feedback in their work. The same reports were shared with each panel.

An overarching SRL East Structure Planning Community Panels Report captures feedback generated through the panels process together with a comparative analysis of common themes and differences between precinct-based advice and youth panel considerations. You can read the full report at [suburbanrailloop.vic.gov.au/precinct-planning](https://suburbanrailloop.vic.gov.au/precinct-planning)

### Key engagement activities

Panels involved a mix of self and randomly selected participants to blend the voices of people with an active interest in the project with those who may not otherwise engage or be represented in the process.

The youth panel included up to 16 young people between the ages of 18 and 24 who live, work or study near an SRL East Precinct or were from broader Melbourne.

Precinct-based community panels included up to 30 people who live, work or study across local areas within or near each of the new SRL East stations.

Key demographic markers for panel recruitment included:

- Suburb
- Age (based on representative age groups using five-year age profiles)
- Gender identity
- Languages spoken (based on languages spoken at home and percentage of population)
- Housing tenure
- Job status, sector and income.

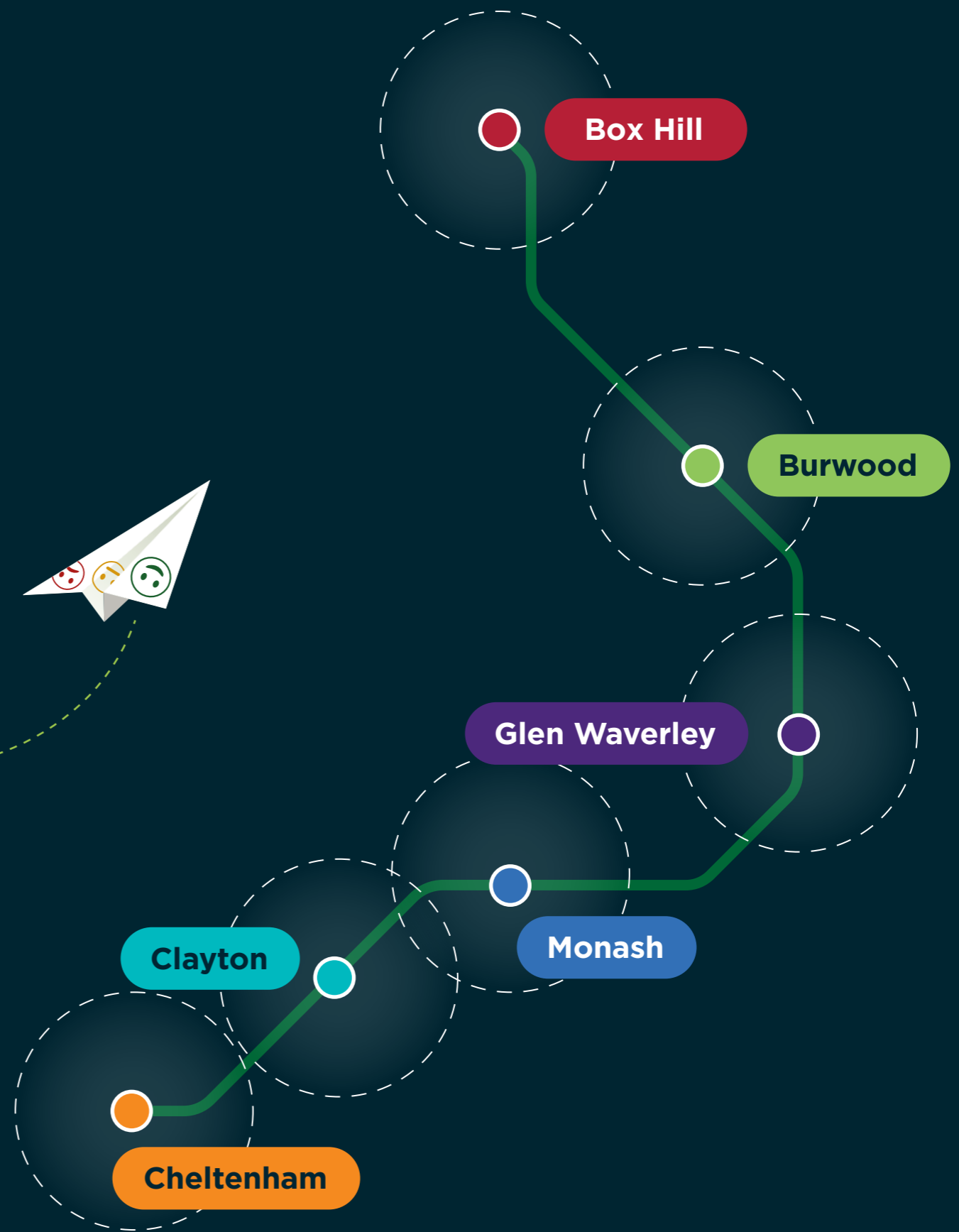
As generational beneficiaries of decision making and representatives of future communities, the youth panel considered structure planning for SRL East from an overarching, corridor-wide perspective.

Each precinct panel developed aspirations for the future of their precinct and the SRL East corridor. They were also asked to consider and provide advice on the topics of housing, community infrastructure and transport connections.



# Feedback by location

Feedback from more than 9,000 survey responses, 1,300 conversations and 80 submissions has been used to shape the draft structure plans and planning scheme amendments. The following sections of this report provide a summary of feedback for each precinct together with SRLA's planning response.



# Cheltenham

Community and stakeholder feedback from all phases of engagement has been used to shape the plan for the future of Cheltenham. Key areas where feedback has shaped the Draft Cheltenham Structure Plan are highlighted below.

## What we heard



Moderating the scale of buildings in some residential neighbourhoods is important to the community. In reviewing the feedback on proposed building heights, we have:

- Lowered the preferred maximum building heights in the south-west corner of Pennydale, and around Turner Road and Mount View Road from six to four storeys
- Refined the proposed building heights for the Hihett Common development along Graham Road from 18 to eight storeys, to better align to existing approved development.

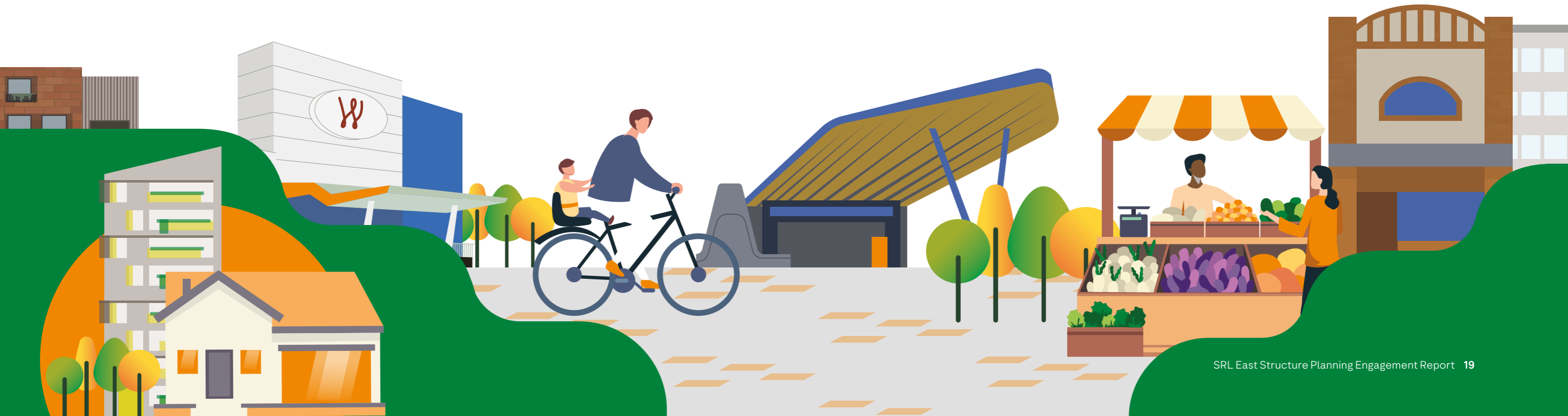
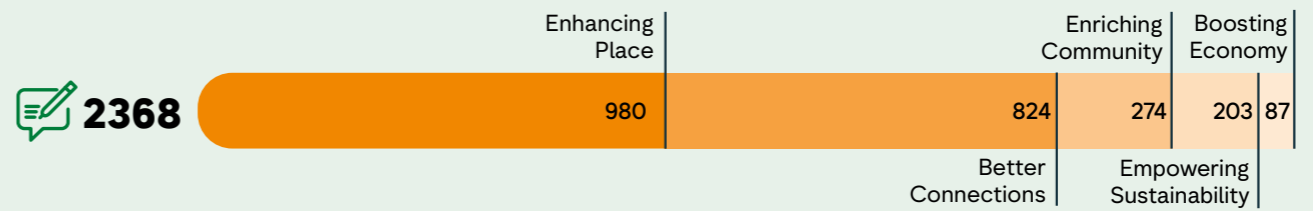


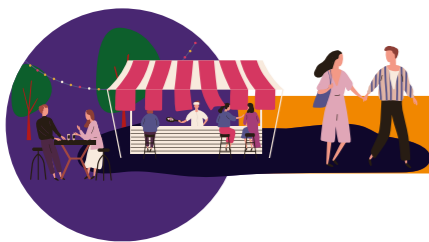
People want to be able to move across and through Cheltenham safely and easily, including by walking and cycling. The Cheltenham Structure Plan includes several new and improved pedestrian crossings across the Frankston Line, Nepean Highway and Bay Road. It also includes opportunities for a north-south shared user path for cyclists and pedestrians running close to the Frankston Rail Line.



Having access to greenery and open space is important for wellbeing and to connect residents to greenery. The Cheltenham Structure Plan encourages a network of new and improved open spaces that cater for a range of different uses and activities.

You can read more on the following pages about how feedback is reflected in the objectives for this neighbourhood. Feedback is categorised by theme and listed in order from most to least feedback.





## Enhancing Place

## Cheltenham

 2368

Enhancing  
Place

980

824

274

203

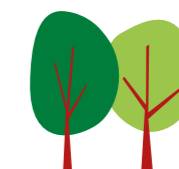
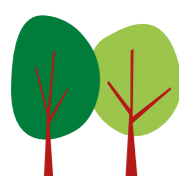
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### Feedback

- Reduce the proposed building heights in certain areas. For example, Graham Street (18 storeys) and Chesterville Road (10 storeys).
- Address concerns about increased development along Bay Road (proposed building heights of 10 storeys) and questions about Bay Road's future function and role. This feedback needs to be considered alongside developer aspirations for higher densities.
- Ensure sufficient sunlight for homes and buildings and find smart ways of designing setbacks to complement neighbourhood context and enhance streetscapes.
- Ensure new apartment buildings or high rises are built with noise protection and avoid creating wind tunnels or visual tunnels on streets.
- Protect existing neighbourhood character and the 'village atmosphere' of areas including Cheltenham, Highett and Pennydale.
- Address questions about the provision of social and affordable housing (e.g.: Will the Fox Dunkley Housing Estate in Highett be revitalised as part of precinct planning?).
- Avoid new builds on large blocks or building layouts that constrain pedestrian movements.
- Retain the existing fine grain built form of certain areas (e.g. Highett Activity Centre shopfronts) to retain their sense of place and identity.
- Provide services and infrastructure for the projected population including schools, health services, transport, housing and open space.
- Protect and upgrade existing open space and provide more open space for the Kingston and Bayside municipalities to cater for growth.
- Incentivise/enforce sustainable building practices and the use of sustainable, high-quality materials and technology.
- Maintain and/or increase tree canopy and green space provision in the precinct via public open spaces and streetways.
- Preserve existing significant vegetation along the identified corridors to maintain ecological integrity in the precinct.

### SRLA response

- Proposed building heights in south Pennydale and north-east of the Nepean Highway have been reduced from six to four storeys.
- Building heights have been reduced at the Highett Common (former CSIRO) site from a proposed 18 storeys to eight storeys in the structure plan.
- Building heights on Chesterville Road have been reduced from 10 storeys to six storeys.
- The planning scheme amendments propose to ensure new buildings offer good internal amenity for occupants, including good daylight and solar access, ventilation, minimal overlooking and appropriate building separation.
- New developments will appropriately manage overshadowing of public open spaces and key streets and minimise wind impacts on public realm.
- New development will need to provide appropriate setbacks and minimise adverse overshadowing impacts on streets, open spaces and private areas.
- Opportunity areas for new open spaces and locations for new links have been identified to improve walkable access to open space.
- SRLA will collaborate closely with Bayside City Council and Kingston City Council to ensure that new and improved community infrastructure will continue to be delivered to meet community and population needs.
- The structure plan encourages new buildings in the Highett Neighbourhood Activity Centre to respond to the highly valued character of the street.
- Provision of government schools (kindergarten, primary and secondary) will continue to be considered and monitored.
- The structure plan identifies opportunities for new open space in the structure plan area, as well as improvements to Lyle Anderson Reserve and other spaces across the precinct.





## Better Connections

## Cheltenham

2368

980

824

274

203

87

**Better  
Connections**

### Feedback

- Provide good walking and cycling connections to amenities including shopping strips, hospitality areas, and public open space. Examples include between the SRL East station and Southland Station, along the rail corridor in Cheltenham and Highett, and between green open spaces such as Sir William Fry Reserve and Highett Reserve.
- Ensure pedestrian pathways are safe, well-lit, weather protected (including with shade) and have regular seating.
- Improve pedestrian pathways around Southland shopping centre and Southland Station making them safer and easier to navigate.
- Address concerns about the proposed location and design of the connection over Bay Road ('sky crossing') between the Southland Station and the new SRL East station at Cheltenham. Ensure integration with Southland bus interchange and SRL East station.
- Build more regular crossings over Nepean Highway to reduce it acting as an east-west boundary.
- Provide good connections to retail, hospitality and employment areas within the precinct and beyond to other areas including Sandringham.
- Provide easy links between transport modes (particularly bus to rail, and bike to rail).
- Address concerns about vehicle access to Bay Road, including the current bridge design and elevation noting the current 'bottleneck' for local and freight traffic.
- Improve pedestrian safety at the Southland shopping precinct, particularly to and from Southland Station.
- Use the Frankston Line rail corridor to create continuous shared user paths and improve north-south connectivity.
- Enhance Bay Road as a gateway to the new SRL East station and better integrate connections to Southland, and the Sandringham Activity Centre. Address concerns about pedestrian and cycling access along Bay Road.
- Provide good supply of car parking, especially near retail centres and train stations.

### SRLA response

- Pedestrian permeability and wayfinding will be improved to better connect the bus interchange, existing railway station and the new SRL East station.
- The structure plan includes several new and improved pedestrian crossings across both Nepean Highway and Bay Road, and improved amenity at intersections, including a new crossing of Bay Road close to Tribrockney Street, to enhance permeability. It also includes opportunities for a north-south shared user path for cyclists and pedestrians running close to the Frankston Rail Line.
- Additional pedestrian and cycling links will be investigated for crossing the Frankston Line between Highett Grove and the former Highett Gasworks site, as well as over Bay Road at Tibrockney Street, and at Train Street Park.
- Bus users will benefit from better and more regular crossings across Bay Road and Nepean Highway. This will be supported by improved real-time information and wayfinding, more frequent services, and updated infrastructure.
- A new and improved walking and cycling network will be established between neighbourhoods, open spaces and key destinations including the new SRL East station, the Southland shopping centre, Highett Neighbourhood Activity Centre and the Bayside Business District.
- Car parking will be managed in a way that will encourage less car use and more people to walk, cycle and take public transport.





## Enriching Community

## Cheltenham

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Enriching  
Community

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### Feedback

- Improve accessibility to spaces, services and transport for people with a disability and/or limited mobility.
- Support strong community connection and sense of belonging by providing activated spaces and public open spaces which can be used for events and gatherings. For example, at Sir William Fry Reserve.
- Prioritise safety. In particular, make it safer for young people to move around the precinct with activated spaces and good lighting.
- Identify locations for new and upgraded active recreation facilities, libraries, kindergartens, maternal and childcare services, and community hubs that will keep up with the projected population growth.
- Provide amenities that attract young people and families such as play areas, swimming pools, sporting facilities, childcare and safe bike paths.
- Provide affordable housing and diverse housing types such as providing more three-bedroom apartments.
- Address questions about how precinct planning will help to reduce congestion and avoid overpopulation.
- Facilitate strong connection and interface between the community and the natural environment.

### SRLA response

- The structure plan encourages improved footpaths and spaces along Hightt Road and Bay Road to make it more attractive and comfortable for pedestrians.
- The structure plan identifies new and improved community infrastructure, and SRLA will work closely with Bayside and Kingston councils to determine what is needed and where.
- Safety will be a key focus in built form and public spaces including:
  - Windows and balconies which overlook public open spaces, and activated spaces with good pedestrian traffic, offering passive surveillance
  - Buildings which face onto the street with ground floor land uses such as gyms and restaurants
  - Environmental design such as the height and placement of fences.
- The structure plan encourages a provision of affordable housing on strategic sites, and areas identified for high and significant housing growth.
- SRLA is identifying opportunities for provision of new open space in the structure plan area with potential locations across the precinct.





## Empowering Sustainability

## Cheltenham

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Empowering  
Sustainability

### Feedback

- Feedback emphasised the need to increase tree canopy in Cheltenham.
- Ensure that development sites contribute to cooling and greening, and incorporate ecologically sustainable development.
- Develop a sustainable precinct and spaces that future generations can use and enjoy.
- Create a climate resilient precinct by using long-lasting materials, building in renewable energy sources and planting native species.
- Investigate sustainable methods to manage waste in areas with increased density.

### SRLA response

- The structure plan aspires to improve canopy cover, in alignment with many local government urban forest strategies.
- Proposed building controls for new developments include front, side and rear setbacks and will seek to encourage tree canopy cover.
- Greening and cooling initiatives will be integrated into new developments to minimise the urban heat island effect and promote a biodiverse, natural environment.
- Developments will be built according to improved sustainable building design standards.
- Planning will include partnerships and plans for circular economy, and the use of renewable electricity generation.





## Boosting the Economy

## Cheltenham

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Boosting  
Economy

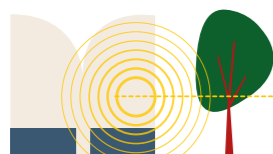
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### Feedback

- Provide greater diversity of employment opportunities in Cheltenham.
- Address concerns about the potential negative impacts of introducing a new 'mixed-use town centre' near the SRL East station on established retail and activity centres like Southland and Highett.
- Provide coworking spaces to facilitate diverse ways of working and support community connection.
- Requests from developers for Bayside Business District to be rezoned for a new activity centre or be identified as a major strategic site with increased building height allowances.

### SRLA response

- The structure plan supports economic growth and mixed-use development to increase activity in areas such as the Southland Neighbourhood.
- The structure plan seeks to encourage a mixed-use centre that integrates the existing Southland shopping centre with the new SRL East station.
- The draft structure plan seeks to support the Bayside Business District as a significant employment precinct by encouraging a mix of offices, warehouses and industrial units.





# Clayton

Community and stakeholder feedback from all phases of engagement has been used to shape the plan for the future of Clayton. Key areas where feedback has shaped the Draft Clayton Structure Plan are highlighted below.

## What we heard



Some community members expressed their concerns for proposed building heights of up to 15 storeys in local residential streets, including around Hourigan Avenue, Browns Road and Audsley Street. Significant adjustments have been made to these plans including a reduction in preferred maximum building heights to eight storeys or less.

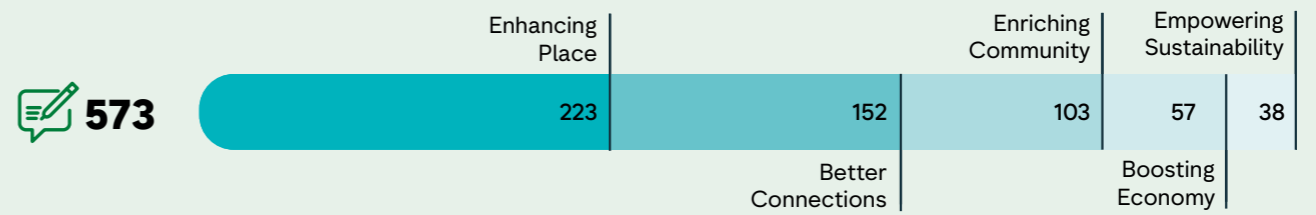


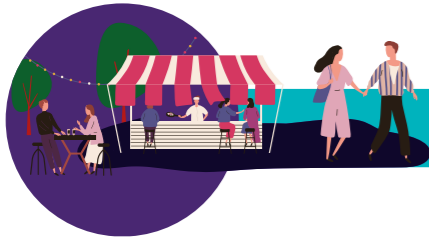
Strong support for wellbeing, social connectedness and local employment have played a key role in shaping the refined plans. Land use and building controls will help create a well-defined 'health priority area' near Monash Medical Centre and along Clayton Road. This area will focus on creating space for more local jobs, increasing street-level activity to improve safety, and encouraging the right mix of uses to meet everyday needs.



Better management of local traffic and congestion is important to the community. A network of connected open spaces, workplaces and residential areas will be supported by streetscape upgrades and future walking and cycling infrastructure to help create an alternative to driving and improved car parking management.

You can read more on the following pages about how feedback is reflected in the objectives for this neighbourhood. Feedback is categorised by theme and listed in order from most to least feedback.





## Enhancing Place

## Clayton

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Enhancing Place

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### Feedback

- Provide higher density housing in the precinct core but protect existing neighbourhood character and the quiet feel of smaller streets.
- Prioritise the safety of people in the precinct.
- Consider the impact of different building types on neighbouring properties. For example, Madeleine Road and beyond in transitioning to residential areas.
- Address questions about the potential future use of current car park sites to facilitate development in the Clayton Activity Centre. For example, the Cooke Street and Thomas Street car parks.
- Build friendly and inviting streets, shop facades, and public amenities including modernising the existing facilities.
- Address concerns about the impact of taller buildings, including up to 15 storeys, and potential overshadowing of parkland. For example, north of Fregon Reserve.
- Build an accessible precinct in consultation with disability advocacy organisations, including accessible housing, workplaces, public spaces, education and transport.
- Encourage socialisation and community connection via event spaces, markets, festivals and thriving hospitality businesses.
- Address requests for a 'higher-than-standard' provision of quality informal open spaces where people can meet, exercise or relax.

### SRLA response

- Building heights have been reduced in transitional areas between the station and residential areas, including:
  - From 20 storeys to between eight and 15 storeys on the east side of Clayton Road, opposite the station, around the Remembrance Gardens
  - From 15 to six, seven or eight storeys on Audsley Street, Browns Road, Wright Street and Hourigan Avenue
  - From eight to six storeys on parts of Thompson, Alice and Margaret streets
  - From six to four storeys on Kionga Street, Jaguar Drive, Barton Road and Manoon Road.
- Safety will be a key focus in built form and public spaces including:
  - Windows and balconies which overlook public open spaces, and activated spaces with good pedestrian traffic, offering passive surveillance
  - Buildings which face the street with ground floor land uses such as gyms and restaurants
  - Environmental design such as the height and placement of fences.
- The structure plan will prioritise retail and hospitality at a ground floor level along Clayton Road to help activate the street. Other areas will benefit from small scale food and beverage outlets being allowed in some locations.
- The structure plan will guide the future land use and redevelopment of the Cooke Street and Thomas Street car parks, showing both of these as strategic sites.
- Masterplans will be prepared to support future streetscape upgrades along key streets identified in the structure plan.
- Existing open spaces will be enhanced and opportunity areas for more open spaces are shown. Additionally, temporary offset open spaces delivered as part of the construction of SRL East will be considered for permanent use.





## Better Connections

## Clayton

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Better Connections

### Feedback

- Provide better pedestrian flow through the precinct, for example from Clayton Library to the Clayton Road shops.
- Connect the active transport pathways so they become continuous, include separated bike lanes from roads, and have raised intersections and bike-specific traffic lights.
- Address concerns about the closure of Carinish Road and impacts on east-west connections between the Clayton Road shops and medical precinct.
- Enhance surrounding roads to cater for vehicles and widen footpaths for outdoor dining and improved amenity along Clayton Road.
- Update active transport infrastructure to make it safer, better quality and more inviting to use.
- Improve public transport connections and interchange between Clayton Station, Monash University and Clayton eateries and shops.
- Promote walking around the precinct by pedestrianising streets, de-prioritising private vehicles, and reducing speed limits.
- Improve the cycling infrastructure on major roads (e.g. North Road) to be safer, higher quality and better connected.

### SRLA response

- The structure plan sets guidance for developing a new connection from Clayton Road through the shops to the community centre.
- The structure plan identifies new cycling and walking links, such as Lillian Street to Wright Street, that can be delivered over time to improve continuous connectivity.
- Parts of Clayton Road will have wider footpaths, improving amenity, safety and providing greater opportunities for on-street dining.
- Car parking through central Clayton will be better managed. The structure plan encourages parking to be consolidated, and for new developments to have a limited supply of new car parking, de-prioritising private vehicles.





## Enriching Community

## Clayton

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Enriching  
Community

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### Feedback

- Ensure affordable housing to buy or rent for key workers and students given the proximity to Monash University and Monash Medical Centre.
- Provide greater housing diversity in the precinct and support stable pricing or mechanisms for people entering the market.
- Ensure new housing is built to last using high-quality materials. Incentivise developers to exceed minimum building standards.
- Maintain Clayton's role as a hub for health and education.
- Manage population growth in Clayton effectively, including traffic congestion and upgrade amenities such as public toilets, shop faces, street facades and public furniture.
- Support the welfare of students in the precinct with affordable and safe housing options close to transport services.
- Increase provision of community infrastructure in line with population growth, e.g. kindergartens.

### SRLA response

- The structure plan encourages a greater range of housing types, including build-to-rent housing, aged care and retirement living, social and affordable housing, and purpose-built student accommodation.
- The structure plan encourages a provision of affordable housing on strategic sites and areas identified for high and significant housing growth.
- The structure plan identifies new and upgraded facilities for the community, such as maternal and child health care spaces, a library and multi-purpose indoor courts.
- Safety will be a key focus in built form and public spaces including:
  - Windows and balconies which overlook public open spaces, and activated spaces with good pedestrian traffic, offering passive surveillance
  - Buildings which face onto the street with ground floor land uses such as gyms and restaurants
  - Environmental design such as the height and placement of fences.





## Boosting the Economy

## Clayton

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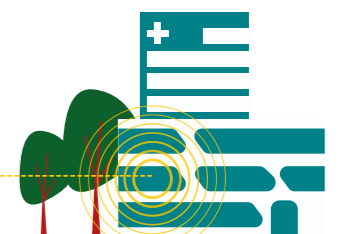
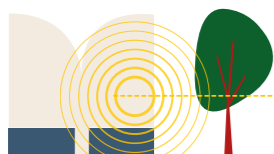
Boosting Economy

### Feedback

- Provide more employment opportunities within or close to the precinct to reduce the travel times for workers.
- Develop a healthy ecosystem of education, industry and innovation in Clayton.
- Leverage connection to regional Victoria to boost economic activity in Clayton.
- Consider planning underway for the Huntingdale Precinct Plan and integration with the Clayton and Monash SRL structure plans.
- Develop mixed-use areas in place of 'business parks' or 'light industry' areas.

### SRLA response

- The structure plan provides for more employment opportunities, with a focus for Clayton as a place for health, on-street hospitality and retail as well as commercial offices.
- The structure plan defines a dedicated 'health priority area' around the existing Monash Medical Centre and Monash Children's Hospital to encourage employment and health-related uses to locate nearby.
- The expansion of Clayton's health and medical facilities will serve local, regional and statewide catchments.
- Audsley Street, an existing light industrial area, will change over time with new places to eat and a shift towards modern offices.





## Empowering Sustainability

## Clayton

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Empowering Sustainability

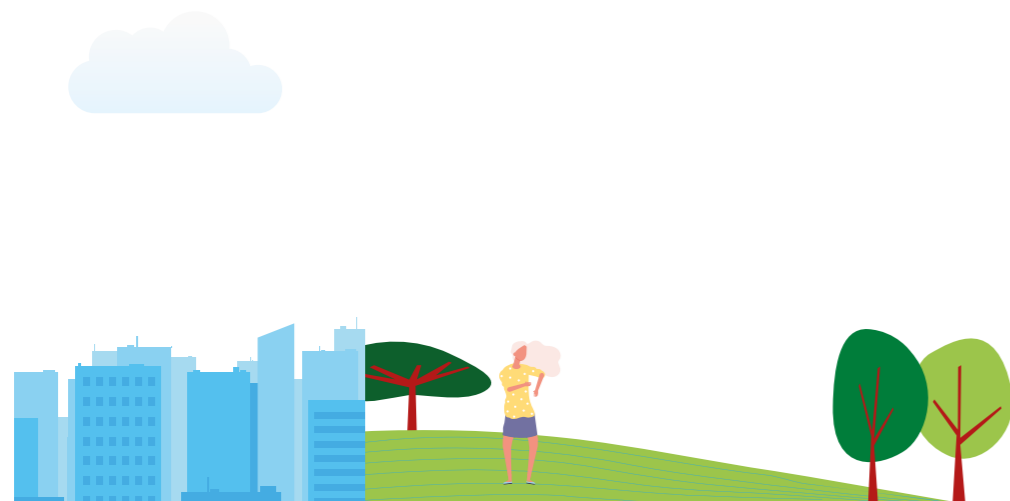
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### Feedback

- Increase greenery in the precinct using new and innovative methods to boost tree canopy and plantings.
- Build the precinct in a sustainable way, using sustainable materials and technologies.
- Attract environmental and sustainable innovation businesses to the precinct.

### SRLA response

- The structure plan aspires to improve canopy cover, in alignment with many local government urban forest strategies.
- The structure plan facilitates a cooler, greener Clayton with more open spaces, shadier local streets, green streets, more canopy trees, and building materials and infrastructure that support urban cooling.
- The structure plan introduces improved sustainable building design standards.



# Monash

Community and stakeholder feedback from all phases of engagement has been used to shape the plan for the future of Monash. Key areas where feedback has shaped the Draft Monash Structure Plan are highlighted below.

## What we heard



Some community members expressed concerns about proposed building heights in residential areas. Changes have been made to reduce preferred maximum building heights from 25 to 10 storeys along the north side of Ferntree Gully Road, from 25 to 18 storeys on the south side of Ferntree Gully Road (north of the station) and from six to four storeys in part of the Notting Hill residential area, to ensure a better transition between the higher-density precincts and residential streets.



Feedback on active and public transport connectivity has helped shape plans for a safer and more accessible network of pedestrian pathways, cycling routes and consideration towards new public transport corridors.

You can read more on the following pages about how feedback is reflected in the objectives for this neighbourhood. Feedback is categorised by theme and listed in order from most to least feedback.





## Better Connections

## Monash

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### Better Connections

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### Feedback

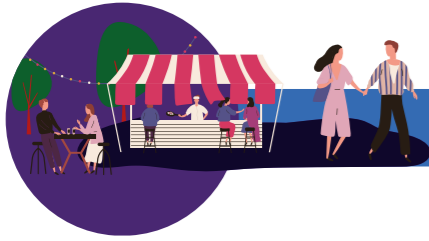
- Active transport should include pathways alongside the road network (separated from car traffic) as well as its own separate network through parks and green links. This should include additional connections to the employment area to the west of the SRL East station.
- Aspirations for a fine grain network of secondary streets and laneways to improve east-west connections and reduce congestion on primary streets like Blackburn Road.
- Reduce reliance on private vehicles by offering better public transport connections and more frequent bus and train services.
- Address concerns about the application of statutory car parking demand rates by default - future planning should reflect the precinct's focus on public and active transport.
- Build some pedestrian-friendly areas with low car use and slow speed limits. For example, the areas of Howleys and Normanby roads, where people are walking between Monash University and the SRL East station.
- Support for public transport corridors along Ferntree Gully Road and Blackburn Road to promote transport mode shift. This could include the introduction a light rail or tram route connecting Monash University with other high use areas of the precinct.

### SRLA response

- Development near the station will be coordinated to create a new street grid. The structure plan sets direction for a permeable pedestrian and cyclist-friendly network of streets and laneways.
- The structure plan identifies many new local walking and cycling corridors which will be developed over time, creating a safe and legible network for pedestrians and cyclists.
- New buildings in Monash will be designed to create a network of vibrant streets, including along Howleys Road, Normanby Road and other streets near the station.
- A new opportunity is proposed for open space through a green link to run between Ferntree Gully Road and Normanby Road that can support walking and cycling.
- The structure plan sets out both minimum and maximum statutory car parking rates to discourage private vehicles travelling to the most accessible parts of the precinct, and ensuring new development doesn't create unnecessary congestion.
- The structure plan shows the opportunity for a new high-capacity public transport capable corridor, connecting the station with the wider structure plan area.







## Enhancing Place

## Monash

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Enhancing  
Place

### Feedback

- Increase density in the precinct core but avoid over-development in surrounding local streets and quieter residential areas.
- Increase the capacity of community infrastructure such as schools, healthcare, hospitality, and other in-demand services in line with population growth.
- Make use of vacant land in the precinct for new housing and offices.
- Align the supply of nearby green space with high density living to support good mental health and wellbeing for residents.
- Create multi-use developments that provide a balanced mix of housing, offices, retail, hospitality, and open spaces.
- Desire for the new town centre to include safe 'out of hours' activities to ensure the area has activity and feels safe at all times of day.
- Work with disability advocacy organisations to build accessibility into the precinct and create an inclusive, welcoming environment.
- Manage growth in the precinct to avoid noise pollution, congestion and crime.
- Prioritise safety and security for people in the precinct, such as better street lighting and more activated spaces.

### SRLA response

- Building heights have been reduced from six to four storeys in part of the Notting Hill residential area and along the west side of Clayton Road, and from eight to six storeys along Murdo, Cambro, Renver and Sarton roads to provide for a transition in heights.
- Building heights have been reduced from 25 to 10 storeys along the north side of Ferntree Gully Road to facilitate better transition into nearby employment areas.
- Building heights have been reduced from 25 to 18 storeys on the south side of Ferntree Gully Road (north of the station) to respond to feedback and facilitate a better transition.
- New development in employment areas and the precinct core will accommodate more jobs and support economic development. Buildings will be designed to be innovative and high quality.
- Increased development will be concentrated along key movement corridors such as Blackburn Road, Ferntree Gully Road, Princes Highway, North Road and Wellington Road.
- Housing in residential areas will include mid-rise apartment buildings, with space set aside for landscaping and tree-planting.
- New buildings will be designed to manage the effects of noise within the precinct as it changes from an industrial to a mixed-use area.
- Opportunities for enhanced and new open spaces are being identified across the structure plan area including the potential to naturalise and upgrade the Mile Creek Drainage Reserve.
- Additional locations for open space are being investigated including near the Monash Business Park Reserve, near Beddoe Avenue, and near Longbourne Avenue.
- Safety will be a key focus in built form and public spaces, including:
  - Windows and balconies which overlook public open spaces, and activated spaces with good pedestrian traffic, offering passive surveillance
  - Buildings which face the street with ground floor land uses such as gyms and restaurants
  - Environmental design such as the height and placement of fences.





## Enriching Community

## Monash

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Enriching Community

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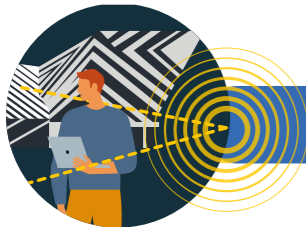
### Feedback

- Provide affordable housing for people on low to moderate incomes, including but not limited to student populations.
- Improve proximity to amenities such as laundromats, small recreation facilities, supermarkets and other essential needs.
- Boost social connectedness in Monash with attractive and welcoming community spaces and events.
- Build pockets of density rather than blanket density increases, and incorporate a variety of housing types and price points.

### SRLA response

- New community infrastructure is identified to be easily accessed by local students and residents with a focus for a new multi-purpose facility close to the station, and the highest growth on new housing.
- The structure plan includes strategies for people to connect and collaborate by supporting a dynamic mix of social, cultural and commercial experiences such as eateries, entertainment facilities, small bars, creative workspaces and other elements of vibrant public life.
- The structure plan encourages a greater range of housing types, including build-to-rent housing, aged care and retirement living, social and affordable housing, and purpose-built student accommodation in specific locations.
- The structure plan encourages a provision of affordable housing on strategic sites and in areas identified for high housing growth.
- Safety will be a key focus in built form and public spaces including:
  - Windows and balconies which overlook public open spaces, and activated spaces with good pedestrian traffic, offering passive surveillance
  - Buildings which face onto the street with ground floor land uses such as gyms and restaurants
  - Environmental design such as the height and placement of fences.





## Boosting the Economy

## Monash

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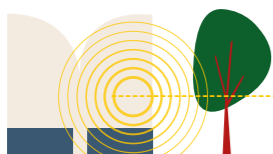
**Boosting Economy**

### Feedback

- Build business and employment hubs that cater for a diverse range of industries and work types.
- Maintain the Monash precinct's role as a health and education hub. Consider the possibility of extending health, education, and research across Normanby Road and Blackburn Road.
- Concerns about the introduction of residential or other sensitive uses near established or new industries in the area (e.g. advanced manufacturing possibilities).
- Attract research, development and innovation businesses to the precinct.

### SRLA response

- The structure plan prioritises growth in health, medical, materials and manufacturing businesses, including pharmaceuticals and medical technologies.
- Employment areas north and east of Monash University, across Normanby and Blackburn roads, are marked in the structure plan for health, education and research.
- The establishment of new sensitive uses will be carefully managed. The structure plan includes strategies to ensure the effects of off-site amenity impacts are considered in development.





## Empowering Sustainability

Monash

 343

Empowering Sustainability

134

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### Feedback

- Ensure proper waste management systems are built into the precinct. This includes sewerage systems and good rubbish management such as recycling and green waste bins.
- Ensure adequate waterway, stormwater and flood management systems are put in place.
- High-quality, sustainable buildings should underpin all development to ensure energy and resource efficiency, conservation and prioritising safer, longer lasting and less toxic materials.

### SRLA response

- The structure plan aspires to improve canopy cover, in alignment with many local government urban forest strategies.
- High-quality, sustainable building design will be required, through the use of Green Star and Built Environment Sustainability Scorecard (BESS) standards.
- Better management of waste will be sought when designing new buildings, including through the design of waste management streams.
- Water sensitive urban design principles will be applied in the design of both private and public spaces.



# Glen Waverley

Community and stakeholder feedback from all phases of engagement has been used to shape the plan for the future of Glen Waverley. Key areas where feedback has shaped the Draft Glen Waverley Structure Plan are highlighted below.

## What we heard



We understand that residential neighbourhoods are important to the community. Based on feedback, we have lowered the preferred maximum building heights in the areas to the north of High Street Road, east of Springvale Road and around Bogong Reserve from six to four storeys. We also understand that the 'garden character' of these areas is important and the structure plan will ensure that new developments are built to allow space for trees.

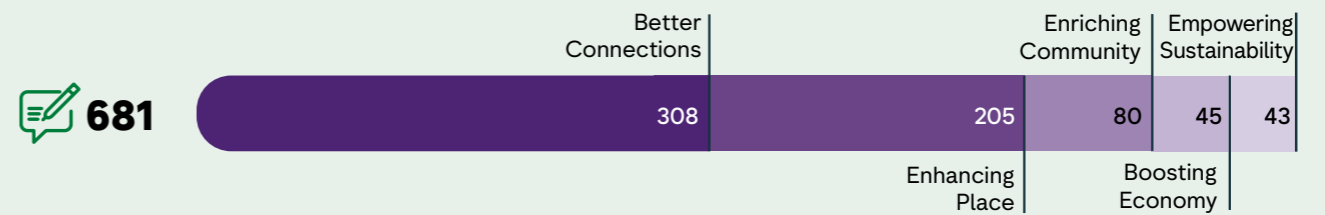


The community values Kingsway as the civic and social heart of Glen Waverley. By prioritising pedestrians in Central Glen Waverley, the structure plan seeks to make Kingsway an even better place for outdoor dining and socialising, and extend a high-quality public realm that links the Civic Precinct and The Glen Shopping Centre.



People want to safely and easily walk and cycle to, through, and around Glen Waverley. This has influenced the approach taken in the structure plan to focus on new and improved walking and cycling paths to make it easier for people to access schools, libraries and other important destinations such as the Monash Aquatic and Recreation Centre.

You can read more on the following pages about how feedback is reflected in the objectives for this neighbourhood. Feedback is categorised by theme and listed in order from most to least feedback.





## Better Connections

## Glen Waverley

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Better Connections

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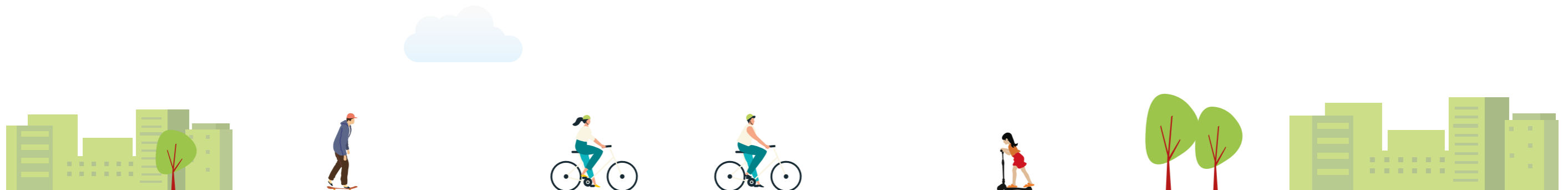
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### Feedback

- Support better traffic flow through Glen Waverley by separating some traffic types such as buses, emergency services, freight and deliveries. Also look at options for separating through traffic from local traffic.
- Reduce private vehicle use in Glen Waverley and invest in reliable and frequent public transport alternatives.
- Reduce the amount of space that is allocated to car parking in the core of the Glen Waverley precinct.
- Upgrade the bus interchange on Railway Parade North and connections to the existing station and the new SRL East station to improve access and update the bus services .
- Create safer pedestrian pathways and links around the precinct, reduce car speed limits and increase the number of pedestrian crossings over major roads such as Springvale Road.
- Consider improved bus services through residential areas to the east of Springvale Road, recognising the steep sloping nature of this area discourages walking and cycling.
- Consider options to widen footpaths along Kingsway to provide improved areas for walking, gathering, dining and entertaining .
- Build more safe, high-quality pedestrian and cyclist connections that are separated from major roads. This includes linking to existing green, active transport corridors (e.g. Scotchmans Creek).
- Provide more balance in the prioritisation of transport modes rather than prioritising private vehicles by default.
- Ensure smooth movement around Glen Waverley Secondary College, including easy pick up and drop off, and pedestrian safety.

### SRLA response

- The structure plan seeks to prioritise pedestrians and reduce car dependency within central Glen Waverley through redeveloping at-grade car parks, the closure of Coleman Parade and encourage the redesign of Kingsway to allow businesses to expand outdoor dining. This will stimulate activity and bring more people into the central area, including to Kingsway, boosting its role as a vibrant retail, hospitality and entertainment strip, as well as improving connection to The Glen.
- Private vehicles and freight will be directed away from walking and cycling areas and local streets to use major roads, such as Springvale, Waverley and High Street roads to support a more pedestrian-friendly central Glen Waverley area.
- A road network will be maintained to support access for essential trips and people who need to use a car.
- Buses will be prioritised and services will be more frequent along strategic bus corridors. Additionally, the structure plan supports upgrades to the existing station and bus interchange.
- The structure plan identifies improvements to the public transport network by connecting the SRL East station, existing Glen Waverley Station and existing and proposed bus services including improved wayfinding.
- A priority, safe and high-quality pedestrian network will be established to make it easier to walk and cycle to the SRL East station, The Glen shopping centre and the Monash Aquatic Recreation Centre.
- The structure plan includes more frequent, high-quality and safe crossing points over Springvale Road.
- Car parking will continue to be consolidated into key locations on the edge of Central Glen Waverley, and on-street parking and parking within individual developments will be reduced to encourage a more pedestrian-friendly core.





## Enhancing Place

## Glen Waverley

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Enhancing Place

### Feedback

- Locate higher density housing in the precinct core and medium density housing close by, but protect the 'neighbourhood character' and quiet of the surrounding local streets. These concerns need to be considered alongside developer aspirations for higher densities in some areas.
- Consider the transition between higher density and lower density areas including from Myrtle Street to Bogong Avenue.
- Protect the residential area east of Springvale Road by maintaining conservative height limits.
- Protect areas with vegetation overlays in recognition of the importance of canopy trees to the leafy character of the area (e.g. High Street Road).
- Develop and grow local services and community infrastructure like schools and healthcare in line with the population growth.
- Make use of vacant land in Glen Waverley to build more housing.
- Avoid overshadowing and creating wind tunnels from high rise developments and apartment buildings.
- Create plenty of open green space and smaller recreation facilities such as basketball and badminton courts.
- Design the precinct so that people of all ages, genders and physical ability can use it with ease of access and safety.

### SRLA response

- The structure plan encourages higher density development within Central Glen Waverley while introducing a more moderate range of building heights in the surrounding residential neighbourhoods. Proposed building heights have been reduced from six to four storeys in the residential areas north of High Street Road, east of Springvale Road and west of Bogong Reserve.
- Proposed street and rear setbacks in the area east of Springvale Road have been designed to allow space for trees and planting.
- New buildings will integrate with local streets and neighbourhood character, particularly the green and garden character of Glen Waverley's residential neighbourhoods.
- The structure plan seeks to manage the transition in heights away from Central Glen Waverley, with buildings up to nine storeys on the edge of Central Glen Waverley stepping down to surrounding residential areas.
- Services and infrastructure such as workplaces, health services and education facilities close to the SRL East station will increase substantially in line with residential density.
- High housing growth will be concentrated along movement corridors including High Street Road, Springvale Road and Waverley Road, as well as Central Glen Waverley.
- Guidance is included in the structure plan to ensure the appropriate level of sunlight to identified public spaces based on their role, function and usage.
- Residential buildings will be designed to provide good daylight and solar access, ventilation, minimised overlooking and appropriate building separation.
- Taller buildings will be designed and positioned to minimise adverse wind impacts along streets and within public spaces and parks.
- Potential new open spaces are being explored particularly in Central Glen Waverley. Additionally, Bogong Reserve and Jordan Grove Reserve will be enhanced to improve the quality, functionality and capacity of the open space network.
- Safety will be a key focus in built form and public spaces, including:
  - Windows and balconies which overlook public open spaces, and activated spaces with good pedestrian traffic, offering passive surveillance
  - Buildings which face the street with ground floor land uses such as gyms and restaurants
  - Environmental design such as the height and placement of fences.





## Enriching Community

## Glen Waverley

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Enriching Community

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### Feedback

- Factor future population growth into provision of services.
- Preserve Glen Waverley's unique character such as its greenery, access to education facilities, retail and diverse eateries.
- Provide ample spaces for community groups, and build safe and accessible spaces for young people to use and socialise.
- Encourage development of diverse housing for different incomes and lifestyles. Ensure housing affordability in Glen Waverley.
- Ensure the safety of people in the precinct with slow speed limits, less car traffic and better street lighting.

### SRLA response

- Community infrastructure growth is prioritised as part of the Glen Waverley Civic Precinct.
- The structure plan will support growing families through new maternal child health services. These will be preferably co-located with other services.
- A variety of dwelling sizes and types will be delivered to provide good housing choice, and new and emerging house models are supported by the structure plan, such as build-to-rent and co-living.
- The structure plan encourages a provision of affordable housing on strategic sites and in areas identified for high and significant housing growth.
- Safety will be a key focus in built form and public spaces including:
  - Windows and balconies which overlook public open spaces, and activated spaces with good pedestrian traffic, offering passive surveillance
  - Buildings which face onto the street with ground floor land uses such as gyms and restaurants
  - Environmental design such as the height and placement of fences.







## Boosting the Economy

## Glen Waverley

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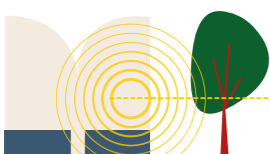
Boosting Economy

### Feedback

- Support people to be able to work locally by providing a diverse range of jobs and employment types in the precinct. This includes catering to diverse ages and skill sets.
- Attract more industry and mixed-use development to the area. For example, consider the potential for the eastern side of Springvale Road to be further developed as a mixed-use and medical precinct.
- Consider the future of the Aristoc precinct for service industry employment and other associated industries and businesses that are not viable in higher cost or higher amenity mixed-use and commercial areas.

### SRLA response

- The structure plan encourages the retention of Aristoc Road as an important local employment area and seeks to encourage different building types and sizes to attract a range of businesses.
- Employment growth on Artisoc Road will be supported by better amenity for workers through new hospitality, gyms and other services as well as an enhanced, attractive public realm.
- The structure plan encourages future employment growth within Central Glen Waverley and in particular the need for offices close to the stations, shops and entertainment.
- The structure plan encourages the renewal and redevelopment of strategic sites as integrated mixed-use developments that include retail and hospitality uses at ground level, and a range of commercial and accommodation uses above.
- A range of industrial and commercial buildings will be developed to support advanced manufacturers to start up and scale up including small office spaces, medium to small workshops, warehousing, meeting facilities and low-cost spaces.
- Mixed-use development will be encouraged along some areas along Springvale Road with a focus on supporting existing and new health-related uses.





## Empowering Sustainability

## Glen Waverley

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Empowering Sustainability

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### Feedback

- Ensure there is good green space, native vegetation and tree canopy to provide shade for people and wildlife, and to manage heat.
- Ensure robust waste management systems such as sewerage systems and recycling of household rubbish.

### SRLA response

- The structure plan aspires to improve canopy cover, in alignment with many local government urban forest strategies.
- Biodiversity and ecological enhancement will be achieved by establishing habitat corridors, prioritising green and biodiverse planting along Green Streets and within landscape setbacks.
- The precinct will be designed for future waste streams by allowing appropriate space for waste storage and management, including waste at the source such as on-site organic waste management.
- New buildings will be constructed under circular economy principles.



# Burwood

Community and stakeholder feedback from all phases of engagement has been used to shape the plan for the future of Burwood. Key areas where feedback has shaped the Draft Burwood Structure Plan are highlighted below.

## What we heard



Building heights were a concern for many people in the Burwood community. We heard that taller buildings around the SRL station made sense but that these should quickly reduce in height in surrounding areas, further away from the station. In response to community and stakeholder feedback, we reviewed heights across Burwood and made changes to ensure that future built form best responds to its context. We have reduced preferred maximum building heights from 20 storeys to between 11 and seven storeys in a large proportion of the Burwood Central Neighbourhood, outside of the dense, mixed-use centre of activity immediately surrounding the SRL East station. Preferred maximum building heights in residential areas south of Highbury Road and on Uganda Street and surrounds have also been reduced from six to four storeys, and from 10 storeys to between six and eight storeys along Burwood Highway.

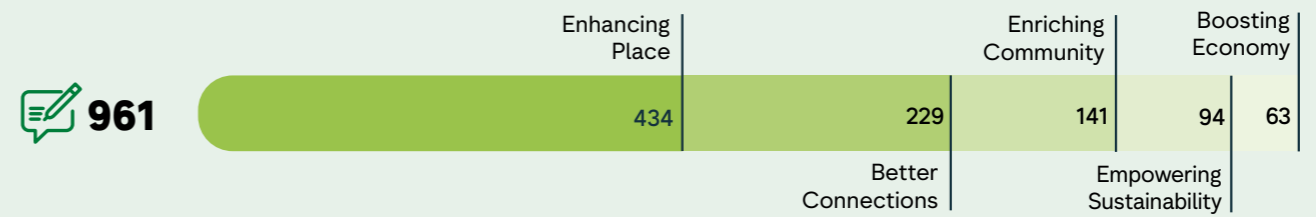


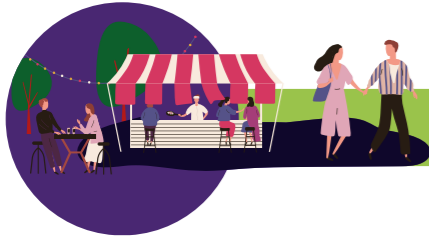
Gardiners Creek (Kooyongkoot) is hugely important to the community. We have identified an opportunity to widen the creek corridor and improve its amenity at the intersection of Highbury Road. This includes reducing building heights on the western side of the creek from 10 to six storeys. Feedback has also influenced guidelines in the structure plan for new development adjacent to the creek, including improving accessibility, reducing light pollution, including native planting and providing more opportunities for passive surveillance.



Improving safety and amenity for people walking and cycling in Burwood is important, particularly considering the increasing number of students and other young people visiting and living in the area. The structure plan details more connected and pedestrian-friendly movement corridors that encourage active travel.

You can read more on the following pages about how feedback is reflected in the objectives for this neighbourhood. Feedback is categorised by theme and listed in order from most to least feedback.





## Enhancing Place

## Burwood

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Enhancing Place

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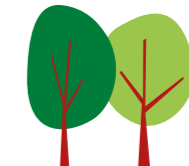
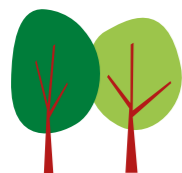
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### Feedback

- Reduce proposed building heights for Burwood, particularly near Gardiners Creek (Kooyongkoot), and manage impacts on ecological, amenity and cultural heritage values.
- Avoid increasing density in quiet neighbourhood streets. Examples include south of Highbury Road and on Uganda Street.
- Address concerns about how planning controls in SRL Precincts like Burwood will affect adjacent areas outside of precinct boundaries.
- Enhance local amenity by planting more trees to support the natural character.
- Protect the wildlife and natural environment in Burwood, particularly near Gardiners Creek (Kooyongkoot) and along the Gardiners Creek Trail.
- Ensure sensitive design when introducing new paths and lighting in reserves like Gardiners Creek (Kooyongkoot) and Wattle Park to prevent negative impacts on local ecosystems.
- Opportunities to amplify the importance of Gardiners Creek (Kooyongkoot) and its links to First Nations cultural values in the area.

### SRLA response

- The greatest level of housing growth and development scale will be centred around the SRL East station and key movement corridors, while existing residential areas will accommodate mid-rise infill apartment developments over time.
- Building heights have been reduced across most of the structure plan area, including:
  - From 20 storeys to between 11 and seven storeys in a large proportion of the Burwood Central Neighbourhood, outside of the area immediately surrounding the SRL East station
  - From six to four storeys in residential areas south of Highbury Road and on Uganda Street and surrounds
  - From 10 storeys to between six and eight storeys along Burwood Highway.
- Buildings and public places will be connected by a network of landscaping, canopy tree coverage, leafy streets and open spaces.
- Activated spaces will be created to increase safety and vibrancy in the area.
- New development will need to provide appropriate setbacks and minimise adverse overshadowing impacts on streets, open spaces and private areas.
- The structure plan recognises Gardiners Creek (Kooyongkoot) as a valuable local asset and is a celebrated feature of the structure plan area. The proposed naturalisation of the creek has been extended from Burwood Highway to the southern edge of the structure plan area to provide an adjoining linear biodiverse corridor.
- More native and indigenous plants will be planted along the Gardiners Creek (Kooyongkoot) corridor, including as part of development adjacent to the creek.
- Light pollution to the Gardiners Creek (Kooyongkoot) corridor will be minimised through guidance for new development.
- Public realm enhancements will be encouraged along the creek corridor that recognise, celebrate and interpret Aboriginal cultural heritage and storytelling.





## Better Connections

## Burwood

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Better Connections

### Feedback

- Reduce vehicle speeds through residential streets such as Scott Grove and near the Presbyterian Ladies' College.
- Create high-quality, safe pedestrian and cyclist pathways that are separate from roads and connect to high-use areas of the precinct. In particular, focus on safe connections to schools and retirement living communities.
- Address concerns that shared pathways can pose a higher risk for people with disability, older people and children who may not be able to react to approaching bike riders.
- Reduce car reliance and road congestion, particularly if the population is going to grow in Burwood.
- Ensure new housing developments are located close to trams and buses, noting proximity to Burwood Highway which includes tram route 75 and bus routes 201, 732, 733, 766, 767 and 903, with several others on neighbouring streets.
- Ensure easy movement through the precinct for emergency services.

### SRLA response

- Strategic traffic, freight and local public transport routes will be reinforced within the structure plan area to reduce traffic in local neighbourhoods.
- The structure plan allows for the potential expansion of a high-capacity capable public transport corridor along Elgar Road, between Riversdale Road and Burwood Highway.
- A new transport interchange will be provided at the new SRL East station that will champion active transport and be supported by seamless turn-up-and-go services to cater for future populations.
- The network of walking and cycling corridors in Burwood will be expanded and made safer. This will include new pedestrian and cycle crossings, including over Burwood Highway to Bennetswood Reserve, over Gardiners Creek (Kooyongkoot) between the SRL East station and McIntyre Street, and a crossing south of Highbury Road to connect to the cycling corridor along Gardiners Creek (Kooyongkoot).
- The greatest level of housing growth and development scale will be centred around the SRL East station and key movement corridors, ensuring people have easy access to public and active transport options.
- The structure plan supports a reduced reliance on cars by encouraging more people to take public transport, walk or cycle.





## Enriching Community

## Burwood

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Enriching  
Community

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### Feedback

- Protect the quiet, family-friendly character of Burwood, particularly the local schools, shopping, great parks and tree-lined streets.
- Plan appropriately for population growth so that provision of services continues to meet demand.
- Build diverse housing types including townhouses and apartments varying from one to four bedrooms, at different price levels.
- Accessible, affordable and social housing is required given the large student population and rental housing stress.
- Need for additional recreational and open space facilities.
- Provide more small recreation facilities such as outdoor gyms, half courts and walking tracks.
- Create a precinct that is attractive to families and professionals to live in.
- Build a precinct that is inclusive of all people.
- Ensure the safety of all people in the precinct, but particularly young and elderly people.

### SRLA response

- The structure plan encourages social and affordable housing, retirement and aged care, student accommodation and other innovative housing models. New development will provide a diversity of housing choices including a variety of dwelling sizes and bedroom numbers.
- The structure plan encourages a provision of affordable housing on strategic sites and in areas identified for high and significant housing growth.
- Opportunity areas for new open spaces and locations for new links have been identified to improve walkable access to open space. Enhancements to existing open spaces have also been identified.
- Co-location of community infrastructure and multipurpose spaces will be encouraged to improve service provision and encourage life-long use of facilities.
- Shared user agreements will be pursued with local institutions including large schools and Deakin University to provide greater public access to open space, sporting and other facilities.
- New and upgraded community facilities, at both local and district scales, have been identified to meet the needs of growing numbers of residents and workers.
- The structure plan identifies new and enhanced sports, multi-purpose facilities and spaces to support community belonging and participation in events, sport, recreation and cultural and social activities.
- Safety will be a key focus in built form and public spaces including:
  - Windows and balconies which overlook public open spaces, and activated spaces with good pedestrian traffic, offering passive surveillance
  - Buildings which face onto the street with ground floor land uses such as gyms and restaurants
  - Environmental design such as the height and placement of fences.





## Empowering Sustainability

## Burwood

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**Empowering  
Sustainability**

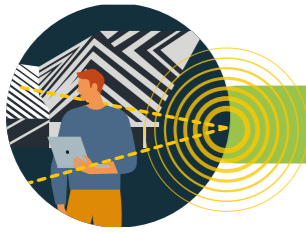
### Feedback

- Support should be given to all businesses in the precinct to enable their operations to transition to net zero carbon emissions.
- Holistic water-efficient design and management should be implemented across the precinct, linking buildings, infrastructure assets, paved surfaces and landscaped areas.
- A precinct-wide sustainable governance framework should be established to manage integrated energy systems.
- Support for the preservation and enhancement of biodiversity, sustainable water management and water sensitive urban design practices, and the integration of green spaces within the Burwood precinct.
- Explore opportunities for partnerships with local community groups to establish community battery solutions where the return on investment and payback period are viable.
- Manage pollution and waste production appropriately.
- Use sustainable materials and buildings alongside sustainable technologies (e.g. solar).

### SRLA response

- The structure plan will embed sustainable design principles into new development.
- The structure plan supports solutions to increase energy resilience and reduce emissions through local renewable electricity generation, storage and use, including initiatives such as the neighbourhood battery program, smart grid technology and micro grids.
- New developments will incorporate third pipe plumbing to service all toilets and washing machines and landscaped areas.
- New buildings will be constructed under circular economy principles such as reusing existing assets or materials, designing for material efficiency, selecting products with recycled content, and selecting new materials with low-impact, low embodied carbon.
- Developments that share an interface with the Gardiners Creek Reserve will be landscaped with native and indigenous vegetation.





## Boosting the Economy

## Burwood

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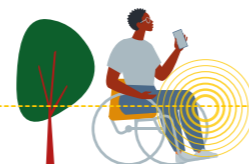
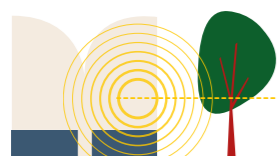
Boosting Economy

### Feedback

- Allow for multi-use buildings that empower small businesses and include community spaces.
- Address concern about potential zoning changes for areas along Burwood Highway (commercial to mixed-use). Some advocacy for higher building heights to support residential and mixed use development.
- Uses and development to be carefully planned in conjunction with other activity centres along Burwood Highway, including Burwood Heights Activity Centre and Tally Ho Activity Centre.
- Address questions about how commercial development around the station will impact offerings (e.g. Burwood Heights, Burwood Brickworks, Burwood One, Burwood Village).
- Investigate ways to revitalise the industrial precinct to magnify productivity. Future residential land uses should not unreasonably disadvantage existing industrial uses and businesses in the area.

### SRLA response

- A vibrant, mixed-use centre will be established within the Burwood Central Neighbourhood for residential, commercial, retail and community spaces.
- A greater mix of uses will be encouraged to complement residential developments along Burwood Highway and Highbury Road.
- Commercial and employment activity will be intensified at Greenwood Business Park, the Warrigal Road shopping area and Barry Road shopping area.
- The structure plan encourages new entertainment, retail, hospitality and a new supermarket to provide amenity for workers, students and residents, supporting a day-to-nighttime economy in the Burwood Central Neighbourhood around the SRL East station.
- Burwood's industrial precincts will be retained for employment purposes. New building types, improved connections and public realm enhancements will improve the amenity of these areas to attract new businesses.





# Box Hill

Community and stakeholder feedback from all phases of engagement has been used to shape the plan for the future of Box Hill. Key areas where feedback has shaped the Draft Box Hill Structure Plan are highlighted below.

## What we heard



People want more local jobs, economic activity and nighttime activity in Box Hill. This feedback has influenced how we prioritise the future economic objectives for Box Hill, including leveraging the area's existing strengths in health and education to support more local jobs, and identify land for more retail and commercial activities to support improved amenity and activity during the day and night.

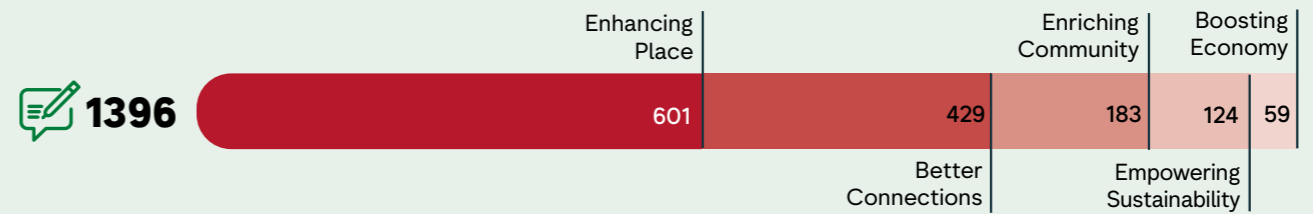


Box Hill's residential neighbourhoods are important to the community. We have reviewed the proposed building heights, and as result of feedback have reduced the preferred maximum building heights in residential neighbourhoods in the north-eastern part of the structure plan area, between Thames Street and Severn Street; and between Dorking Road and Clota Avenue from seven to four storeys.



People want to be able to move to, from and around Box Hill easily and safely and using alternatives to cars. This has influenced how walking and cycling has been prioritised in the structure plan, including by reinforcing places where cycling will be prioritised and identifying improvements to support this including a Nelson-Thurston walking and cycling bridge, and a walking and cycling path between Union and Laburnum stations.

You can read more on the following pages about how feedback is reflected in the objectives for this neighbourhood. Feedback is categorised by theme and listed in order from most to least feedback.





## Enhancing Place

## Box Hill

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Enhancing Place

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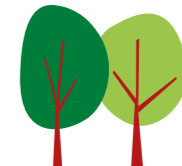
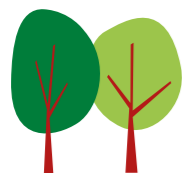
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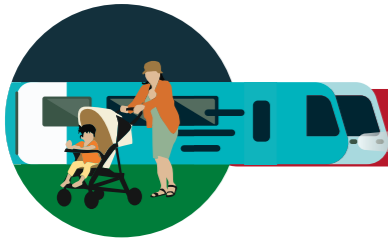
### Feedback

- Decrease proposed building heights for Box Hill and restrict any significant development to being in the precinct core. Consider this alongside developer aspirations for higher densities within the precinct core and along Station Street.
- Protect the character and heritage of broader areas by limiting building heights on local streets like Zetland Road, Mont Albert.
- Maintain the character and heritage of Mont Albert's village centre and surrounding areas.
- Address concerns about impacts on heritage precincts (e.g. Alexander Street and William Street) and properties with neighbourhood character overlays.
- Avoid creating wind tunnels, overshadowing, and overlooking of private properties.
- Ensure public spaces are accessible.
- Redevelop the former Brickworks site to create additional public open space.
- Investigate sites that provide a unique opportunity for open space of a significant scale.

### SRLA response

- Preferred maximum building heights have been reduced from six to four storeys at the following locations:
  - North western portion of Zetland Road
  - Severn Street and Clota Avenue (located in the north east of the structure plan area)
  - Albion Road and Barcelona Street.
- The structure plan identifies that the Alexander Street Heritage Precinct makes an important contribution to the local context and requires that new development respond to this context.
- New developments will contribute positively to the public realm by providing appropriate building setbacks and a site coverage that supports preferred landscape outcomes and increased canopy cover.
- The structure plan promotes high-quality design of new buildings that integrate appropriately with public realm and streetscape.
- Residential buildings will be designed to support internal amenity for residents, including providing for good daylight and solar access, ventilation, minimising overlooking, and appropriate building separation.
- The structure plan identifies the need for a new publicly accessible open space to be provided at the former Box Hill Brickworks as part of a master planned development scheme.
- The structure plan identifies enhancements to open space network to enable access to high-quality open spaces within an easy walk for people living, working and visiting Box Hill.





## Better Connections

## Box Hill

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Better Connections

### Feedback

- Requests for upgrades to the Box Hill transport interchange and weather-protected pedestrian pathways to access the centre of Box Hill.
- Ensure fast and easy interchange between public transport services and modes.
- Build a north-south walking and cycling connection over the Belgrave/Lilydale train line, connecting Nelson Road to Thurston Street.
- Give precedence to walking and cycling, including reduced speed limits along Whitehorse Road and Station Street.
- Build continuous safe walking and cycling connections. Consider e-scooters and other forms of personal mobility devices for central Box Hill and Station Street.
- Improve pedestrian permeability and interface with the built environment at street level.
- Increase the frequency and supply of public transport services to support population growth.
- Consolidate car parking but prioritise improvements to walking and cycling before adjusting parking rates.

### SRLA response

- The structure plan identifies strategic transport corridors which prioritise public transport and encourage walking and cycling.
- Pedestrian connections and wayfinding improvements have been identified to better link the existing metro train line, SRL East, bus and tram infrastructure.
- New or improved crossings, signals and intersections for pedestrians and cyclists have been identified to enhance connectivity.
- A new pedestrian and cycling link will be investigated over the Belgrave/Lilydale Line, between Nelson Road and Thurston Street.
- The structure plan allows for a potential future expansion of the high-capacity public transport capable corridor further east along Whitehorse Road.
- The structure plan identifies high-quality active transport links between key destinations such as the new SRL East station at Box Hill, pedestrian mall in Main and Market Streets, Box Hill Gardens, Box Hill Town Hall and Library.
- The east-west active transport corridor will be improved between Union and Laburnum stations.





## Enriching Community

## Box Hill

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Enriching Community

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### Feedback

- Need for key worker housing, short-term rentals (particularly for the hospitals), disability accommodation for residents, and accommodation to allow aging in their local area.
- Supply plenty of good public housing as part of new residential builds.
- Build a community space (e.g., an auditorium) which can be used for school presentations and events, music performances and theatres.
- Ensure public spaces are inclusive of all people and community groups.
- Grow services (e.g., primary and secondary schools, youth support, mental health providers, hospitals and other health providers) in line with population growth.
- Advocacy from a community organisation to support social housing outcomes by making Ellingworth Parade a mixed-use area rather than primarily for employment.

### SRLA response

- The most significant growth in housing will occur in Central Box Hill, along key transport corridors, near key open spaces and in other areas that benefit from the highest levels of amenity and accessibility to services and jobs.
- New and enhanced community infrastructure, including a new multipurpose community hub, supports community belonging, cultural, health and social activities.
- Additional government secondary schools will be planned to meet the needs of the current and future community and surrounding areas.
- The open space network will be enhanced to enable access to high-quality open spaces within an easy walk for people living, working and visiting Box Hill.
- Future open spaces will be designed to meet the variety of needs of people living, working and visiting Box Hill.
- The structure plan identifies a Health and Education Neighbourhood where health, hospital and education floorspace will be prioritised.
- The structure plan encourages a provision of affordable housing on strategic sites and areas identified for high and significant housing growth.





## Empowering Sustainability

## Box Hill

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Empowering Sustainability

### Feedback

- Construct new infrastructure using sustainable and environmentally-friendly materials and processes.
- Incorporate water sensitive urban design.
- Ensure quality amenities in homes, such as high-quality and efficient heating and cooling, insulation, and fast internet.
- Support should be given to all businesses in the precinct to enable their operations to transition to net zero carbon emissions.

### SRLA response

- The structure plan identifies elevated sustainability standards such as Green Star, to ensure the Box Hill Structure Plan Area is at the forefront of achieving net zero by 2045.
- The structure plan strives for a net-zero precinct, supporting healthy lifestyles and creating a more sustainable and resilient neighbourhood.
- Use of water sensitive urban design principles will be encouraged in active transport corridors, green spaces and the public and private realm.





## Boosting the Economy

## Box Hill

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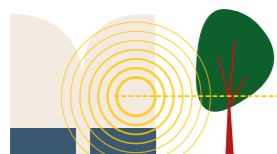
Boosting Economy

### Feedback

- Improve the vibrancy of Box Hill with more diversity in the types of retail, hospitality and entertainment businesses in the area.
- Support local employment by attracting a mix of business to the area (e.g., innovation, professional services, public service).
- Look at a maximum proportion of residential gross floor area for certain neighbourhoods to ensure employment floorspace is prioritised in employment-focussed areas.
- Investigate the creation of a justice precinct to allow the decentralisation of these services.

### SRLA response

- The structure plan prioritises offices in the centre of Box Hill and particularly along Prospect Street and Rutland Road, ensuring Box Hill will continue to grow as a vibrant and attractive employment destination.
- The structure plan seeks to ensure significant office development is accompanied by ground floor retail or entertainment uses.
- Box Hill's nighttime economy will be strengthened by concentrating retail, hospitality and entertainment in Central Box Hill to activate streets and laneways across extended hours.



# Next steps

Awareness raising and engagement are essential parts of any structure planning process. SRLA has carried out an extensive communication and engagement program to generate buy-in and capture feedback to support the development of the SRL East structure plans.

Information gathered through an extensive program of activities has been used to guide the development of the draft structure plans and planning scheme amendments for Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill. These documents are now available for public review and comment.

Following this public consultation period, the draft structure plans and planning scheme amendments will be provided to the Minister for Planning and a subsequent advisory committee for their consideration.

In 2026, SRLA aims to finalise and adopt the structure plans and seek approval and gazettal of the planning scheme amendments.

These are critical steps in optimising the benefits of the new rail infrastructure and enhanced connectivity between Melbourne's eastern and southeastern suburbs that will be delivered by the Victorian Government's investment in SRL East. More transport, more homes and more jobs in the right places – close to where people want to live.

The Victorian Government and SRLA thanks everyone who has participated in the many engagement opportunities over the past five years; your contributions are enhancing the outcomes to be delivered by SRL East for Melbourne and Victoria.

[contact@srla.vic.gov.au](mailto:contact@srla.vic.gov.au) | 1800 105 105 (call anytime)  
[suburbanrailloop.vic.gov.au](http://suburbanrailloop.vic.gov.au)

Please contact us if you would like this information in an accessible format.  
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