SUBURBAN RAIL LOOP EAST

What we have heard

SRL Structure Planning Phase One Engagement report

PART ONE Developing shared visions

PART TWO Refining the visions

SUBURBAN RAIL LOOP AUTHORITY

VICTORIA'S BIG BUILD

VICTORIA State Government

Acknowledgment of Country

Suburban Rail Loop East is located on the traditional lands of the Wurundjeri Woi Wurrung People to the north and the Bunurong People to the south. The Traditional Owners have lived continuously and sustainably in the region for thousands of years, moving within their lands, making use of seasonal plant and animal resources and sharing similarities in speech, burial practices, initiation, kinship marriage ties and beliefs.

The Traditional Owners continue to be custodians of the region today, maintaining their connection to Country.

Suburban Rail Loop Authority acknowledges the Wurundjeri Woi Wurrung Traditional Owners, Bunurong Traditional Owners and all Traditional Owners of the land on which we stand. We respect their connection to Country as continuing custodians; acknowledge their Elders – past, present and emerging – and their connection to the waterways, land and stories of this Country.

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Introduction

Suburban Rail Loop (SRL) is a city and state-shaping project that will transform Victoria's public transport system, connecting our suburbs and making travel easier and more convenient.

SRL will revolutionise Victoria's public transport system, connecting every major train line from the Frankston line to the Werribee line, via Melbourne Airport, and improving access to housing, jobs, schools, universities and hospitals in Melbourne's middle suburbs.

Victoria is expected to grow to 11.2 million people and Greater Melbourne will reach around nine million people by 2056 – a similar size to London today.

For years, high population growth on Greater Melbourne's expanding urban fringe has been driving many households further from employment centres, leading to longer commutes, increased congestion and more crowded public transport.
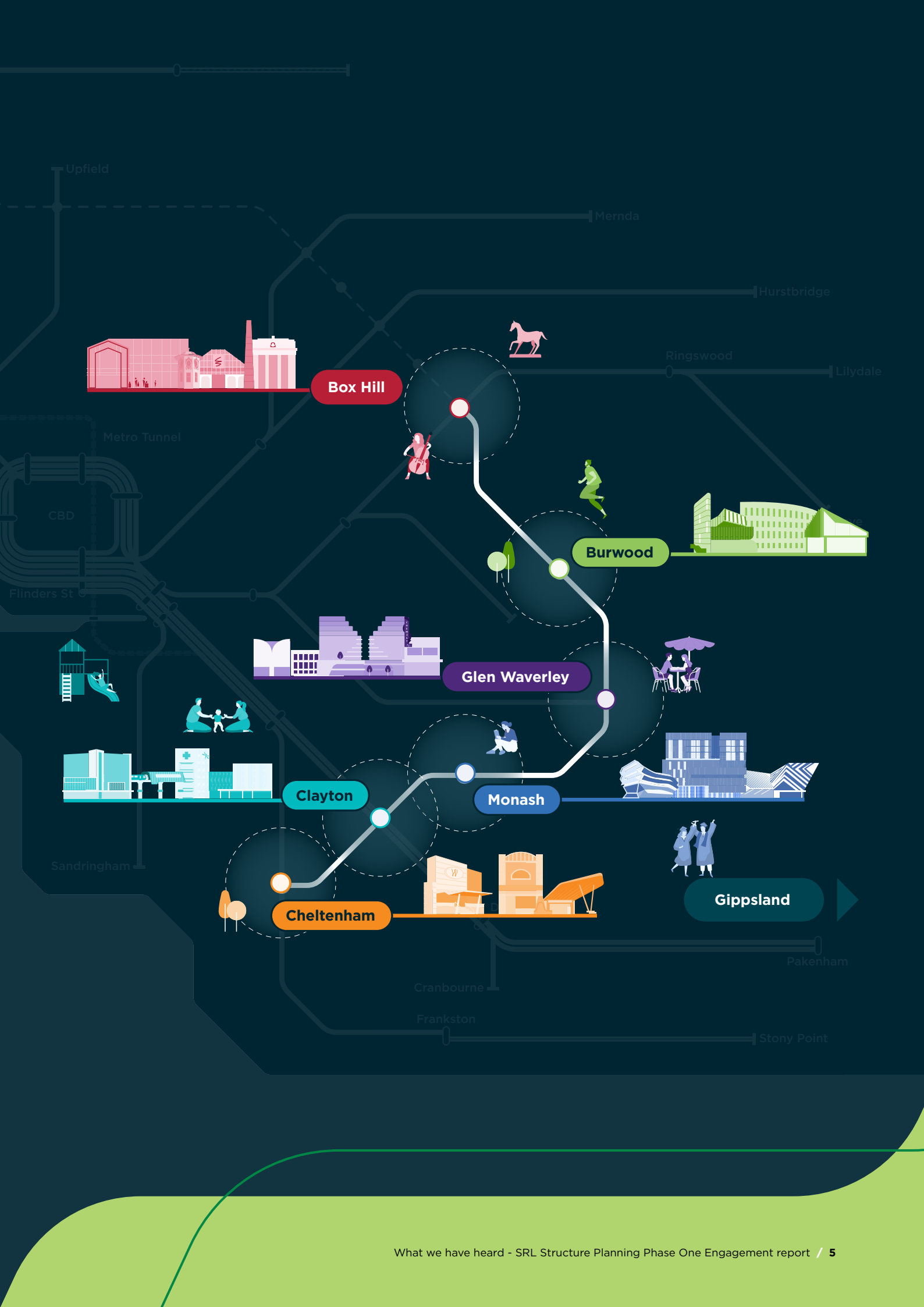
This pattern of growth risks entrenching disadvantage, with inequitable access to good jobs, services, affordable housing, amenities and recreational opportunities.

We need to plan now to cater for that growth, create new affordable housing options in the middle suburbs and help Melbourne become a 'city of centres'.

SRL is part of a coordinated Victorian Government plan to not only transform our transport network, cut congestion, and slash travel times but also to boost housing and amenities around the new SRL station precincts.

SRL will help prepare our city and state for the future and safeguard our prized liveability.

Today, Melbourne has **5 million** people

In the 2050s Melbourne is expected to reach **9 million** people - a similar size to London today

Melbourne

London

Box Hill

Burwood

Glen Waverley

Clayton

Monash

Cheltenham

Gippsland

Upfield

Mernda

Hurstbridge

Ringswood

Lilydale

Metro Tunnel

CBD

Flinders St

Sandringham

Cranbourne

Frankston

Stony Point

Pakenham

SRL structure planning engagement program

A precinct is an area or group of neighbourhoods with a shared history and future role. SRL Precincts are the broader neighbourhoods around each new underground SRL station at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill.

SRL structure plans will respond to Melbourne's growth context by setting strategies to guide decisions around land use, design and development. It will also guide transport, open space, sustainability and community infrastructure across the structure plan area.

Successful strategic planning needs a vision to build on, to inspire feedback and to support the development of planning tools, such as structure plans and planning scheme amendments.

This is not possible without feedback from local governments, local residents, traders, organisations and other interested stakeholders.

That is why Suburban Rail Loop Authority (SRLA) is continuing to engage with the community throughout the structure plan process.

Building on previous consultations, Phase One of structure planning engagement sought input on a proposed vision for each SRL precinct, from people who live, work, study in and visit these areas, as well as broader stakeholders.

PHASE ONE	**Mid to Late 2023**	**Developing shared visions** Share feedback captured to date, outline the planning process, and seek input to draft ambition statements and proposed priority outcome areas for each SRL East Precinct. 📝 Your feedback has been included in this report **Refining the visions** Seek feedback on draft precinct visions, refine understanding of opportunities and challenges, and explore place-shaping criteria based on values and needs. 📝 Your feedback has been included in this report

We are here

PHASE TWO	**Early to Mid 2024**	**Shaping the plans** Continue gathering feedback to inform final precinct visions and draft structure plans; build awareness of upcoming exhibition process and how to participate. 📝 Your feedback will inform next phase
PHASE THREE	**Late 2024/ Early 2025**	**Exhibiting the plans** Release final visions, draft structure plans and planning scheme amendments for public consultation; seek stakeholder and community submissions. 📝 Your feedback will inform next phase
PHASE FOUR	**2025**	**Public hearing** An advisory committee will consider the structure planning documents and draft planning scheme amendments. 📝 Your feedback will inform next phase
PHASE FIVE	**Early 2026**	**Sharing the outcomes** Finalise and adopt structure plans; approval and gazettal of planning scheme amendments.

Figure 1: Structure Planning engagement phases

Phase one engagement: Developing shared visions

## Overview of engagement activities and participation

This phase of engagement ran from **August to October 2023.**

Engagement during this phase shared feedback captured during previous precincts consultation, outlined the proposed planning processes, and sought input to draft ambition statements and proposed priority outcomes for each SRL East Precinct.

The SRL Precincts: Discussion Paper was released in **August 2023** to guide engagement during this phase.

Engagement activities included a mix of online and in-person engagement tools, however the majority of feedback was gathered via an online survey hosted on the Engage Victoria website.

Section 2 of this report provides a summary of key findings and feedback received as part of this engagement phase.
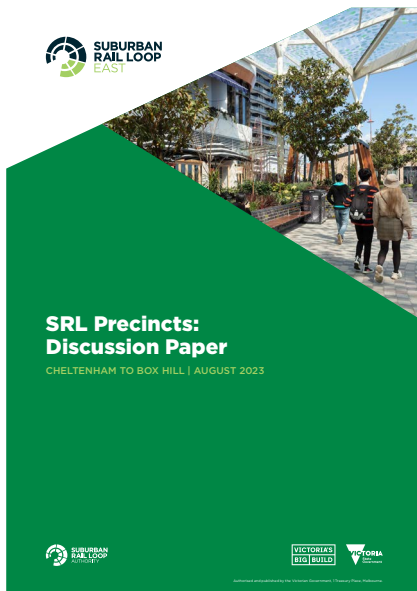
Online engagement

Online survey

A survey was available for each of the six SRL East Precincts from **Tuesday 29 August to Tuesday 24 October 2023** on the Engage Victoria online platform.

These long form surveys included multiple choice, tick box, ranking, multimedia and open answer questions, allowing respondents to provide feedback about their values and priorities for the future of each SRL East Precinct.

The surveys were provided in English, Greek, Traditional Chinese and Simplified Chinese (key culturally and linguistically diverse communities across the SRL East alignment).

The online engagement was supported by a range of online and offline promotions (including on social media) to drive engagement across communities. This included advertising on various multicultural platforms to ensure participation from diverse communities.

This report provides a summary of key findings from the feedback received via the survey for each SRL East Precinct.

In total more than 600 survey contributions were made to this engagement. A breakdown of surveys by precinct is detailed in Figure 2.

615

Structure Planning engagement survey results

95
199
98
100
38
85

- Cheltenham
- Clayton
- Monash
- Glen Waverley
- Burwood
- Box Hill
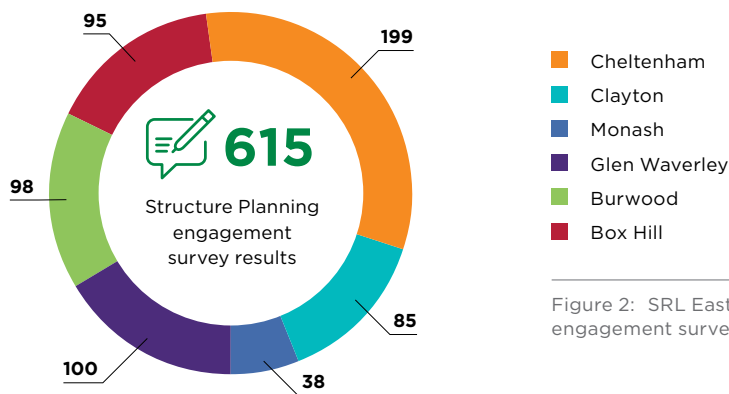
Figure 2: SRL East 'developing shared visions' engagement survey results

Community panels

Alongside the online survey, we also welcomed expressions of interest from community members to join one of seven Community Panels (one per precinct and one Youth Panel). Community Panels will provide the opportunity for community representatives to explore a range of topics related to structure planning in a more detailed, thoughtful environment (such as workshops).
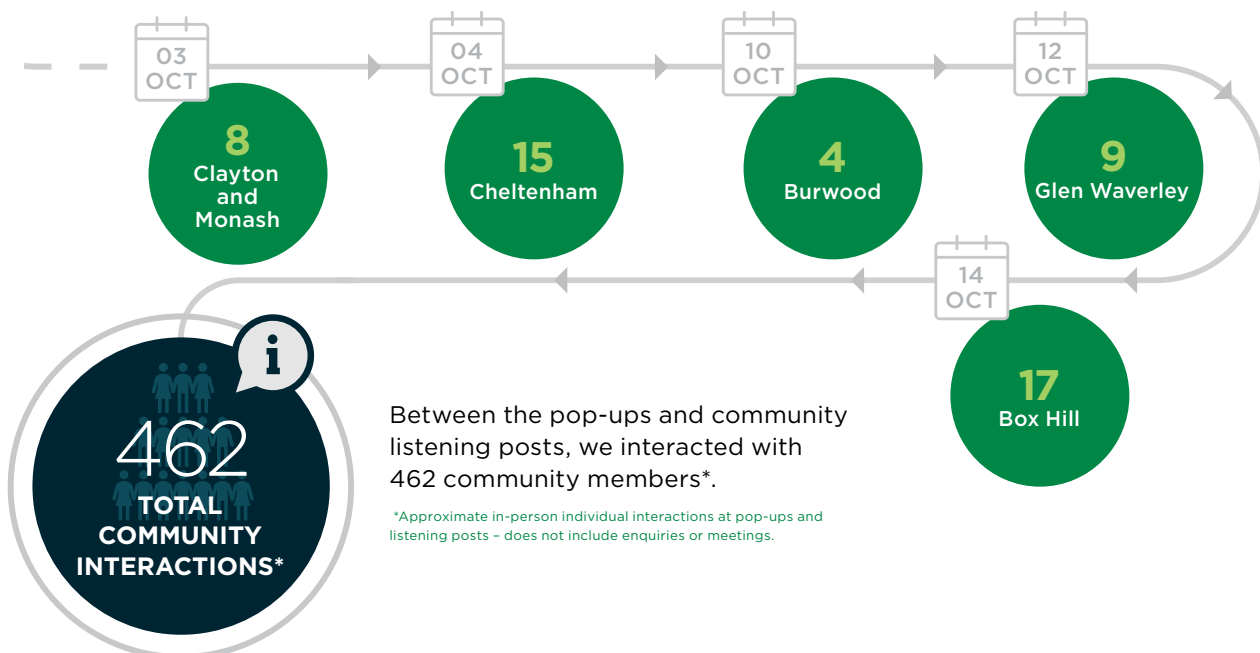
In-person engagement

Community pop-up sessions

Across **September and October 2023**, we interacted with more than 400 community members during six pop-up sessions. These were held in shopping centres across Melbourne's south east and at Monash University.

2023

Date	Count	Location
07 SEP	32	DFO Moorabbin
13 SEP	97	The Glen Shopping Centre
15 SEP	87	Box Hill Central Shopping Centre
19 SEP	52	Burwood Brickworks Shopping Centre
18 OCT	75	Hong Kong Supermarket
22 SEP	66	Monash University
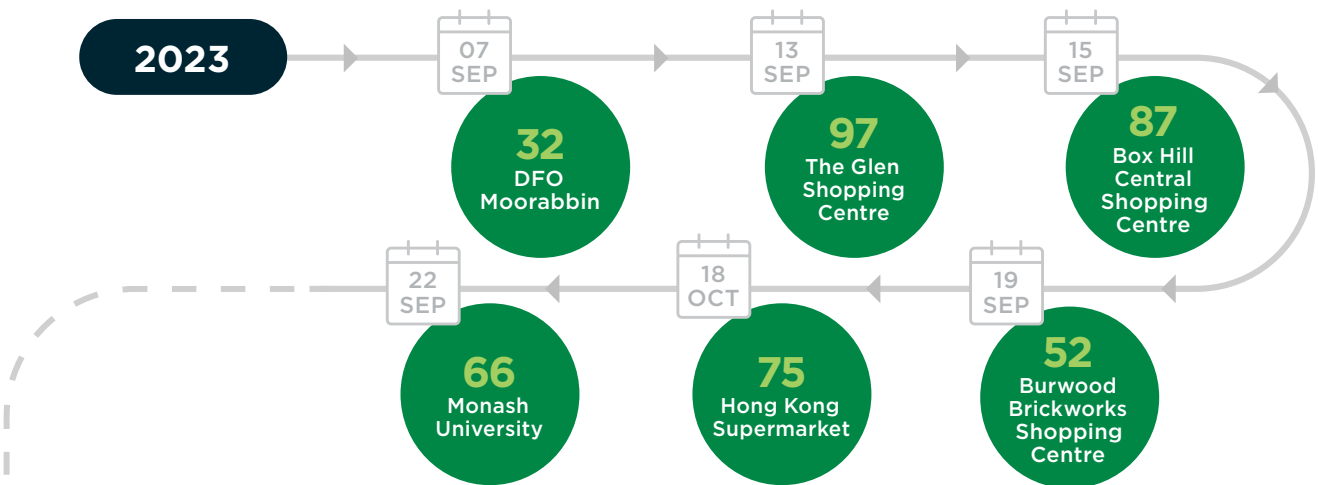
Community listening posts

In addition to the pop-up sessions, the project team also held community listening posts in **October 2023**, which provided community members the opportunity to have in-depth conversations about structure planning with technical specialists, and provide more detailed feedback on specific parts of the Discussion Paper.

Date	Count	Location
03 OCT	8	Clayton and Monash
04 OCT	15	Cheltenham
10 OCT	4	Burwood
12 OCT	9	Glen Waverley
14 OCT	17	Box Hill

462 TOTAL COMMUNITY INTERACTIONS*

Between the pop-ups and community listening posts, we interacted with 462 community members*.

*Approximate in-person individual interactions at pop-ups and listening posts – does not include enquiries or meetings.

Stakeholder engagement

While community consultation was open, we ran a concurrent stakeholder engagement program which welcomed submissions from interested stakeholders. Submissions were provided by 13 stakeholders. These are listed below, alongside the key themes covered by each submission.

Stakeholder	Key themes addressed
Bayside City Council	— Precinct boundaries, Transport, Housing and development
Boroondara City Council	— Communications and engagement, Precinct boundaries, Transport
Kingston City Council	— Communications and engagement, Precinct boundaries, Amenity, Transport, Housing and development
Monash City Council	— Economy and employment, Transport, Housing and development, Amenity, Communications and engagement
Whitehorse City Council	— Communications and engagement, Precinct boundaries, Amenity, Transport, Housing and development, Economy and employment
Committee for Melbourne	— Precinct boundaries, Communications and engagement, Transport, Housing and development
Ethos Urban	— Housing and development
Melbourne Water	— Flood modelling
Monash University	— Housing and development, Transport, Economy and employment
Pennydale Residents Action Group	— Precinct boundaries, Amenity, Transport, Housing and development
Property Council of Australia	— Housing and development
Scentre Group Limited	— Communications and engagement, Housing and development
Surrey Hills and Mont Albert Progress Association	— Communications and engagement, Precinct boundaries, Transport, Housing and development, Economy and employment

What we heard

Specific feedback varied across the six precincts and has been summarised below.

Cheltenham

A total of **199 people** provided feedback for Cheltenham during this phase of engagement.

There was mixed support for the draft ambition statement for Cheltenham, with some respondents noting it provided goals appropriate for the early stages of the structure planning process, while others felt the wording could be considered vague.

Respondents weighted the proposed priority outcomes for Cheltenham evenly, with a slight preference for 'Social connectedness and wellbeing'.

Proposed priority outcomes for Cheltenham

Number of people who prioritised each priority outcome

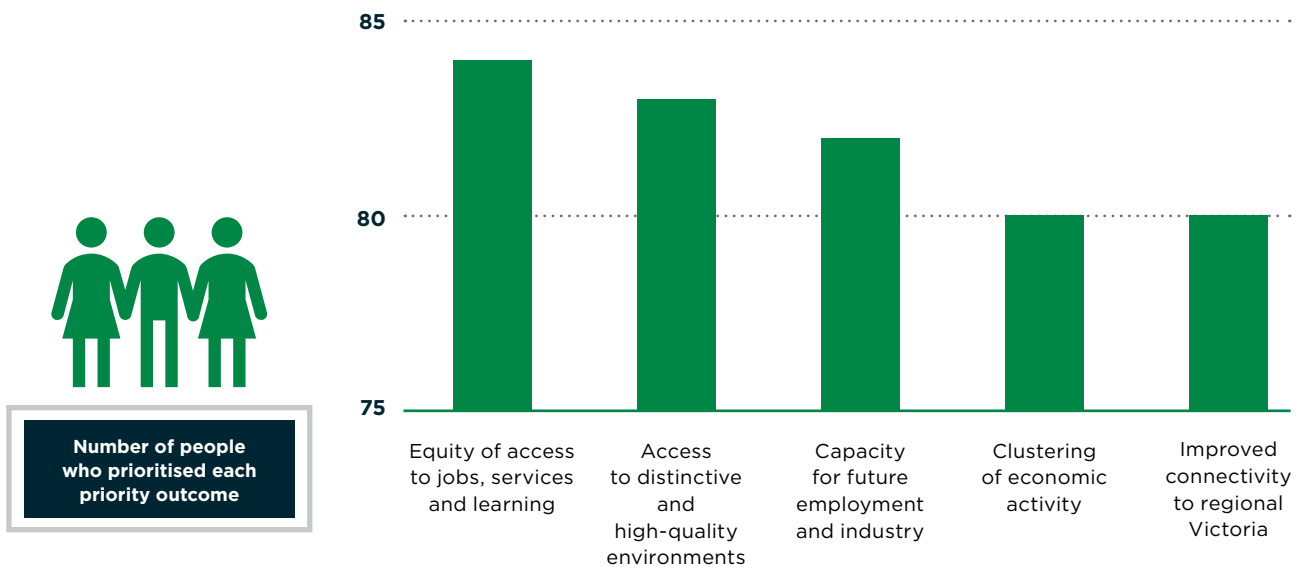| Priority outcome	Value
Social connectedness and wellbeing	~194
Increased cycling and walking connections	~191
Access to distinctive and high-quality environments	~190
Greater use of public transport	~189
More jobs and employment	~186
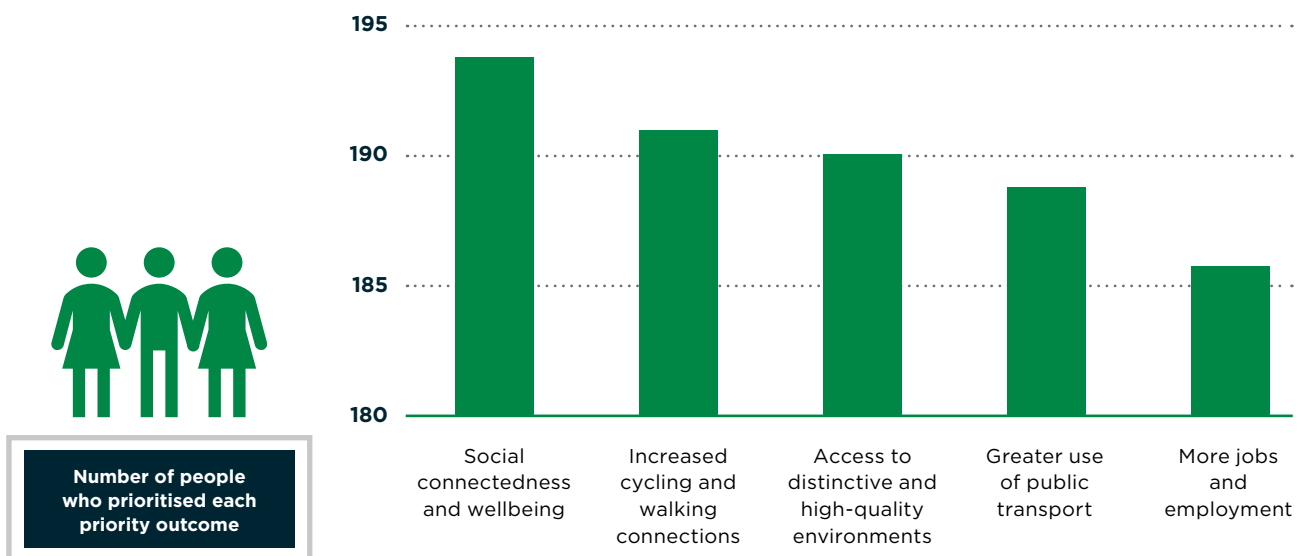
Figure 3: How respondents weighted each proposed priority outcome for Cheltenham.

The following table describes the key feedback themes from comments relating to the priority outcomes for Cheltenham.

Key feedback themes	Feedback
Social connectedness and wellbeing	— Create a safe and welcoming environment, particularly for families. — Build spaces that offer a variety of ways to socialise. — Ensure the precinct is accessible for people with diverse needs.
Increased cycling and walking connections	— Build bike paths that are separate from road traffic. — Ensure pedestrian and bicycle pathways are safe with good lighting and passive surveillance. — Make it easy to move around Nepean Highway and other major roads.
Access to distinctive and high-quality environments	— Create lots of open space and protect the 'leafy, green' character of Cheltenham. — Limit building heights and avoid overshadowing. — Prioritise using durable and sustainable materials in the precinct design.
Greater use of public transport	— Provide for more frequent public transport services. — Deliver good connections between transport modes. — Offer more choice for how people can move around the precinct.
More jobs and employment	— Create attractive spaces where people want to 'hang out' and spend money to support local business. — Offer a greater diversity of jobs to cater for people of varying ages, abilities and skills. — Facilitate having more jobs closer to home.

Table 1:   Key qualitative feedback about the proposed priority outcomes for Cheltenham.

Clayton

A total of **85 people** provided feedback for Clayton during this phase of engagement.

Respondents generally supported the draft ambition statement for Clayton. Some respondents noted that it identifies what is unique about the area, while others felt it focuses too much on Clayton being a health cluster, rather than how it will be a place where people live and socialise.

Respondents weighted the proposed priority outcomes for Clayton evenly, with a slight preference for 'Equity of access to jobs, services and learning'.

Proposed priority outcomes for Clayton

Number of people who prioritised each priority outcome

	85	80	75

Equity of access to jobs, services and learning · Access to distinctive and high-quality environments · Capacity for future employment and industry · Clustering of economic activity · Improved connectivity to regional Victoria
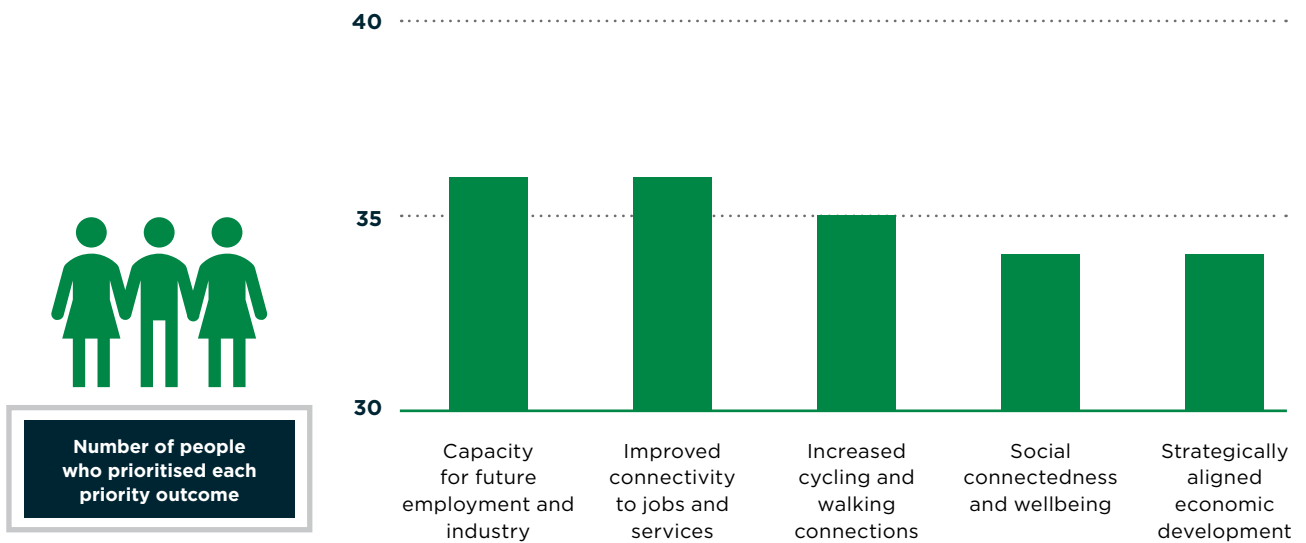
Figure 4: How respondents weighted each proposed priority outcome for Clayton

The following table describes the key feedback themes from comments relating to the proposed priority outcomes for Clayton.

Key feedback themes	Feedback
Equity of access to jobs, services and learning	— Build transport and accommodation that ensures jobs and learning are accessible to everyone regardless of income. — Create jobs, businesses, retail and hospitality that are inclusive of people from different cultures and backgrounds. — Build good connectivity between transport modes.
Access to distinctive and high-quality environments	— Design streetscapes that are attractive and welcoming. — Build community spaces that are 'family friendly'. — Design a precinct with 'character', using greenery, art, and culture.
Capacity for future employment and industry	— Build the infrastructure to support start-up businesses and spaces for innovation. — Create an ecosystem of educators and industry. — Build higher density offices to support the growth of jobs offerings in Clayton.
Clustering of economic activity	— Locate the highest density development near the train station. — Group businesses near each other which can benefit from the same customers. — Build spaces that promote accidental networking.
Improved connectivity to regional Victoria	— Boost regional communities and businesses. — Provide better short-term access to regional Victoria (e.g., day trips). — Build good car parking capacity at the train station for this purpose.

Table 2:   Key qualitative feedback about the proposed priority outcomes for Clayton

Monash

A total of **38 people** provided feedback for Monash during this phase of engagement.

Respondents were very supportive of the draft ambition statement for Monash. Some respondents noted it promotes Monash as an employment cluster and recognises the need for better public transport services, while other respondents felt it could better describe the Monash precinct's identity beyond the presence of Monash University.

Respondents weighted the proposed priority outcomes for Monash evenly, with a slight and equal preference for 'Capacity for future employment and industry' and 'Improved connectivity to jobs and services'.

Proposed priority outcomes for Clayton

Number of people who prioritised each priority outcome

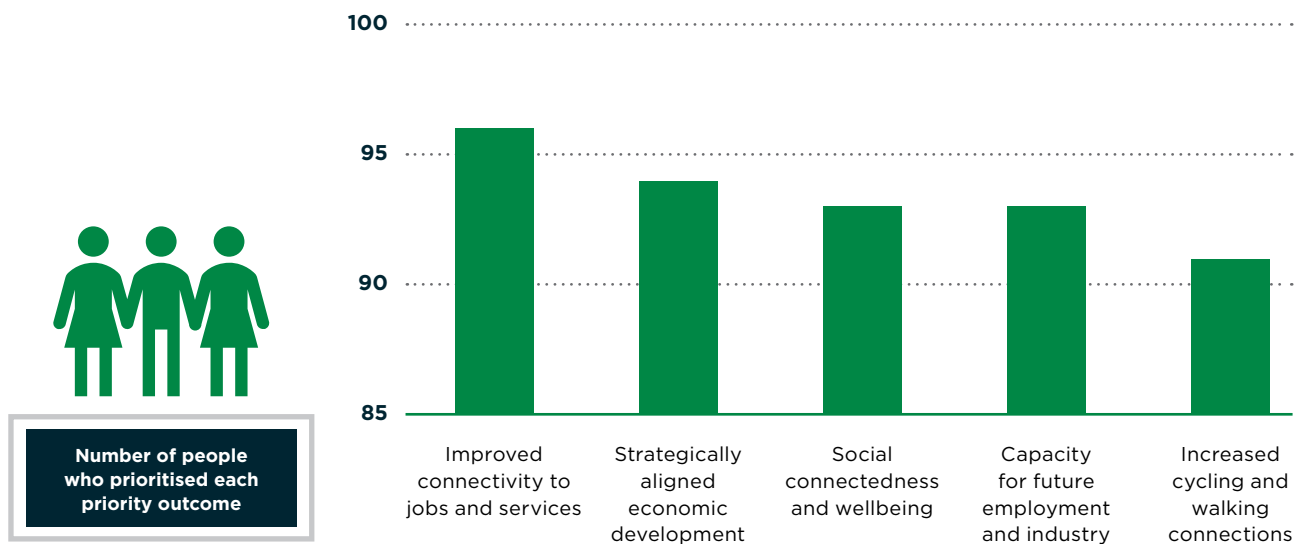| | Capacity for future employment and industry | Improved connectivity to jobs and services | Increased cycling and walking connections | Social connectedness and wellbeing | Strategically aligned economic development |

Figure 5: How respondents weighted each proposed priority outcome for Monash

The following table describes the key feedback themes from comments relating to the proposed priority outcomes for Monash.

Key feedback themes	Feedback
Capacity for future employment and industry	— Facilitate opportunities for cross-pollination of ideas and innovation. — Promote better connection between Monash University and surrounding business and industry. — Build office spaces and transport connections that support the emergence of research and development and new businesses.
Improved connectivity to jobs and services	— Offer more frequent transport services. — Reduce worker and resident reliance on cars. — Build safe and easy connections between public transport services.
Increased cycling and walking connections	— Build walking and cycling infrastructure that connects all areas of the precinct, including from Monash University to the wider precinct. — Lower speed limits to protect cyclists. — Separate walking and cycling infrastructure from car traffic.
Social connectedness and wellbeing	— Create spaces that welcome diversity. — Better transport connections to the rest of the City of Melbourne will mean Monash is less isolated. — Build indoor and outdoor spaces where people can gather and 'recharge'.
Strategically aligned economic development	— Boost innovation, industry and education through development. — Leverage the unique character of the Monash precinct. — Build spaces that encourage collaboration between different sectors and industries.

Table 3:   Key qualitative feedback about the proposed priority outcomes for Monash

Glen Waverley

A total of **100 people** provided feedback for Glen Waverley during this phase of engagement.

Respondents generally supported the draft ambition statement for Glen Waverley. Some respondents said it provides an achievable vision for the future, while other respondents felt it does not cover all of the elements important to them for developing the precinct.

Respondents weighted the proposed priority outcomes for Glen Waverley evenly, with a slight preference for 'Improved connectivity to jobs and services'.

Proposed priority outcomes for Glen Waverley

Number of people who prioritised each priority outcome

|	Improved connectivity to jobs and services	Strategically aligned economic development	Social connectedness and wellbeing	Capacity for future employment and industry	Increased cycling and walking connections
Value	96	94	93	93	91

Figure 6: How respondents weighted each proposed priority outcome for Glen Waverley

The following table describes the key feedback themes from comments relating to the proposed priority outcomes for Glen Waverley.

Key feedback themes	Feedback
Improved connectivity to jobs and services	— Enable people to access jobs and careers closer to home. — Provide cheaper commuter car parking at public transport services. — Reduce traffic congestion.
Strategically aligned economic development	— Encourage people to shop locally, to enhance the livelihoods and wellbeing of people in the area. — Provide higher density housing and offices. — Cater for the population's needs closer to home (e.g., medical, retail).
Social connectedness and wellbeing	— Build a 'public square'. — Ensure peoples' needs are affordable and accessible. — Create community hubs and social spaces that are both indoor and outdoor.
Capacity for future employment and industry	— Build mixed-use developments that include shops and cafes as well as offices and homes. — Facilitate connection between business hubs and nearby business and innovation hubs such as Monash and Clayton. — Build more and enhance the current training and education facilities in Glen Waverley.
Increased cycling and walking connections	— Provide cycling infrastructure that is separate from roads. — Create safer pedestrian and cycling connections, particularly between public transport services. — Reduce car traffic in Glen Waverley to create a better experience for pedestrians (less noise, emissions and safer).

Table 4:   Key qualitative feedback about the proposed priority outcomes for Glen Waverley

Burwood

A total of **98 people** provided feedback for Burwood during this phase of engagement.

Respondents generally supported the draft ambition statement for Burwood. Some respondents felt it protects the importance of Burwood's natural environment, such as Gardiners Creek, while others said the statement was too broad.

Respondents weighted the proposed priority outcomes for Burwood evenly, with a slight preference for 'Increased cycling and walking connections' and 'Enhanced environment and biodiversity'.

Proposed priority outcomes for Burwood

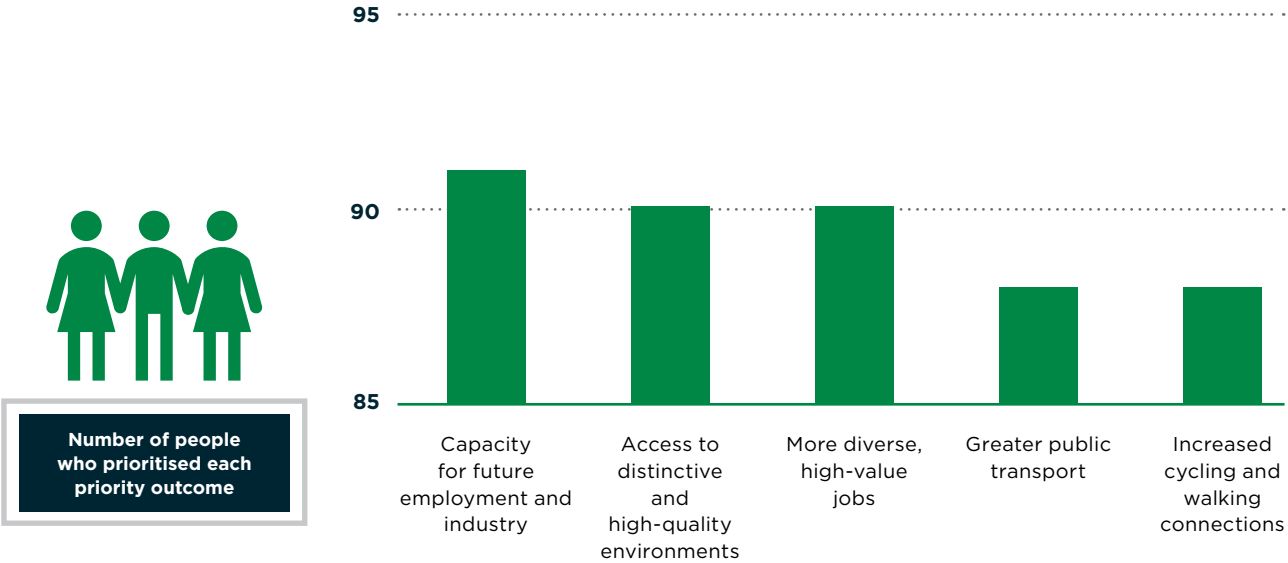Number of people who prioritised each priority outcome
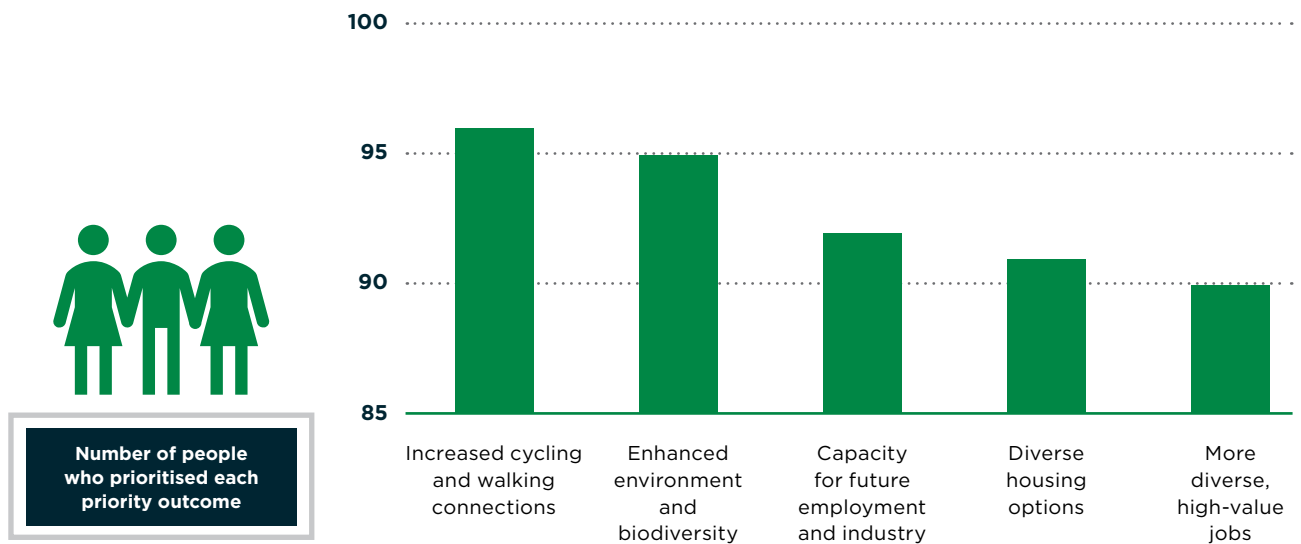
Figure 7: How respondents weighted each proposed priority outcome for Burwood

The following table describes the key feedback themes from comments relating to the priority outcomes for Burwood.

Key feedback themes	Feedback
Increased cycling and walking connections	— Build more bike lanes along major roads, that are physically separated from the road. — Create good pedestrian and cyclist connections to the city, nearby neighbourhoods, and open space and recreational facilities. — Make pedestrian and cyclist pathways safer and better quality, including better lighting and lower speed limits for cars.
Enhanced environment and biodiversity	— Protect bushland and other wildlife habitats in and around Burwood. — Create spaces for children to engage with the natural environment through play. — Plan properly to ensure high and medium density development does not negatively impact Burwood's natural environment.
Capacity for future employment and industry	— Create business parks and innovation hubs. — Support the creative and tech industries. — Support business hubs with nearby hospitality and retail options.
Diverse housing options	— Build long standing, good quality houses with sustainable materials. — Provide a greater mix of housing types (e.g., housing options for families, couples and singles on varying incomes). — Encourage the community to make use of shared spaces.
More diverse, high-value jobs	— Encourage connection and collaboration between educators and industry. — Enable access to secure employment supported by easy and affordable travel and housing options. — Attract talent and skilled workers across a variety of industries.

Table 5:   Key qualitative feedback about the proposed priority outcomes for Burwood

Box Hill

A total of **95 people** provided feedback for Box Hill during this phase of engagement.

Respondents generally supported the draft ambition statement for Box Hill. Some respondents commented that it clearly identifies a future direction for the Box Hill precinct while others felt the description of Box Hill as 'leafy and green' is at odds with the current density, noting they feel there is a lack of green space in the area currently.

Respondents weighted the proposed priority outcomes for Box Hill evenly, with a slight preference for 'Capacity for future employment and industry'.

Proposed priority outcomes for Box Hill

Number of people who prioritised each priority outcome

Figure 8: How respondents weighted each proposed priority outcome for Box Hill

The following table describes the key feedback themes from comments relating to the proposed priority outcomes for Box Hill.

Key feedback themes	Feedback
Capacity for future employment and industry	— Bring businesses and services closer to peoples' homes. — Allow for coordination between educators and jobs/careers providers. — Build more primary schools.
Access to distinctive and high-quality environments	— Build safer and more attractive public spaces and streetscapes. — Provide good quality outdoor, green spaces for people to gather. — Include a mix of low, medium, and high-density living options.
More diverse, high-value jobs	— Attract more medium and large businesses to the area. — Enable residents to access high paying jobs closer to home. — Create spaces for innovation (e.g., technology or science).
Greater public transport	— Reduce reliance on cars for accessing work. — Provide more frequent and more reliable public transport services. — Extend public transport service hours to operate 24-hours.
Increased cycling and walking connections	— Make active transport infrastructure safer, including wider and separated from road traffic. — Build more active transport connections between regularly used public spaces such as parks and recreational facilities. — Build more open space to encourage an active population.

Table 6:   Key qualitative feedback about the proposed priority outcomes for Box Hill

Phase one engagement: Refining the visions

Overview of engagement activities and participation

This phase of engagement ran from **December 2023 to March 2024.**

During this phase of engagement, we sought feedback on draft precinct visions, refined our understanding of opportunities and challenges, and explored ideas for each neighbourhood with the community based on values and needs.

Draft Precinct Vision documents for each precinct were released in December 2023 to guide engagement during this phase.

Engagement for this phase was largely conducted online via an interactive website supported by in-person engagement activities.

Section 3 of this report provides a summary of key findings and feedback received as part of this engagement phase.

Online engagement

An interactive website was developed specifically to gather feedback on the SRL Draft Precinct Visions from **Sunday 3 December 2023** to **Sunday 3 March 2024.** This phase of engagement ran for an extended period to account for the December holidays and provide ample time for the community to submit feedback.

This engagement sought participation from communities in and around the SRL East Precincts via online 'emoticon' prompts broken into two parts. Part one sought feedback on preliminary ideas for changes to each precinct, and part two sought feedback on opportunity areas identified within each precinct for growth and development.

Respondents were also able to provide general feedback. Feedback could be submitted via emoticon and free text format and information was available in English, Greek, Traditional Chinese and Simplified Chinese.

This report provides a summary of key findings from the feedback received via the interactive website for each SRL East Precinct.

In total 2,457 contributions were made regarding the preliminary ideas and 864 contributions were made regarding the opportunity areas. Including 91 general feedback comments, the total responses received reached 3,412 responses. A breakdown of responses by precinct is detailed in Figures 10, 11 and 12.
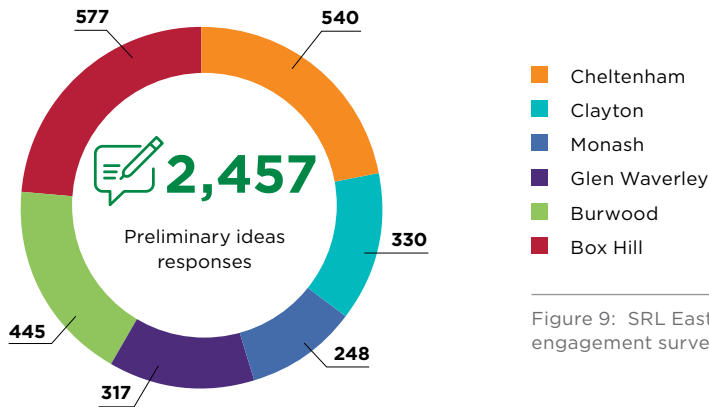
Preliminary ideas responses

2,457
Preliminary ideas responses

- 577
- 540
- 330
- 248
- 317
- 445

Legend:
- Cheltenham
- Clayton
- Monash
- Glen Waverley
- Burwood
- Box Hill

Figure 9: SRL East 'Refining the visions' engagement survey results

Opportunity areas responses
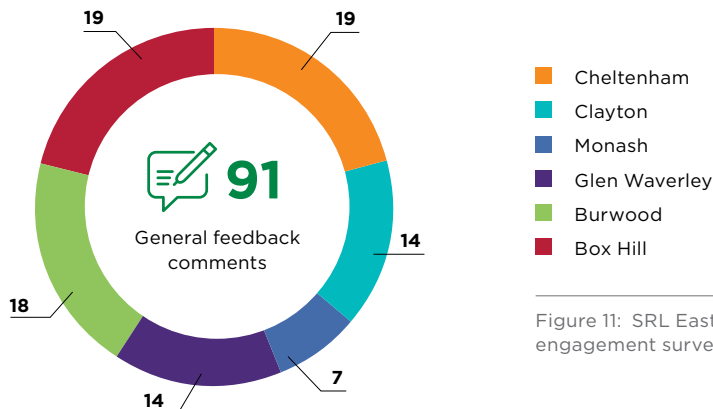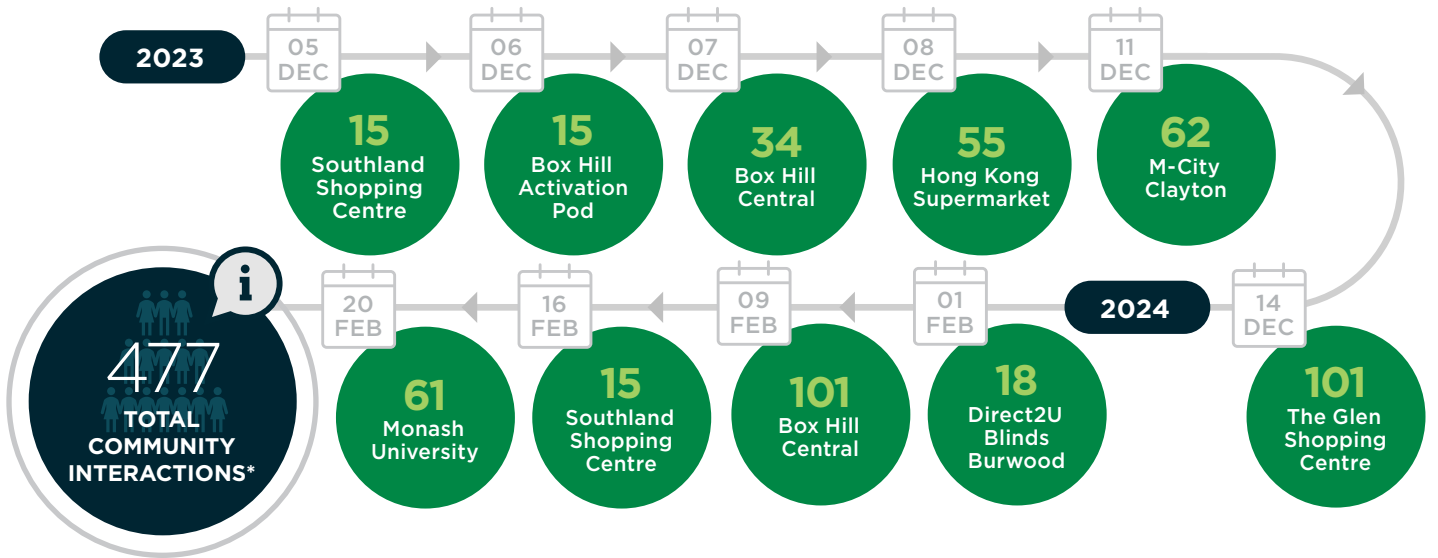
Legend:
- Cheltenham
- Clayton
- Monash
- Glen Waverley
- Burwood
- Box Hill

Figure 10: SRL East 'Refining the visions' engagement survey results

864
Opportunity areas responses

- 177
- 197
- 130
- 89
- 119
- 152

General feedback comments

91
General feedback comments

- 19
- 19
- 14
- 7
- 14
- 18

Legend:
- Cheltenham
- Clayton
- Monash
- Glen Waverley
- Burwood
- Box Hill

Figure 11: SRL East 'Refining the visions' engagement survey results

In-person engagement
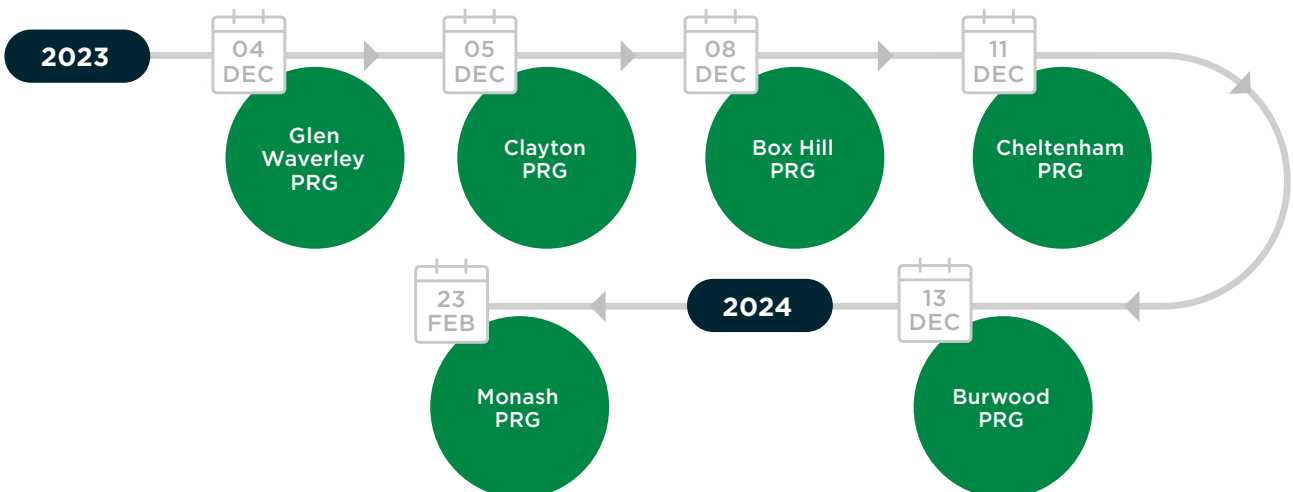
Community pop-up sessions

Across **December 2023 and February 2024**, the project team interacted with more than 477 community members during ten pop-up sessions held across Melbourne's south-east.

2023

05 DEC	06 DEC	07 DEC	08 DEC	11 DEC
15 Southland Shopping Centre	**15** Box Hill Activation Pod	**34** Box Hill Central	**55** Hong Kong Supermarket	**62** M-City Clayton

477 TOTAL COMMUNITY INTERACTIONS*

20 FEB	16 FEB	09 FEB	01 FEB	**2024**	14 DEC
61 Monash University	**15** Southland Shopping Centre	**101** Box Hill Central	**18** Direct2U Blinds Burwood		**101** The Glen Shopping Centre

In addition to these dedicated pop-up sessions, we also interacted with the community at information sessions and community festivals and events about upcoming project works. These discussions included conversations about the Draft Precinct Visions.

Precinct Reference Group workshops

In addition to pop-up information sessions, we also ran workshops with the Precinct Reference Group (PRG) for each SRL East Precinct, to gather their feedback on the Draft Precinct Visions.

2023

04 DEC	05 DEC	08 DEC	11 DEC
Glen Waverley PRG	Clayton PRG	Box Hill PRG	Cheltenham PRG

23 FEB	**2024**	13 DEC
Monash PRG		Burwood PRG

Stakeholder engagement

While community consultation was open, we ran a concurrent stakeholder engagement program which welcomed submissions from interested stakeholders.

Stakeholder engagement included meetings and workshops with councils and universities. Submissions were provided by 16 stakeholders during this phase of engagement.

These are listed below, alongside the key themes covered by each submission.

Stakeholder	Key themes addressed
Kingston City Council	— Communications and engagement, Precinct boundaries, Housing and development, Transport, Economy and employment, Amenity
Monash City Council	— Communications and engagement, Economy and employment, Transport, Housing and development, Amenity, Precinct boundaries
Whitehorse City Council	— Communications and engagement, Amenity, Housing and development, Transport, Economy and employment, Precinct boundaries
APH Holding	— Housing and development
Box Hill Baptist Church	— Housing and development, Economy and employment, Social procurement, Amenity
Ethos Urban	— Housing and development, Transport, Economy and employment
Friends of Gardiners Creek	— Precinct boundaries, Amenity
Housing Industry Association	— Housing and development
Holder East	— Precinct boundaries
KooyongKoot Alliance	— Amenity, Transport
Melbourne Water	— Water management, Amenity
Pennydale Residents Action Group (PRAG)	— Communications and engagement, Amenity, Transport, Housing and development, Precinct boundaries
Property Council of Australia	— Housing and development, Economy and employment
Ratio	— Housing and development
Scentre Group	— Housing and development, Transport
Surrey Hills & Mont Albert Progress Association	— Communications and engagement, Precinct boundaries, Amenity, Transport, Economy and employment

What we heard

Community feedback generally related to the broad themes of connectivity, liveability and productivity.

Specific feedback varied across the six precincts and has been summarised below.

Cheltenham

In total **756 feedback responses** were received for Cheltenham.

Tables 7 and 8 show community sentiment for the preliminary ideas and opportunity areas proposed for Cheltenham.

Preliminary idea

Q: Do you support this preliminary idea?	🙂	😐	☹️	Total
1 Create an urban square and town centre at the new SRL station at Cheltenham	**60%**	8%	31%	**518**
2 Encourage future growth within and between the existing activity centres at Highett, Southland and Cheltenham	**54%**	14%	31%	**515**
3 Leverage the Bayside Business District and Moorabbin Industrial Area to support jobs growth	**61%**	17%	21%	**521**
4 Enhance Bay Road as a gateway to the new SRL station at Cheltenham	**59%**	10%	31%	**524**
5 Improve movement and connectivity across the precinct	**72%**	8%	21%	**521**
6 Enhance Nepean Highway	**66%**	8%	26%	**525**

Table 7:   Community sentiment for the preliminary ideas for Cheltenham

Opportunity area

Q: Do you agree with this opportunity area?		🙂	😐	☹️	Total
1	Cheltenham Precinct Core	62%	11%	27%	185
2	Southland Shopping Centre	74%	11%	15%	185
3	Cheltenham Activity Centre	64%	10%	26%	186
4	Highett	57%	14%	29%	187
5	Pennydale	64%	13%	22%	183
6	Nepean Highway East	57%	17%	26%	183
7	Bayside Business District	64%	17%	19%	184
8	Moorabbin Industrial Area	66%	14%	20%	184

Table 8:   Community sentiment for the opportunity areas for Cheltenham

Comments we received for Cheltenham included

Connectivity

— Public transport services should increase in frequency, in line with population growth.

— An easy and accessible interchange is required between transport services.

— Safer walking and cycling connections are needed to encourage use, particularly over and around the Nepean Highway and the railway line in Pennydale.

— Traffic flow should be maintained, and congestion eased.

— Concerns about any impacts to Bay Road.

Liveability

— Public open space in Cheltenham should be retained, particularly Sir William Fry Reserve.

— Cheltenham has a 'leafy, green' character that should be maintained.

— Concerns that increased density will lead to overpopulation in Cheltenham.

Productivity

— Jobs and employment should be in close proximity to the station.

Clayton

In total **474 feedback responses** were received for Clayton.

Tables 9 and 10 show community sentiment for the preliminary ideas and opportunity areas proposed for Clayton.

Preliminary idea

Q: Do you support this preliminary idea?	🙂	😐	☹️	Total
1 Development of SRL station	**77%**	8%	15%	**319**
2 Improve north-south connections to enhance the user's experience	**84%**	6%	10%	**323**
3 Expand the health precinct to support clustering of health and community services	**85%**	6%	9%	**324**
4 Support the intensification of employment clusters to support local businesses	**77%**	12%	11%	**319**
5 Link strategic sites with the station to improve connections	**80%**	7%	13%	**323**
6 Identify links between Clayton and Monash to improve connectivity	**87%**	4%	9%	**322**

Table 9:   Community sentiment for the preliminary ideas for Clayton

Opportunity area

Q: Do you agree with this opportunity area?

	Opportunity area	😀	😐	☹️	Total
1	Clayton Central	**86%**	5%	9%	**122**
2	Health Neighbourhood	**84%**	8%	8%	**122**
3	Central Residential	**74%**	15%	12%	**121**
4	Audsley Street	**74%**	16%	11%	**122**
5	Clayton Edge	**77%**	13%	10%	**124**
6	Central South	**73%**	16%	11%	**126**
7	Meade Reserve Residential and Clayton Edge North	**73%**	14%	13%	**122**

Table 10: Community sentiment for the opportunity areas for Clayton

Comments we received for Clayton included

Connectivity

— Cycling lanes should be separate and protected from road traffic.

— Changes to traffic conditions should not worsen road and parking congestion.

— Ensure easy and seamless interchange between transport services.

Liveability

— Need for more affordable housing and student housing.

— Support for higher density residential zones in Clayton.

— Enhance the design and appearance of built form in Clayton.

— Build quality public spaces that incorporate art and culture.

Sustainability

— Build using sustainable materials and for longevity.

— Create urban spaces that are sustainable and resilient.

Monash

In total **344 feedback responses** were received for Monash.

Tables 11 and 12 show community sentiment for the preliminary ideas and opportunity areas proposed for Monash.

Preliminary idea

Q: Do you support this preliminary idea?	🙂	😐	☹️	Total
1 Create a new town centre in the Monash precinct	**80%**	8%	12%	**236**
2 Activate streets to make moving between destinations a connected experience	**83%**	5%	12%	**235**
3 Encourage innovation clusters that support economic growth	**79%**	13%	9%	**235**
4 Improve movement and connections across the precinct	**84%**	5%	11%	**237**
5 Create greener streets that include increased vegetation and reduced hard surfaces	**87%**	3%	10%	**237**
6 Drive productivity and economic growth	**84%**	6%	10%	**235**

Table 11:   Community sentiment for the preliminary ideas for Monash

Opportunity area

Q: Do you agree with this opportunity area?	🙂	😐	☹️	Total
1 Monash University and CSIRO	**82%**	9%	8%	**85**
2 Monash Central	**89%**	1%	10%	**84**
3 Employment Growth	**86%**	6%	8%	**84**
4 Blackburn Road North	**74%**	15%	11%	**84**
5 Notting Hill Residential	**79%**	7%	14%	**84**
6 Nanotech Neighbourhood	**83%**	7%	10%	**86**
7 Blackburn Road South Residential	**82%**	7%	11%	**84**
8 Clayton North Residential	**79%**	10%	12%	**84**

Table 12: Community sentiment for the opportunity areas for Monash

Comments we received for Monash included

Productivity

— Support for an employment hub in Monash.

— Support for innovation clusters and public spaces that encourage collaboration.

— Positive sentiment for a precinct that supports small business.

Liveability

— Higher density living should be proportionately offset by open space and recreation facilities.

— Increase the amount of student housing near Monash University.

— Better integrate the University precinct with the surrounding neighbourhood.

Connectivity

— Public transport services should be connected by cycling and walking infrastructure.

— Provide more transport options in the Monash precinct.

Glen Waverley

In total **450 feedback responses** were received for Glen Waverley.

Tables 13 and 14 show community sentiment for the preliminary ideas and opportunity areas proposed for Glen Waverley.

Preliminary idea

Q: Do you support this preliminary idea?	🙂	😐	☹️	Total
1 Revitalise central Glen Waverley by enhancing transport choice	**76%**	7%	16%	**305**
2 Support the heart of Glen Waverley to grow	**71%**	10%	18%	**305**
3 Expand the employment capacity and diversity of existing areas near Waverley Road and within central Glen Waverley	**74%**	11%	16%	**302**
4 Connect central Glen Waverley and the new transport hub into the surrounding network of green and active transport corridors	**80%**	6%	14%	**305**
5 Facilitate housing choice and improve affordability by supporting growth in residential development	**59%**	14%	26%	**303**
6 Better connect the precinct's two centres of activity at Syndal and Glen Waverley	**68%**	16%	16%	**304**

Table 13:   Community sentiment for the preliminary ideas for Glen Waverley

Opportunity area

Q: Do you agree with this opportunity area?	😊	😐	☹️	Total
1 Central Glen Waverley	**74%**	5%	21%	**107**
2 O'Sullivan Road Residential	**66%**	10%	24%	**108**
3 Montclair Residential	**63%**	11%	26%	**109**
4 Springvale Road East	**66%**	10%	24%	**108**
5 Waverley and Aristoc Road	**71%**	7%	21%	**107**
6 High Street Road North	**65%**	8%	27%	**109**
7 Syndal	**69%**	9%	22%	**114**

Table 14: Community sentiment for the opportunity areas for Glen Waverley

Comments we received for Glen Waverley included

Connectivity

— Improve pedestrian safety and ease of movement around the precinct, particularly around Blackburn Road.

— Reduce traffic congestion and parking demand by offering a variety of public transport options.

Liveability

— Increase the amount of green space and public open space in the precinct.

— Opportunity to improve the streetscapes on Springvale Road and Kingsway.

— Support for a town centre or plaza instead of Glen Waverley's current linear form.

Productivity

— Support for mixed-use developments.

— Support for increasing the amount of civic entertainment, retail and hospitality space.

Burwood

In total **615 feedback responses** were received for Burwood.

Tables 15 and 16 show community sentiment for the preliminary ideas and opportunity areas proposed for Burwood.

Preliminary idea

Q: Do you support this preliminary idea?	🙂	😐	🙁	Total
1 Embrace the opportunity presented by the new SRL station to establish a new mixed-use centre	**61%**	11%	28%	**428**
2 Extend and enhance the natural features of Gardiners Creek	**82%**	3%	14%	**431**
3 Enhance Burwood Highway, Highbury Road and Elgar Road corridors	**56%**	11%	32%	**431**
4 Support the growth of the education precinct	**64%**	12%	24%	**430**
5 Support job growth across the precinct	**63%**	12%	25%	**431**
6 Enable greater housing choice	**52%**	12%	37%	**436**

Table 15: Community sentiment for the preliminary ideas for Burwood

Opportunity area

Q: Do you agree with this opportunity area?	🙂	😐	☹️	Total
1 New Burwood central area	53%	11%	36%	140
2 Central campus	56%	12%	32%	137
3 Burwood Highway East	57%	9%	34%	140
4 Station West	46%	11%	43%	140
5 Burwood Economic Cluster	53%	8%	40%	139
6 Highbury Enterprise Precinct	52%	13%	35%	141
7 Burwood Highway West	58%	7%	35%	139
8 Creekside Neighbourhood	52%	8%	40%	142

Table 16: Community sentiment for the opportunity areas for Burwood

Comments we received for Burwood included

Liveability

— Support for increased density and a greater variety of housing types.

— Need to protect and maintain Burwood's natural environment, particularly Gardiners Creek.

— Develop precinct design that is accessible for people with diverse needs.

Connectivity

— Reduce traffic congestion.

— Improve pedestrian movement over and around Burwood Highway.

— Extend tram routes to connect Burwood to surrounding neighbourhoods.

Productivity

— Support for developing vacant land for retail, hospitality or office use.

— Support for new developments to be mixed-use.

Box Hill

In total **773 feedback responses** were received for Box Hill.

Tables 17 and 18 show community sentiment for the preliminary ideas and opportunity areas proposed for Box Hill.

Preliminary idea

Q: Do you support this preliminary idea?	🙂	😐	☹️	Total
1 An enhanced city-scale, urban core	**67%**	12%	21%	**558**
2 Recast Whitehorse Road as a people-focused boulevard	**67%**	10%	23%	**561**
3 Reinforce Box Hill's identity as a state significant health and education precinct	**81%**	10%	10%	**563**
4 Improve the supply of medium density housing	**58%**	14%	28%	**564**
5 Connect places and improve access throughout Box Hill	**77%**	9%	15%	**560**
6 Better link local neighbourhoods with services	**76%**	8%	15%	**557**

Table 17:   Community sentiment for the preliminary ideas for Box Hill

Opportunity area

Q: Do you agree with this opportunity area?	😊	😐	☹️	Total
1 Central Box Hill	**76%**	8%	16%	**167**
2 Health and Education	**85%**	7%	9%	**163**
3 Box Hill Gardens	**66%**	15%	19%	**166**
4 Civic Precinct and Whitehorse Road East	**68%**	16%	16%	**164**
5 Ellingworth Enterprise District	**66%**	20%	14%	**163**
6 Surrey Park and Station Street South	**68%**	12%	20%	**164**
7 Prospect Street and Whitehorse Road West	**71%**	15%	14%	**163**
8 Residential East	**66%**	15%	19%	**156**

Table 18: Community sentiment for the opportunity areas for Box Hill

Comments we received for Box Hill included

Liveability

— Support for a greater variety of housing types in the precinct.

— Build more open space in Box Hill and protect Box Hill Gardens.

— Build open and inviting streetscapes.

Connectivity

— Increase public transport options to cater for increased population.

— Extend tram routes to connect Box Hill to surrounding neighbourhoods.

— Increase walking and cycling movement around the precinct, particularly in the centre of Box Hill.

Productivity

— Support for increasing education opportunities in Box Hill.

— Support for a greater variety of employment types in Box Hill.

— Ensure provision of community services can meet demand.

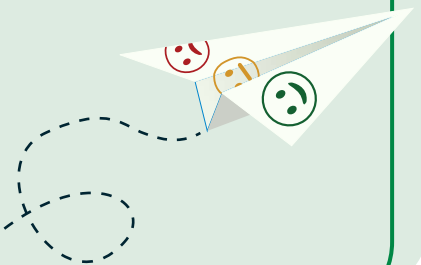# How your feedback is helping to shape future precincts

Community and stakeholder feedback is vital and will inform the development of planning tools and their supporting policies to guide planning and decision making – ensuring coordination and collaboration between community and stakeholders to achieve the best outcomes for the community.

Feedback from this phase of engagement will be used to inform the development of final precinct visions and both the structure plans and planning scheme amendments for each SRL East Precinct.

The final precinct visions and both the draft structure plans and planning scheme amendments will be placed on public exhibition for further feedback in late 2024 / early 2025.

We would like to thank everyone who has contributed feedback to date.

There will be more opportunities for people to provide their feedback throughout the structure planning process.