



Artist's impression

# **SRL East Background Report Burwood**

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# 1. Introduction

## 1.1 Overview

Suburban Rail Loop (SRL) will transform Melbourne's rail network, change how people move around the city and contribute to reshaping Melbourne into a 'city of centres' – with vibrant centres outside the inner city providing high-quality jobs and more housing choices in well-designed and well-connected neighbourhoods.

As Melbourne grows to a population of 9 million by the mid-2050s, planning for the city's future must cater for growth in ways that maintain the city's liveability, deliver more homes where people want to live and give households access to jobs, services and opportunities. SRL will help to manage this growth by establishing a connected corridor of centres across the city that can host more people, more jobs and more services, and provide new housing choices and affordable living options in attractive, highly accessible urban areas.

SRL East extends from Cheltenham in Melbourne's south east to Box Hill in the east, with new underground stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill. These centres will help meet population and employment growth demands in a sustainable manner. Planning for SRL East considers how these centres can leverage the improved access and convenience delivered by the project to catalyse opportunities for residents, workers, communities and businesses.

Draft Structure Plans have been prepared to guide growth and change in the areas surrounding each SRL East station. The Draft Structure Plan set out a Vision for each area, with objectives, strategies and actions to achieve the Vision.

This Background Report supports the Draft Burwood Structure Plan. It sets out the context of the SRL station at Burwood and summarises the policies, technical investigations and assessments that informed the Draft Burwood Structure Plan. Future directions to achieve the Vision for Burwood are described.

Statistics and other numbers in this Background Report are generally approximate and have been rounded out. This means some numbers may vary across the different Technical Reports summarised for this report.

## 1.2 Suburban Rail Loop

SRL establishes a networked corridor of centres outside Melbourne's central business district (CBD) and links every major metropolitan rail line from the Frankston Line to the Werribee Line. Three transport super hubs at Clayton, Broadmeadows and Sunshine will connect with regional rail services, so passengers outside Melbourne no longer have to travel through the CBD to reach destinations in the suburbs.

SRL is an integrated transport and land use program that will extend over 30 years. The program has four discrete rail projects, as shown in Figure 1:

1. SRL East – Cheltenham to Box Hill
2. SRL North – Box Hill to Melbourne Airport
3. SRL Airport – Melbourne Airport to Sunshine, being delivered as part of the Melbourne Airport Rail Project by the Victorian Infrastructure Delivery Authority (VIDA)
4. SRL West – Sunshine to Werribee.

The SRL concept route is reflected in State Planning Policy and *Plan Melbourne 2017–2050: Addendum 2019* and underpinned by the *Suburban Rail Loop Act 2021* (Vic) (SRL Act).

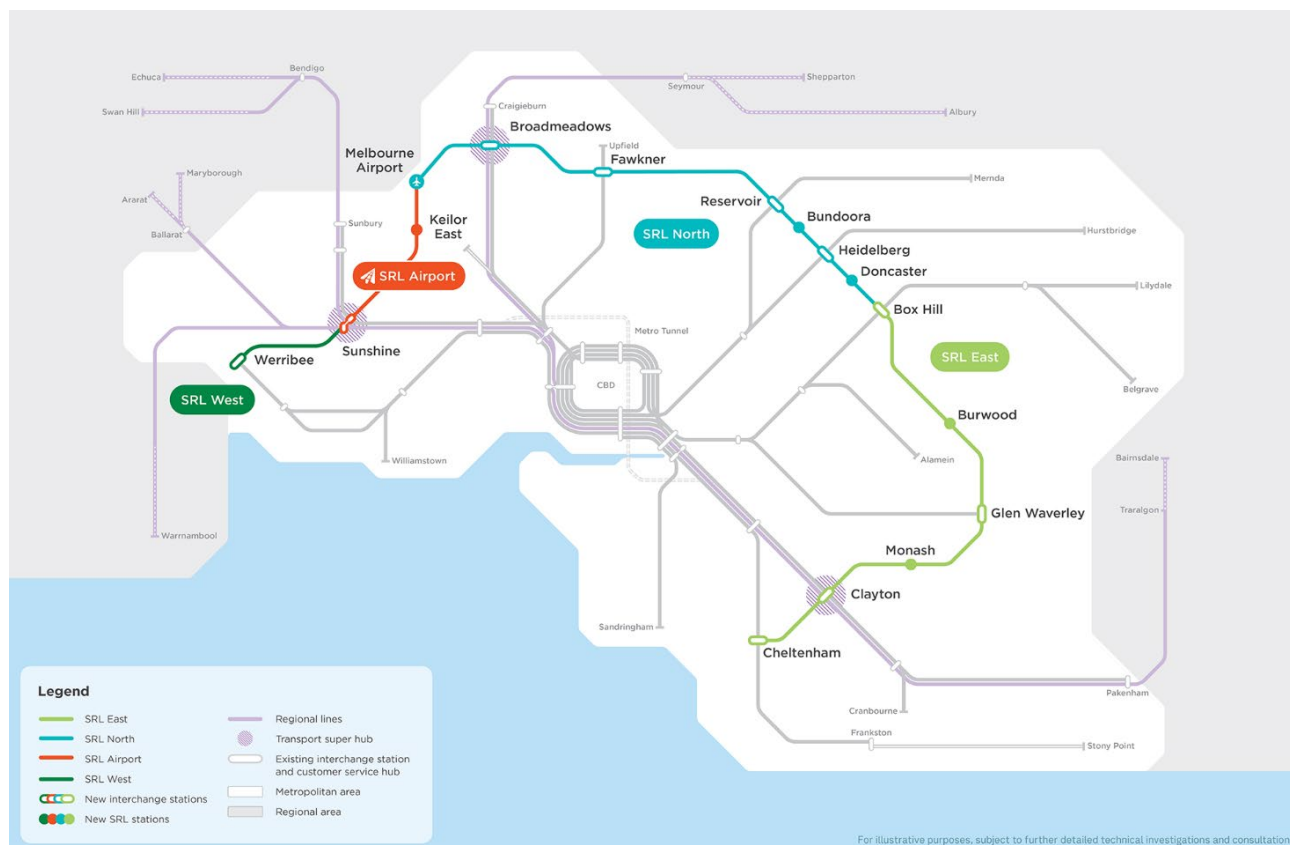
SRL East rail, stations and associated infrastructure were the subject of a comprehensive Environment Effects Statement (EES) assessment process under the *Environment Effects Act 1978* (Vic) and subsequent approval under the *Planning and Environment Act 1987* (Vic). This included an Inquiry and Advisory Committee hearing into the environmental effects of the project and consideration of the draft Planning Scheme Amendment exhibited with the EES. The Inquiry and Advisory Committee's report dated 23 June 2022 together with the EES were considered by the Minister for Environment and Climate Action (who jointly administered the Environment Effects Act with the Minister for Planning) culminating in the Minister's assessment report dated 5 August 2022.

The Minister's assessment provided recommendations about the design, construction and operation of the SRL East rail, stations and associated infrastructure and the management of potential environmental effects and impacts. The Minister's assessment also made a number of recommendations and observations in relation to precinct planning.



The Minister for Planning subsequently approved the Planning Scheme Amendment for SRL East with regard to the Minister’s assessment of the EES. More information on the SRL East project approvals and how the relevant recommendations or observations from the Minister’s assessment were considered or addressed in the preparation of the Draft Burwood Structure Plan is provided in Appendix A.

Information about SRL is provided at [Victoria’s Big Build: Suburban Rail Loop](#).



**Figure 1 Suburban Rail Loop**

### 1.3 Planning for SRL East

The SRL Act facilitates the planning and delivery of SRL and associated developments. The SRL Act establishes the Suburban Rail Loop Authority (SRLA) and provides SRLA with the functions and powers it needs to plan, deliver and manage SRL and associated developments.

The SRL program objectives at section 5 of the SRL Act includes to integrate the new rail line with existing and planned public transport and road networks and ‘facilitate sustainable population growth, urban renewal and improved liveability’. These objectives are to be achieved alongside other objectives such as coordinated delivery of transport and non-transport infrastructure and ‘*facilitating greater employment activity and investment throughout Victoria*’.

In December 2023, the Minister for SRL declared a Planning Area surrounding each SRL East station under the SRL Act. The Planning Areas generally extend 1.6 kilometres around each SRL East station. Under the Planning and Environment Act, SRLA is a planning authority for these Planning Areas.

The Structure Plan Area is a smaller area within each declared Planning Area and is where the most change and development is expected to occur over the next decades. The approach to defining the Structure Plan Area is described in Guideline 2 of *Planning for SRL East Precincts: Guidelines for the preparation of Structure Plans*. Guideline 2 provides specific guidance for the preparation of the SRL East Structure Plans, including in respect of strategic context, the Structure Plan Areas, population and employment projections, and the Vision for each SRL East Planning Area.

Figure 2 shows the Draft Burwood Structure Plan Area and the Planning Area for Burwood.

This Background Report outlines relevant local issues and planning policies, key constraints and opportunities and describes how these have influenced the direction and content of the Draft Burwood Structure Plan. The accompanying technical assessments provide expert analyses of environmental, social and economic influences relevant to the area. The key findings of these assessments have been considered alongside existing planning strategies and community and stakeholder feedback in identifying implications and key directions for the Draft Burwood Structure Plan.

The Draft Burwood Structure Plan is accompanied by a Draft Implementation Plan that sets out all actions within the Draft Burwood Structure Plan and outlines the pathways, timing and responsibilities for delivering each action. The Draft Implementation Plan also identifies key projects planned for the Structure Plan Area and outlines the manner in which the projects will be delivered.

The Draft Burwood Structure Plan, Draft Burwood Implementation Plan and the Technical Reports referenced in this Background Report are available at <https://engage.vic.gov.au/suburban-rail-loop>.

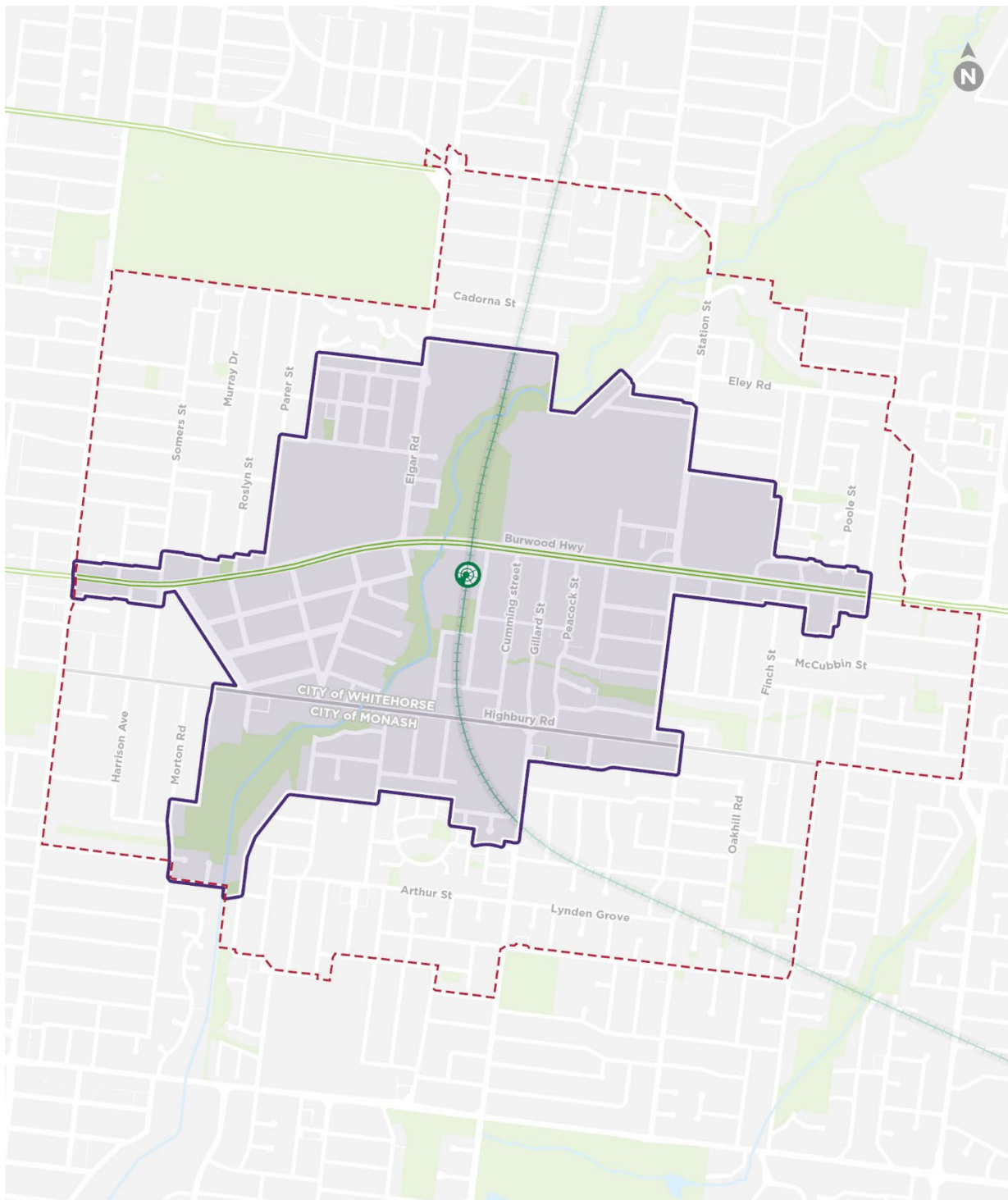
## 1.4 Housing and jobs for a growing population

SRL will be a catalyst for growth and change in Burwood by leveraging the presence of the station and positioning Burwood for the future as a thriving regional and economic hub and transport gateway with significant housing and employment opportunities.

Planning for the Burwood Structure Plan Area considers population and employment growth projections to 2041, as the first steps in long-term change stimulated by SRL East. The Burwood Structure Plan Area is envisaged to accommodate:

- Population growth from approximately 5,300 in 2021 (ABS 2021 Census) to 11,100 in 2041
- More than double the number of dwellings from approximately 2,100 in 2021 to 4,700 in 2041 – helping to achieve the housing target to 2051 for Monash (72,000) and Whitehorse (79,000) established by the Victorian Government
- A significant increase in the proportion of high density dwellings from 10 per cent in 2021 to 61 per cent by 2041, including suitable housing to address housing affordability and support an ageing population, particularly around the new SRL East station
- A projected increase in jobs from approximately 9,000 in 2021 to 16,900 in 2041 – requiring additional floorspace with the greatest demand expected in the education sector
- Increased growth in the proportion of professional services jobs from 13 per cent to 21 per cent in 2041 – while education will remain dominant, comprising 38 per cent of jobs (declining from 44 per cent)
- Planning for over 25,300 additional trips to, from and within the Structure Plan Area during the morning peak period to support the combination of population and jobs growth to 2041
- Changes in the urban environment to provide adequate facilities and services for future residents and workers.

More detail about projected housing and employment floorspace growth in relation to setting future directions for the Draft Burwood Structure Plan is provided in Section 5. These projections also informed the technical assessments undertaken to support preparation of the Draft Burwood Structure Plan.



**Figure 2 Burwood Structure Plan Area and Planning Area**

### More homes, more choice in Melbourne's sought-after suburbs

As Australia's biggest housing project, SRL is helping to deliver more homes where they're needed, next door to jobs, services and public transport.

As Melbourne's population continues to grow, more housing is needed – and a greater choice in housing is required to meet the needs of the changing population.

Over the decade to June 2023, Melbourne experienced strong population growth of 1.8 per cent per annum. While the COVID-19 pandemic saw a short-term pause in population growth, the high rate of growth has resumed – reaching 3.3 per cent over the year 2022 to 2023. Within a decade, Melbourne is projected to officially be Australia's largest city and by the 2050s, almost 9 million people are expected to be living in Melbourne.

*Victoria's Housing Statement (May 2024)* aims to deliver 80,000 new homes each year across Victoria – building more affordable homes across the city and in places closer to where people work, with good access to transport options, shops, schools and health and community services.

The Housing Statement recognises that Melbourne's ongoing liveability depends on increasing housing supply while reducing urban sprawl. A growing population does not have to lead to more suburbs on the city fringes where the cost of new infrastructure is high and people must travel further to jobs and services.

'Unlocking' new spaces in established suburbs can provide more affordable housing – such as townhouses and apartments – in higher density communities.

Housing needs assessments prepared for the areas surrounding the SRL East stations have identified potential for an extra 24,600 new homes by 2041 – and more than 70,000 new homes over the next 30 years.

Burwood is well suited for housing growth, with multiple activity centres within walking distance of the new underground SRL station or nearby and access to jobs, education, services and open space.

The Burwood community has helped develop a Vision for Burwood, and more high-quality housing with more affordable choices is at the heart of this vision. Housing will drive the transformation of Burwood into a vibrant inclusive connected community over the coming decades.

More information on housing is provided in Section 5 of this report and in the *Housing Needs Assessment – Burwood*.

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

## 1.5 Engagement with the community

Community and stakeholder engagement helped inform the Vision for Burwood, the Draft Burwood Structure Plan and this Background Report. The engagement included face-to-face consultations as well as online surveys and other activities.

### 1.5.1 Establishing a shared vision

A Draft Vision was prepared for the Burwood Planning Area that identified the long-term aspirations for the broader area to guide planning and change over the coming decades. Community and stakeholder feedback helped refine the Vision and it was finalised in December 2024.

The Vision for Burwood outlines the long-term ambition to make the most of SRL opportunities and benefits – and how to accommodate the anticipated population growth over the coming decades. The Vision for Burwood builds on the ambitions set in the SRL Business and Investment Case (2021).

The Draft Burwood Structure Plan provides a detailed land use and built form planning framework so that planning decisions are consistent with the Vision for Burwood and support future community needs.

### 1.5.2 Structure Plan consultation

SRLA consulted with the community and stakeholders at each phase in the preparation of the Draft Burwood Structure Plan and this Background Report. The consultation helped identify what matters most to people about their local area and the issues and opportunities they see for the future.



The first phase of consultation comprised two parts. The first part from 29 August to 24 October 2023 sought input on ambition statements and priority outcomes for the neighbourhoods surrounding the SRL station. The second part from 3 December 2023 to 3 March 2024 sought feedback on the Draft Vision. This consultation helped refine SRLA's understanding of opportunities and challenges in the area, and explored place-shaping criteria based on values and needs.

The second phase of the consultation from April to May 2024 sought stakeholder and community feedback on proposed Key Directions to help achieve the Vision for Burwood. The proposed Key Directions aimed to address current and emerging challenges and meet the demand for greater housing choice and the needs of a growing population.

The two consultation phases helped identify economic and employment opportunities in the Burwood Structure Plan Area and determine current and future needs for housing, services and community infrastructure. The consultation also helped identify where and when development should occur, and in ways that respond to community values and needs as Burwood grows and changes over time.

Burwood Discussions were held with the City of Whitehorse and the City of Monash on matters such as land uses, built form (such as maximum building heights), transport and community infrastructure. These matters are described more in the relevant sections of this Background Report.

SRLA also convened seven Community Panels – one for each SRL station and one Youth Panel. This engagement explored the topics of transport, housing and community infrastructure in more detail, and how SRLA can deliver future precincts and neighbourhoods that reflect the needs and aspirations of local communities.

Relationships with Registered Aboriginal Parties and the Aboriginal community were established and their feedback on the Draft Visions and Key Directions was sought. This provided a valuable opportunity to expand the conversation and seek feedback on the structure planning process.

More information on the engagement is provided in the *SRL Structure Planning Engagement Report* at <https://engage.vic.gov.au/suburban-rail-loop>.



**Aerial view of Burwood Structure Plan Area and surrounds, looking east along Burwood Highway toward the Melbourne Central Business District**



## 2. Burwood context

This section discusses the existing regional and local context, community profile and site characteristics and attributes of the Burwood Structure Plan Area.

### 2.1 Regional context

The Burwood Structure Plan Area is located on the traditional lands and waterways of the Wurundjeri Woi Wurrung people of the Kulin Nation. The Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation is the Registered Aboriginal Party for the region containing the Burwood Structure Plan Area.

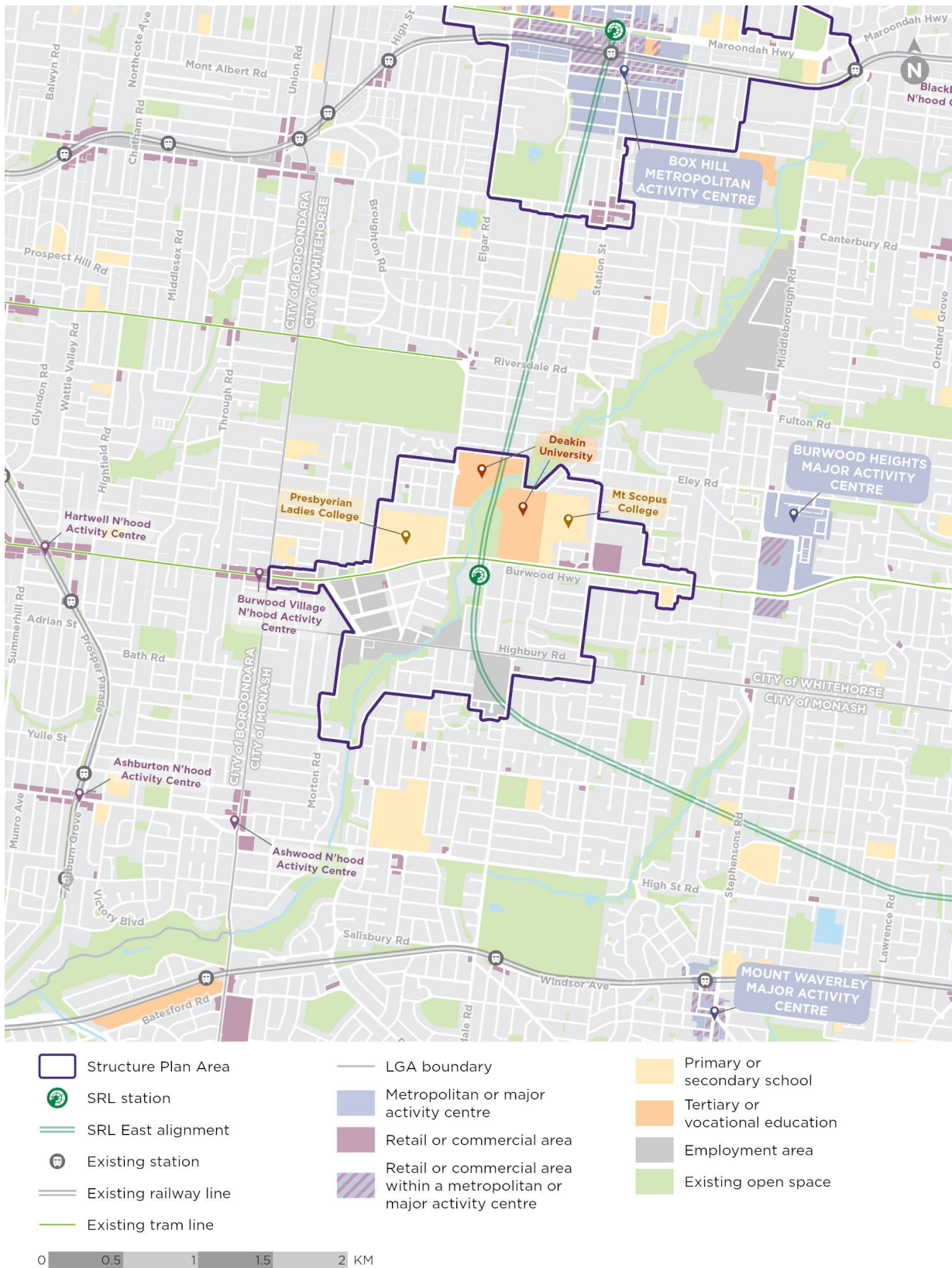
The Structure Plan Area is located about 12 kilometres east of the Melbourne CBD in the City of Whitehorse and the City of Monash. There is no existing train network in Burwood.

The Box Hill Metropolitan Activity Centre located to the north west is an employment precinct for Melbourne's east with an established health and education precinct. The Glen Waverley Major Activity Centre is located approximately 5 kilometres to the south east, the Mount Waverley Major Activity Centre is located approximately 3.2 kilometres to the south east, and the Chadstone Major Activity Centre and Monash Freeway are located approximately 4 kilometres to the south of Burwood Highway.

Mount Waverley is the closest major activity centre to Burwood and provides goods and services for the local community, speciality retailing, mixed commercial uses and community facilities. The Mount Waverley Major Activity Centre includes the existing Glen Waverley Station on the Glen Waverley Line. Chadstone is one of 10 activity centres identified in *Victoria's Housing Statement* as a focus for delivering a significant number of new homes through review of building height and design requirements.

The Structure Plan Area covers parts of smaller activity centres including the Burwood Village, Hartwell and Ashburton Neighbourhood Activity Centres to the west and Burwood Heights Neighbourhood Activity Centre to the east. These centres serve a local role for surrounding extensive residential areas. Gardiners Creek (Kooyongkoot) and the Gardiners Creek Trail pass through Burwood, connecting north to Box Hill South and south west toward Glen Iris, providing intermittent cycling and walking opportunities along the creek corridor.

The regional context of the Burwood Structure Plan Area is shown in Figure 3.



**Figure 3 Regional context plan**

## 2.2 Local context

The Burwood Structure Plan Area is generally located north and south of Burwood Highway and east and west of Gardiners Creek (Kooyongkoot). Burwood developed later than other surrounding areas of middle Melbourne, comprising a small farm located on both sides of what is now Burwood Highway up until the mid-20th century. Originally named 'Bennettswood' in 1953, the area grew through low-scale suburban development. In addition to residential development, education facilities played a major role in Burwood's post-war growth.

Burwood Highway is the primary transport corridor within the Structure Plan Area, providing an important east–west link through Melbourne's eastern suburbs. Burwood Highway also accommodates tram route 75, which links the CBD with Vermont South. Elgar Road and Station Street are north–south arterial roads connecting with Box Hill and Box Hill North.

North of Burwood Highway, Deakin University is designated as an education precinct in *Plan Melbourne 2017–2050* and is the main driver of activity within the Structure Plan Area, with a substantial regional catchment for students and staff.

Gardiners Creek (Kooyongkoot) provides a north–south open space corridor that passes through the Structure Plan Area and is an important recreational and ecological asset.

In addition to the previously mentioned neighbourhood activity centres, local retail also exists at the corner of Faelen Street and Puerta Streets, and along Cromwell Street. While much of the Structure Plan Area comprises low-scale residential development, commercial and industrial areas are located in the south and west.

The local context of the Burwood Structure Plan Area is shown in Figure 4.

### 2.2.1 Land use and built form

#### Educational uses

Educational uses are a key feature of the Burwood Structure Plan Area, with Deakin University, Mount Scopus College and Presbyterian Ladies' College occupying large single-use educational sites primarily located north of Burwood Highway on either side of Gardiners Reserve. Deakin University comprises two large landholdings bisected by Gardiners Creek (Kooyongkoot). Mount Scopus College is located east of Deakin University with a primary frontage to Station Street. Presbyterian Ladies' College is located west of the creek and is accessed via Burwood Highway and Elgar Road.

Deakin University also operates a Battery Research and Innovation Hub in industrial land south of Highbury Road. More intensive built forms are located at Deakin University and Presbyterian Ladies' College, with buildings of up to eight storeys at the university.

#### Commercial and industrial areas

Industrial areas are located throughout the Burwood Structure Plan Area, predominantly clustered along Highbury Road within walking distance of the SRL station and an area west of Gardiners Creek (Kooyongkoot). This includes industrial land west of Sinnott Street and north of Highbury Road, and land between Evans Street and Cromwell Street west of Gardiners Creek (Kooyongkoot), as well as a small cluster of industrial land south of Highbury Road.

Greenwood Business Park is a commercial area located on the north-east corner of Station Street and Burwood Highway, while Hallmarc Business Park is an industrial precinct located south of Highbury Road. These business parks represent the majority of industrial and commercial land in the Burwood Structure Plan Area that supports local businesses.

Commercial uses are spread across the Burwood Structure Plan Area, primarily along Burwood Highway. This includes a small portion of Burwood Village at the western boundary of the Structure Plan Area and Bennettswood Activity Centre at the corner of Burwood Highway and Station Street. Small neighbourhood activity centres are also located north of Presbyterian Ladies' College at the corner of Faelen Street and Puerta Street, and at the corner of Cromwell Street and McIntyre Street. A small number of local shops are located at the corner of Barlyn Road and Huntingdale Road.



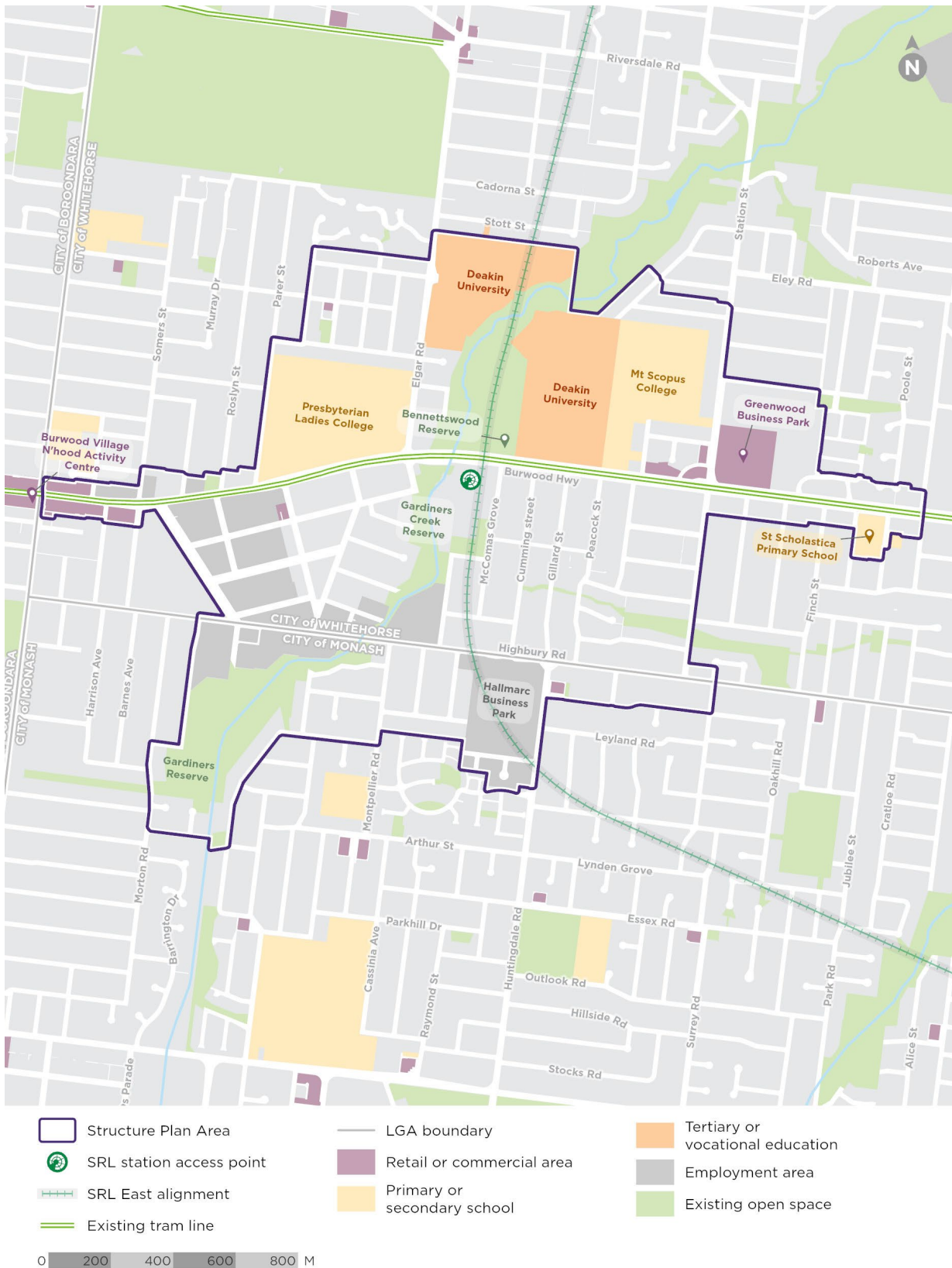


Deakin University Burwood campus



Commercial buildings on Highbury Road





**Figure 4 Local context plan**



## Residential

Residential land extends east from the SRL station at Burwood, reflecting the suburban character of the broader area. Smaller residential areas are also located west of Gardiners Creek (Kooyongkoot) (between the Evans Street and Cromwell Street industrial precinct), surrounding Mount Scopus College and south of Highbury Road and industrial land located off Huntingdale Road. Land north of Presbyterian Ladies' College is also residential.

Housing is predominantly one to two storeys on single lots in mixed architectural styles with most residential areas having good landscape coverage, particularly north of Highbury Road which features a leafy character.

The Fountain Court Retirement Living community is located off Station Street, north and west of Greenwood Business Park, and features a community of villa units and supporting facilities. Multi-unit dwellings and more intensive medium density developments (typically three to four storeys) are also present, generally in areas closer to Burwood Highway.



Established low-rise residential area in Burwood

### 2.2.2 Natural features and public space

The Burwood Structure Plan Area topography features the Gardiners Creek (Kooyongkoot) valley, which typically has a steep incline along its edges. North of Burwood Highway, the creek has a natural embankment, whereas to the south it is formed by a concrete channel and is mostly fenced.

Natural features play a significant role in the urban form of the Burwood Structure Plan Area. This includes mature vegetation in open spaces, streetscapes and private properties that contribute to extensive tree canopy throughout the area.

Domestic gardens form an important component of the existing character of the Burwood Structure Plan Area.

The Burwood Structure Plan Area has well-distributed open space. Gardiners Creek Reserve and the Lundgren Chain Reserve provide linear parks, while Bennettswood Reserve serves local sporting needs. Other small reserves are located throughout the Structure Plan Area, including Apex Park Playground and Gillard Street Reserve.

The eastern portion of the Burwood Structure Plan Area has more limited access to open space including surrounding Mount Scopus College, Greenwood Business Park and the Fountain Court Retirement Living community.

## 2.2.3 Community infrastructure

The Burwood Structure Plan Area has limited access to community infrastructure due to the lack of a community hub. Facilities are located in surrounding suburbs and not within easy walking distance of the SRL station (with the exception of the Deakin University library). This includes sports and recreation facilities at Wattle Park, and maternal and child health service in Box Hill South. Two neighbourhood houses are located at the borders of the Structure Plan Area near Burwood Village to the west and Burwood Heights to the east.

## 2.2.4 Movement and access

The existing land uses and urban structure in Burwood reflect the historic absence of a major activity centre and associated transport hub. The nearest stations to the Burwood Structure Plan Area are Jordanville on the Glen Waverley line to the south and Burwood on the Alamein line to the west (both around 2.6 kilometres from the SRL station at Burwood).

The Burwood Structure Plan Area is serviced by tram route 75, which runs between the Melbourne CBD to Vermont South via a dedicated lane along Burwood Highway. Various bus routes serve the Structure Plan Area and wider region.

Arterial roads include Burwood Highway, Highbury Road, Elgar Road and Station Street, with Burwood Highway supporting the primary concentration of heavy vehicle traffic. These roads do not provide an attractive pedestrian and cycling experience due to the high volume of traffic, limited infrastructure and lack of crossing options, all of which create a barrier for active transport movement.

Cycling connectivity in the Burwood Structure Plan Area is limited, with no on-road separated bicycle routes. The Gardiners Creek Trail provides a mostly continuous north–south cycling corridor via a shared path, although some sections are disconnected, including where the trail intersects with Burwood Highway.



Existing commercial and retail buildings along Burwood Highway

## 2.3 Existing community context

### 2.3.1 Population and housing

The Burwood Structure Plan Area has a population of approximately 5,300 (ABS 2021 Census), with low population growth in recent years primarily due to the impacts of COVID-19 on the numbers of student residents and the low-scale suburban character. Demographics in the Burwood Structure Plan Area are influenced by Deakin University, with one in five residents involved in tertiary education. The population is generally younger with a higher proportion living in group households compared to Greater Melbourne.

There were approximately 2,140 dwellings within the Structure Plan Area in 2021. Reflecting the suburban character of the Structure Plan Area, low density dwellings dominate. Medium density dwellings, including townhouses and villas, comprise 34 per cent of the housing stock. High density living, including units and apartments, accounts for the lowest share of dwelling types within the Structure Plan Area.

### 2.3.2 Employment

Approximately 9,000 people were employed in the Burwood Structure Plan Area in 2021, with Deakin University accounting for 1,500 staff. The education and training industry comprises the largest share of employment within the Structure Plan Area (43 per cent). Since 2011, the education and training industry is estimated to have grown by 1,200 employees.

Other key employing industries are construction, and health care and social assistance. A limited overall proportion of workers are employed in the industrial sector.



## 3. Strategic policy context

This section summarises Victorian and local government strategies and other documents relevant to land use planning and development in the Burwood Structure Plan Area.

### 3.1 State policy and strategies

#### 3.1.1 Plan Melbourne 2017–2050

*Plan Melbourne 2017–2050* (Plan Melbourne) is the Victorian Government’s metropolitan planning strategy to guide land use and development across Greater Melbourne to 2050.

Deakin University is identified as a state-significant education precinct in Plan Melbourne. The precinct supports education services that are well-serviced by public transport, reinforcing the core economic functions of these services while providing opportunity for ancillary services and retail, commercial and accommodation uses.

*The Plan Melbourne Addendum 2019* updated Plan Melbourne with the most recent population and employment projections, and acknowledged further development of the government’s long-term infrastructure agenda.

The *Plan Melbourne Addendum 2019* updated the 2050 spatial framework map to include the concept route of SRL, as shown in Figure 5 (No. 5 on the map). The Burwood Structure Plan Area aligns with this SRL concept route.

The following Plan Melbourne outcomes are relevant to planning for the future of the Burwood Structure Plan Area. A full list of outcomes and directions relevant to the Structure Plan Area is provided in Appendix B.

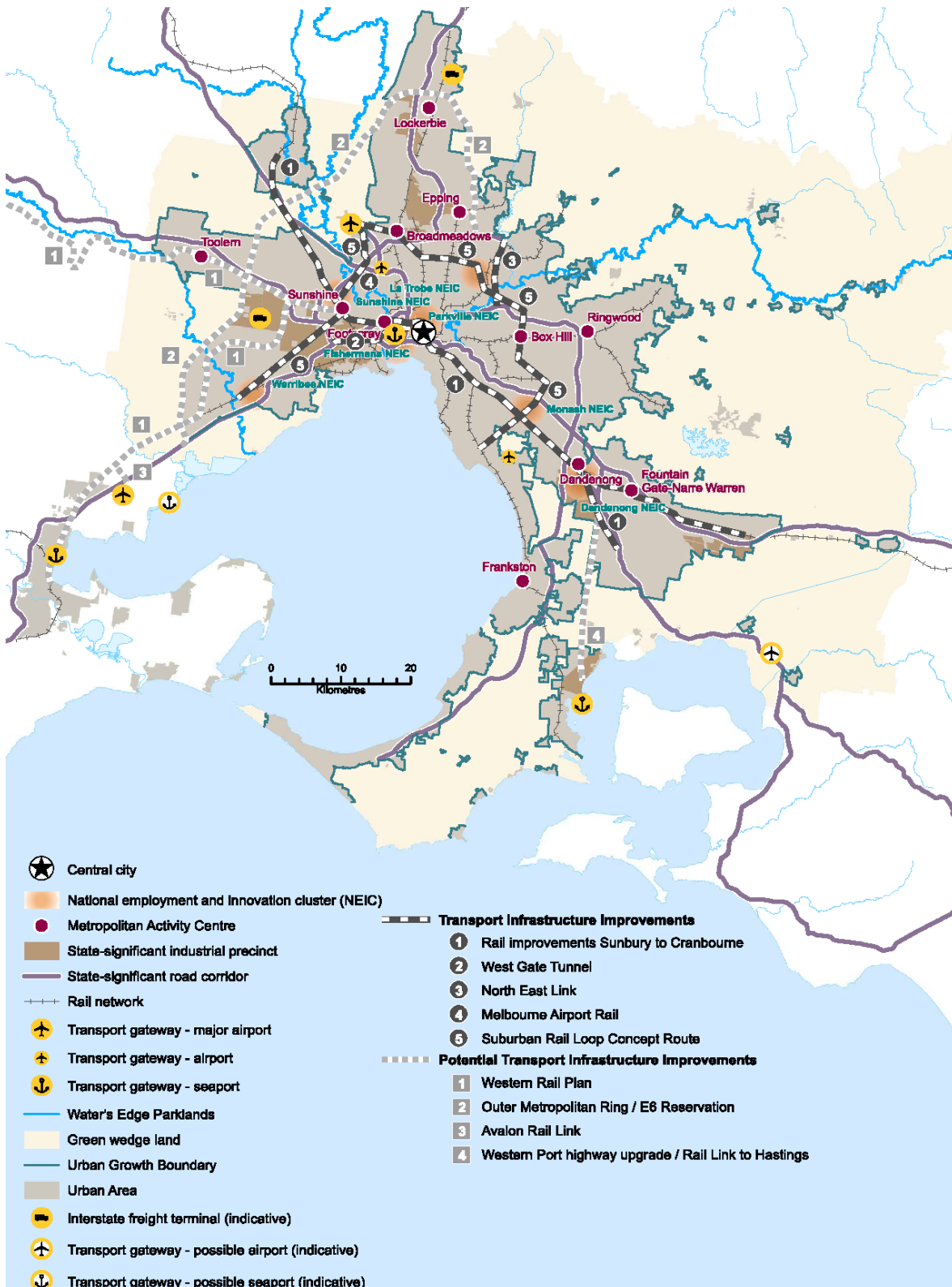
<b>Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs</b>
<b>Outcome 2: Melbourne provides housing choice in locations close to jobs and services</b>
<b>Outcome 3: Melbourne has an integrated transport system that connects people to jobs and services and goods to markets</b>
<b>Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity</b>
<b>Outcome 5: Melbourne is a city of inclusive, vibrant and healthy neighbourhoods</b>
<b>Outcome 6: Melbourne is a sustainable and resilient city</b>

Ministerial Direction No. 9 under the *Planning and Environment Act 1987 (Vic)* requires a planning authority to have regard to the metropolitan planning strategy (*Plan Melbourne 2017–2050* and the *Plan Melbourne Addendum 2019*) when preparing a Planning Scheme Amendment. This includes ensuring the Planning Scheme Amendment is consistent with the directions and policies in metropolitan planning strategy documents.

As a planning authority for land within the Burwood Planning Areas, SRLA is required to have regard to Ministerial Direction No. 9 when preparing Planning Scheme Amendments for land within the Planning Area, including the Burwood Structure Plan Area.

Planning for the Burwood Structure Plan Area, including preparation of the Planning Scheme Amendment, supports Plan Melbourne’s ambitions by planning for vibrant and connected neighbourhoods that leverage Burwood’s existing advantages, including creating a new activity centre adjacent to Deakin University.

Identification of the Burwood Structure Plan Area as an urban renewal precinct creates opportunities to increase housing diversity, jobs and community services in well-serviced locations where people can access most of their daily needs locally. The Draft Structure Plan Area also includes initiatives to contribute to the long-term sustainability and resilience of the Burwood Structure Plan Area.



**Figure 5 Melbourne 2050 spatial framework**

Source: Plan Melbourne Addendum 2019



### 3.1.2 Victoria's Housing Statement 2024–2034

*Victoria's Housing Statement: The Decade Ahead 2024–2034* focuses on five key areas to address housing supply and affordability in the state. The Housing Statement aims to deliver 80,000 new homes each year across Victoria. Three key areas and actions are relevant to planning for the future of the Burwood Structure Plan Area.

#### Key area 1: Good decisions, made faster

- Increase housing choice in activity centres

#### Key area 2: Cheaper housing, closer to where you work

- Support institutional investment
- Unlock surplus government land
- Strengthen design standards to ensure high-quality builds
- Give growing communities the local infrastructure they need
- Keep making precincts about people and places

#### Key area 5: A long-term housing plan

- A new Plan for Victoria
- Build a modern, fit-for-purpose planning system.

Structure planning for SRL East has a focus on increasing the housing supply across Melbourne's middle suburbs, helping to achieve the targets of *Victoria's Housing Statement* by making room for more than 70,000 extra homes across the six SRL East Structure Plan Areas over the next 30 years.

The Draft Burwood Structure Plan includes objectives, strategies and actions to boost housing supply in places with good access to public transport, to facilitate social and affordable housing, and improve housing diversity and choice. A focus is to provide the greatest densities of housing in locations around the SRL station with high levels of accessibility.

### 3.1.3 Plan for Victoria

In late 2023 the Victorian Government announced it would update and expand Plan Melbourne to cover the entire state. *Plan for Victoria* will build on *Victoria's Housing Statement* to address the state's housing and land use needs to 2050. The consultation brochure 'Big Ideas for Victoria's Future' (July 2024) identifies five priorities for Victoria:

- Leafy green streets with trees, parks and open space
- Better public transport, walking and cycling connectivity
- Affordable homes for everyone
- Protecting the valuable land where our food is grown
- Vibrant and social places for people to connect and thrive.

*Plan for Victoria* will set out strategies to support jobs growth, protect the environment and ensure Victoria is more resilient to climate change.

The Vision for Burwood aligns with the priorities of *Plan for Victoria* by making use of new public transport accessibility and providing opportunities for increased housing diversity and affordability as part of new placemaking. Proposed canopy tree targets, public open space upgrades and climate change initiatives will respond to the desire for green streets and open spaces.

### 3.1.4 Melbourne Industrial and Commercial Land Use Plan (MICLUP)

The *Melbourne Industrial and Commercial Land Use Plan* (MICLUP) provides an overview of current and future industrial and commercial land use needs across metropolitan Melbourne. It establishes a planning framework to inform future strategic directions around these land uses.

The Burwood Structure Plan Area is located in the MICLUP eastern region. MICLUP identifies industrial areas in the region as locally significant, existing to provide services to local business that are not compatible with locating in an activity centre.

Locally significant industrial areas within the Draft Burwood Structure Plan will be retained and supported by the increased accessibility and density envisaged in the surrounding areas. The creation of the new town centre at Burwood will boost local amenity for these areas with increased access to retail and other service uses.

## 3.2 Whitehorse and Monash Planning Schemes

### 3.2.1 Existing zones and overlays

The Burwood Structure Plan Area is largely subject to the Whitehorse Planning Scheme, with areas south of Highbury Road subject to the Monash Planning Scheme.

The Burwood Structure Plan Area comprises land mostly zoned for residential use. There are large pockets of Public Use Zone land identifying Deakin University, and Special Use Zone land identifying Mt Scopus College (partially General Residential Zone), both largely north of Burwood Highway. The parks and creek environs within the Structure Plan Area are zoned for public reserve use. Land zoned for industrial uses is located in the south and south west of the Structure Plan Area.

A Significant Landscape Overlay applies to the majority of residential areas in the Burwood Structure Plan Area located within the City of Whitehorse. This overlay applies controls requiring a planning permit for removal of trees and other vegetation.

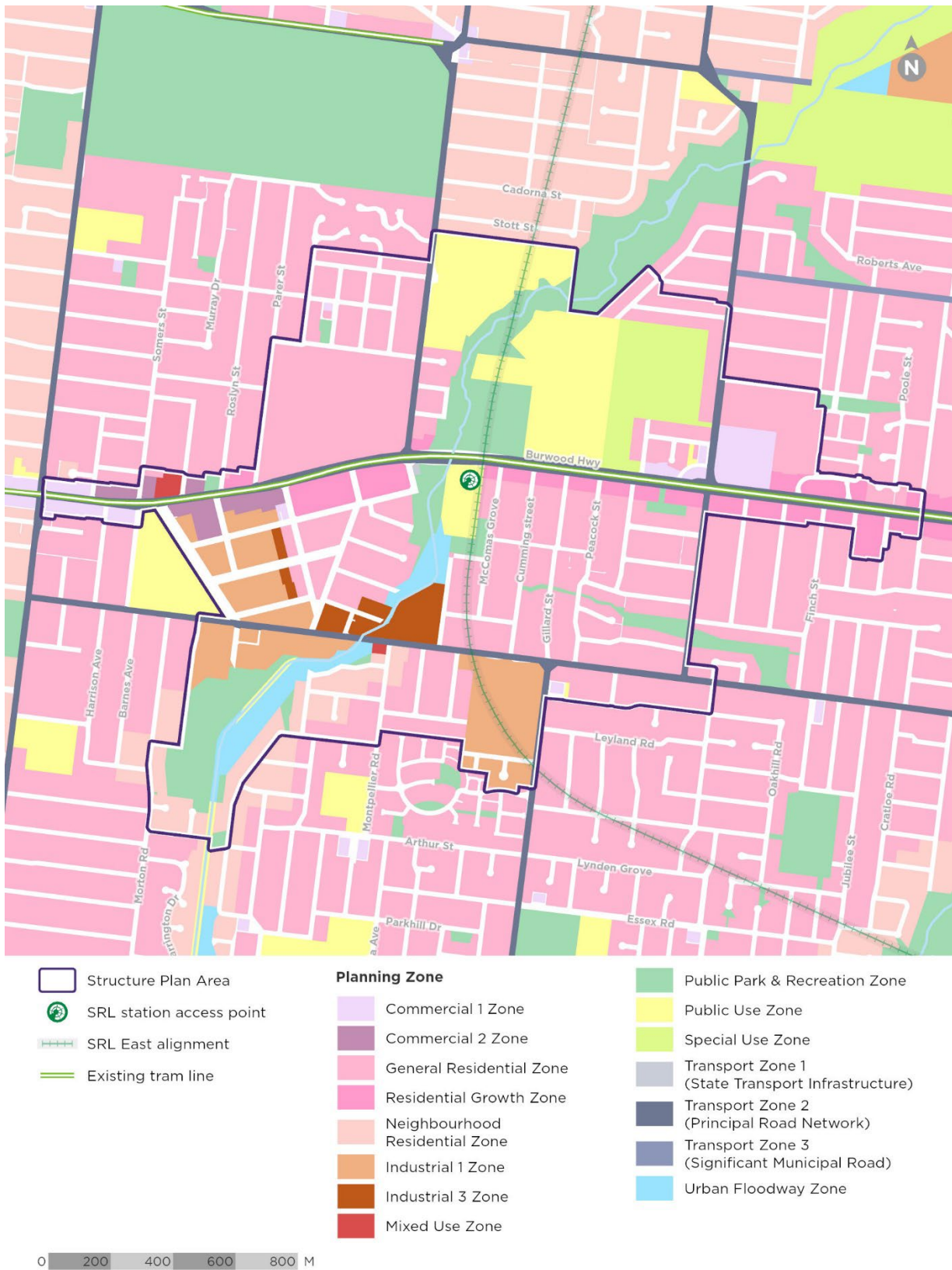
Land along Gardiners Creek (Kooyongkoot) is subject to a Land Subject to Inundation Overlay identifying potential flood risk associated with the waterway and requiring approval of works by Melbourne Water. A small number of individual Heritage Overlays apply across the Burwood Structure Plan Area, while Design and Development Overlay – Schedule 11 promotes mid-rise development of residential land along Burwood Highway. A Specific Controls Overlay (SCO) also applies to land within the Structure Plan Area.

Zones and overlays applying in the Burwood Structure Plan Area are shown in Figure 6 to Figure 9. A complete list of these zones and overlays and their descriptions is provided in Appendix C.

The Draft Burwood Structure Plan aims to support and leverage the opportunities that will be generated by the new SRL station at Burwood. Land use patterns identified in the existing zones were considered when identifying future land uses and development. The balance of future land use will represent existing land uses but with potential significant changes in planned building types.

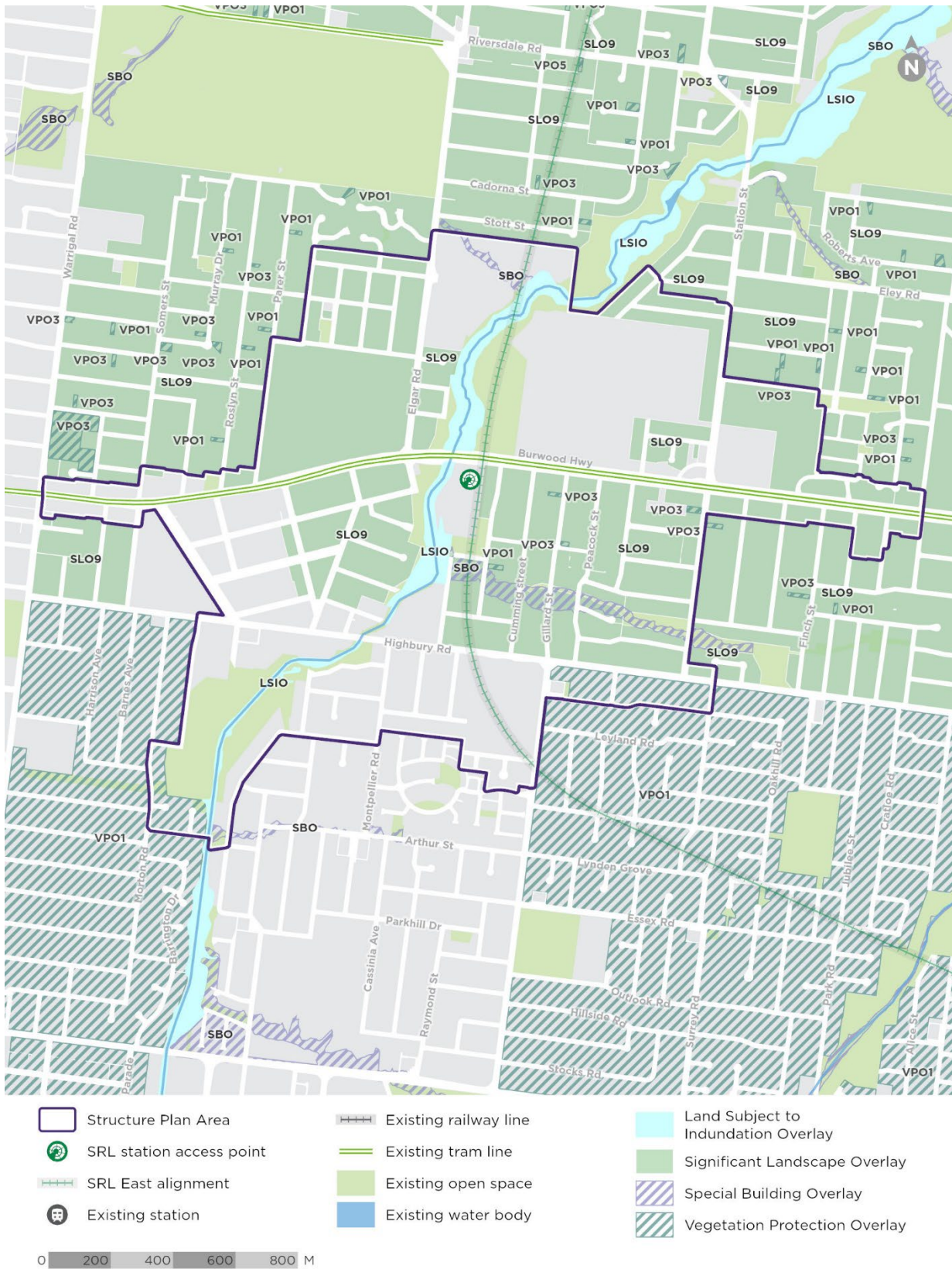
Overlays that identify environmental constraints within the Structure Plan Area (such as vegetation protection, flood overlays or design and heritage identification and direction) were considered.

Some of these overlays will remain in place alongside new zones and overlays introduced to implement the Draft Burwood Structure Plan.

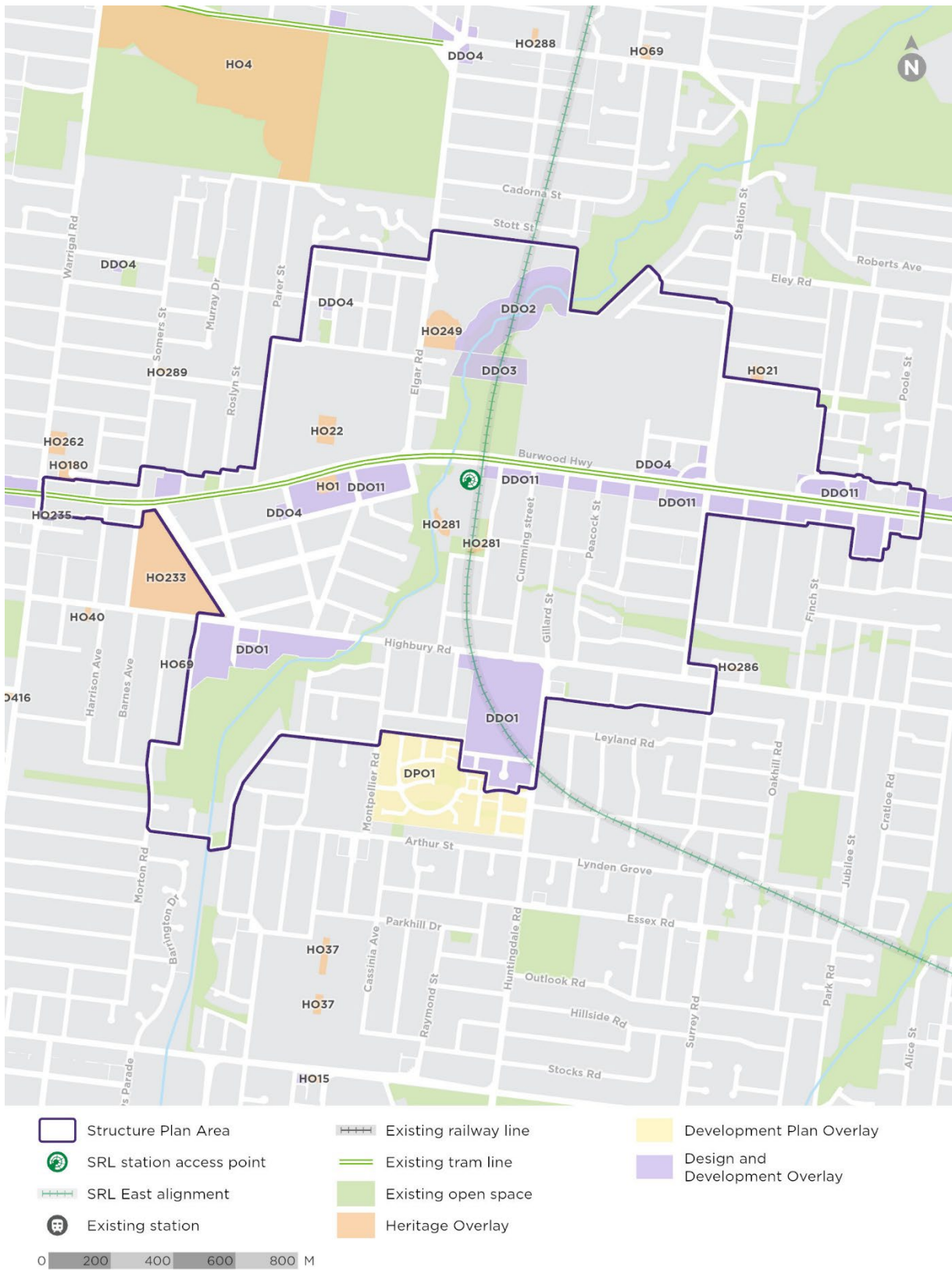


**Figure 6 Burwood existing planning zones**



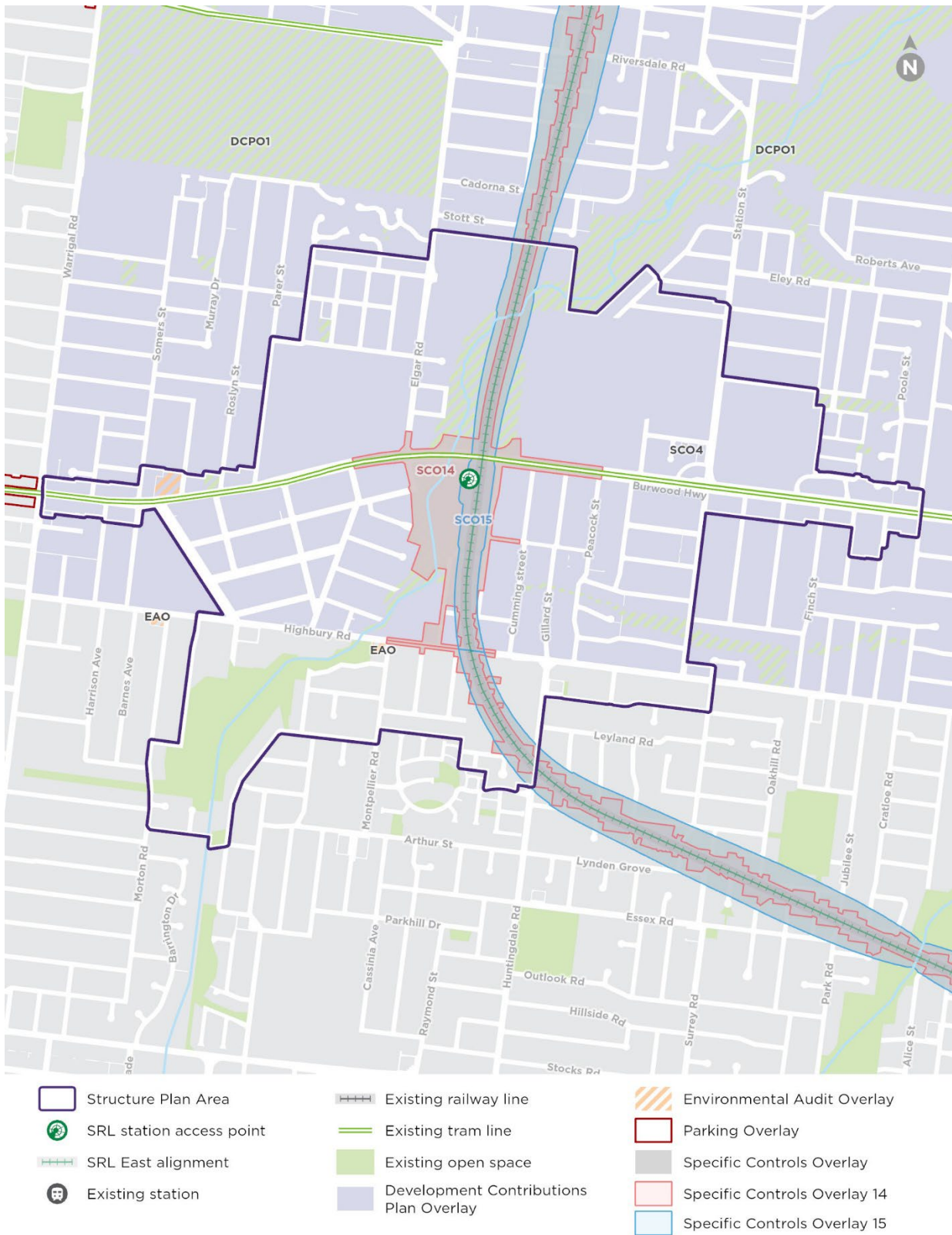


**Figure 7 Burwood planning overlays – environment and landscape**



**Figure 8 Burwood planning overlays – heritage and built form**





**Figure 9 Burwood planning overlays – other land management**

### 3.2.2 Planning Policy Framework – state and regional

The Planning Policy Framework (PPF) guides land use planning in the cities of Whitehorse and Monash. Key clauses of the PPF that apply to the Draft Burwood Structure Plan are summarised below. A complete list of PPF objectives and strategies relevant to the Burwood Structure Plan Area is provided in Appendix D.

#### Land use and transport integration

Regional strategies of the PPF seek to develop SRL through Melbourne's middle suburbs to facilitate substantial growth and change in major employment, health and education precincts (such as Deakin University) (clause 11.01-1R). State strategies seek to integrate land use and transport to facilitate the efficient movement of people and goods to social, cultural and economic opportunities (clauses 18.01-1S and 18.01-2S).

#### Housing and economic development

State policy requires that planning for urban growth considers opportunities for redevelopment and intensification of existing urban areas, while facilitating integrated and diverse housing (including more affordable housing options near existing infrastructure, services and transport) to meet community needs (clauses 11.02-1S, 16.01-1S and 16.01-2S).

#### Infrastructure

The PPF seeks to facilitate orderly, economic and sustainable development in urban areas through structure planning (clause 11.02-2S), including appropriately managing water resources and stormwater, delivering timely, efficient and cost-effective infrastructure, and providing an integrated transport system (clauses 18.01-2S, 19.03-2S and 19.03-3S).

#### Urban design and open space

State and regional planning policy seeks to create urban environments that are safe, healthy and functional, and contribute to a distinctive liveable city with quality design and amenity in metropolitan Melbourne (clauses 15.01-1R and 15.01-1S). State and regional planning policy also seeks to strengthen and improve an integrated network of public open spaces to meet the needs of the community (clauses 19.02-6S and 19.02-6R). River and riparian environs (such as Gardiners Creek) policy at clause 12.03-1S and 12.03-1L seeks to encourage open space along waterways and enhance the potential of these areas as habitat corridors. Consideration is to be given to limiting visual intrusion of new development in views from public open space and within waterway systems.

#### Hazards

State planning policy seeks to ensure that potentially contaminated land is used and developed safely, and that planning adapts to the impacts of climate change through risk-based planning, such as flood mitigation (clauses 13.01-1S, 13.03-1S and 13.04-1S).

#### Heritage

State planning policy seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance and to ensure the conservation of places of post-contact heritage significance (clauses 15.03-1S and 15.03-2S).

The Draft Burwood Structure Plan is supported by and responds to the planning policies summarised in this section.

The Draft Burwood Structure Plan seeks to utilise the infrastructure investment and greater connectivity delivered through SRL East to provide more opportunities for housing growth and employment in an established area.

Environmental and heritage constraints were considered when preparing the Draft Burwood Structure Plan, along with design and public realm enhancements to support community amenity, noting that a new urban character will emerge with higher density development within the Structure Plan Area.

The new centre of activity and SRL station at Burwood will enhance access to services for the local community, and provide new job opportunities and well-located higher density housing. Improved connections and crossings for recreational uses and programs to revegetate and restore existing urban areas will enhance open space along Gardiners Creek (Kooyongkoot).

### 3.2.3 Planning Policy Framework – local

The Planning Policy Frameworks (PPFs) of the Whitehorse and Monash Planning Schemes comprise the Whitehorse Municipal Strategic Statement, the Monash Municipal Planning Strategy and local planning policies relevant to the City of Whitehorse and City of Monash.

Objectives and strategies of the PPFs relevant to the Burwood Structure Plan Area are summarised below.

#### Whitehorse Planning Scheme

The Whitehorse City Council aims to maintain and enhance the built environment to ensure a liveable and sustainable city and support a healthy local economy (clause 21.03).

Local planning policy designates part of the Structure Plan Area as a 'Specialised Activity Centre' for Deakin University, while parts of the Burwood Heights area are designated as study areas in which to review opportunities for establishing an activity centre (clause 21.04). There is no designated major activity centre in the Structure Plan Area.

Whitehorse City Council's vision for housing in the municipality is to 'ensure that housing in the City of Whitehorse meets residents' needs in terms of location, diversity, sustainability, accessibility, affordability and good design' (clause 21.06-2).

Local planning policy identifies categories of housing change in accordance with the housing objectives noted under clause 21.06. The majority of the Structure Plan Area is designated as 'Natural Change', which supports increasing housing choice by providing diverse housing types. Land along Burwood Highway is designated 'Substantial Change', which encourages mid-rise buildings to accommodate higher density residential development along major road corridors while respecting surrounding residences (clause 22.03).

The Local Planning Policy Framework (LPPF) recognises that Deakin University is a designated education precinct under Plan Melbourne and notes Burwood Heights Activity Centre as a key activity centre that will be a preferred location for further retail, commercial, residential and cultural activities (clause 21.07). The LPPF also identifies activity centre designations and objectives to meet the needs of the community (clause 22.06). The location of the SRL station at Burwood does not have an activity centre designation.

The policy requires early consideration of environmental sustainability at the building design stage to achieve appropriate Environmentally Sustainable Development (ESD) outcomes (clause 22.10).

Preferred provision of open space contributions in line with the Whitehorse Open Space Strategy are set out in clause 22.15. The Structure Plan Area is located in a sub-precinct where a land contribution for open space is preferred (over cash). Suitable land is to be set aside as part of a development so that it can be transferred to or vested in the council.

#### Monash Planning Scheme

Monash City Council recognises the municipality comprises mainly residential land but also contains significant commercial, industrial and open space land use areas (clause 02.01).

The council seeks to manage residential growth around a network of activity and neighbourhood centres (clause 16.01-1L-01), with higher residential densities located within existing activity centres. In relation to preferred neighbourhood character, the Structure Plan Area is listed as part of 'Garden City Suburbs Northern areas', which envisages minimal change in residential development (clause 15.01-5L). Student accommodation is encouraged near tertiary institutions, including Deakin University (clause 16.01-1L-02).

Economic development in the municipality is supported by creating an environment attractive to investors that fosters business growth (clause 02.03-6).

The council seeks to improve the municipality's public transport services to reduce traffic congestion, as well as provide an accessible integrated network of walking and cycling routes for travel to local destinations such as employment, convenience facilities and public transport nodes (clause 02.03-7). Local planning policy also promotes sustainable transport patterns through public transport and active transport options (clause 15.01-2L-02).

Monash City Council aims to provide open space within 400 metres walking distance from home for the majority of residents, as well as open spaces in employment areas that caters to worker needs (clause 02.03-8). The Monash Tree Conservation Policy aims to maintain tree canopy cover within Garden City Character areas, including the residential neighbourhoods in the Burwood Structure Plan Area (clause 15.01-1L-02).

The local planning policies in the Whitehorse and Monash Planning Schemes were considered for preparation of the Draft Burwood Structure Plan.

The Draft Burwood Structure Plan supports greater opportunities for housing, employment and education that broadly align with the policy frameworks of Whitehorse and Monash City Councils. Over time, intensification in the scale of development within the Structure Plan Area will vary the approach of local policies regarding character. Consideration has been given to the content of existing strategies, while adapting and planning for a new character – particularly in proximity to the new town centre at the SRL station.

### 3.3 Council strategies – Whitehorse City Council

The Whitehorse Planning Scheme includes background documents that form the basis of strategies relevant to the Burwood Structure Plan Area. An overview of relevant documents and the Draft Burwood Structure Plan response is set out below. Documents that are not referenced in clause 72.08 of the Whitehorse Planning Scheme are otherwise identified.

#### 3.3.1 Council Plan 2021-2025

The *Council Plan 2021–2025* sets out how Whitehorse City Council will deliver policy and initiatives to meet community needs. The Council Plan also responds to the objectives of the *Whitehorse Community Vision 2040*. The Council Plan focuses on the following strategic directions:

1. An innovative council that is well led and governed
2. A thriving local economy with high-quality accessible education opportunities
3. A culturally rich, diverse, creative and inclusive community
4. A built environment that encourages movement with high-quality public places
5. Sustainable climate and environmental care
6. An empowered collaborative community
7. A safe and healthy community.

#### 3.3.2 Whitehorse Housing Strategy

The *Whitehorse Housing Strategy (2014)* is a background document in the Whitehorse Planning Scheme that addresses housing growth, need, affordability and location. The Housing Strategy includes objectives to help Whitehorse City Council achieve its vision 'that housing in the City of Whitehorse meets residents' needs in terms of location, diversity, sustainability, accessibility, affordability and good design'.

The Housing Strategy envisages 'Natural Change' for most of the Structure Plan Area. Areas along Burwood Highway are identified as areas of 'Substantial Change' given their location near public transport.

The Draft Burwood Structure Plan responds to the Whitehorse Housing Strategy by consolidating residential development in high amenity areas supported by good access to public transport. More intensive forms of housing development are proposed in locations such as the new town centre around the SRL station at Burwood and along Burwood Highway.

Greater intensification of development is envisaged in the Draft Burwood Structure Plan compared to the Housing Strategy, taking advantage of the opportunity created by SRL East and accepting that a new urban character will emerge in these areas. The urban character will transition over decades, with traditional densities of housing continuing to exist alongside new and more intensive townhouse and apartment developments.



### 3.3.3 Residential Corridors Built Form Study

The *Residential Corridors Built Form Study (2019)* is an adopted council strategy that focuses on Whitehorse Road (outside the Burwood Structure Plan Area) and Burwood Highway. It considers taller, more intensive residential development along these corridors, with sensitive management of the interfaces with adjoining lower density residential areas.

Findings from the Built Form Study were gazetted via an amendment to the Whitehorse Planning Scheme (C220) in March 2024. The amendment applies to land in the Residential Growth Zone (RGZ) and includes discretionary height and setback controls, guidance about fencing, pedestrian interfaces, landscaping and overshadowing.

The Draft Burwood Structure Plan builds on the Residential Corridors Built Form Strategy by locating more medium density development along Burwood Highway while providing an appropriate transition in built form in more established residential areas located north and south of the highway.

The Draft Burwood Structure Plan envisages higher density and housing growth along Burwood Highway than the Residential Corridor Built Form Study. This reflects the increased accessibility and connectivity that SRL East will provide within the Burwood Structure Plan Area.

### 3.3.4 Whitehorse Neighbourhood Character Study and Precinct Character Guides

The *Whitehorse Neighbourhood Character Study and Precinct Character Guidelines (2014)* is a background document in the Whitehorse Planning Scheme that reviewed residential land in the municipality. The Character Study designates these areas under three character types: Bush Environment, Bush Suburban and Garden Suburban. Each character type is further broken down to reflect distinct residential areas.

The Garden Suburban character type is the most prevalent in the Burwood Structure Plan Area. It is described as having formalised streetscapes, buildings that are generally visible along streets with low fencing, and dwellings comprising articulated facades and pitched rooftops.

The Whitehorse Neighbourhood Character Study is more than 10 years old and predates the identification of Burwood as part of SRL East and the proposed town centre.

The Draft Burwood Structure Plan directs growth at the highest densities within the new town centre and along main roads with transport access. Adjoining these areas are neighbourhoods currently identified as having Bush Suburban and Garden Suburban characters.

Residential areas at greater distance from the core of the Structure Plan Area are proposed to include varied housing typologies for townhouses and apartment buildings of up to four to six storeys.

In areas with established lower density housing, new development will include setbacks and other design features to contribute to neighbourhood amenity. The increased densities in these areas reflect the Vision for Burwood as a more intensively developed and connected urban area. This will create a new urban character amongst established dwellings.

### 3.3.5 Whitehorse Integrated Water Management Strategy 2022–2042

The *Whitehorse Integrated Water Management (IWM) Strategy 2022–2042* was adopted by council on 12 September 2022. The IWM Strategy considers all elements of the water cycle and ways to manage water supply and collection in development and public environments. The focus of the IWM Strategy is managing the challenges of increasing urbanisation and the consequential increase in impervious area (impacts on flood risk and water quality) and influence on urban heat island effects. The IWM Strategy sets 10-year targets for a 10 per cent decrease in potable water use, 15 per cent of council water use to come from alternative water sources and 100 per cent of projects to cross-consider IWM and flood mitigation in design. The Gardiners Creek (Kooyongkoot) catchment and reserve is noted for its role in stormwater catchment and in hosting the Gardiners Creek Trail.

Consideration of IWM is a key component of the technical assessments prepared for the Draft Burwood Structure Plan. An IWM Strategy has been prepared to guide sustainable water management across the SRL East Structure Plan Areas. The IWM Strategy identifies opportunities to reduce reliance on potable water, minimise stormwater runoff and localised flood risk, and improve water quality – refer to Section 5.5.2. These opportunities align with the Whitehorse IWM Strategy. More information about the IWM Strategy is provided in Section 5.5.2 below.

### 3.3.6 Whitehorse Urban Forest Strategy 2021–2031

The *Whitehorse Urban Forest Strategy 2021–2031* sets actions to increase tree canopy cover in Whitehorse, including trees, shrubs and ground cover. This includes protecting the urban forest across private and public land, expanding the urban forest to assist adaptation to climate change (providing shading and cooling and reducing flood risk), enhancing biodiversity and improving green links. The Urban Forest Strategy sets a target of increasing tree canopy cover to 30 per cent by 2050.

The Draft Burwood Structure Plan responds to the Whitehorse Urban Forest Strategy by including an aspiration to increase tree canopy coverage to 30 per cent by 2041 in line with the projected timeframe for the initial phase of development within the Structure Plan Area. This recommendation of the *Climate Response Plan – Burwood* (discussed in Section 5.5.1 below) will contribute to a cooler greener environment across the Structure Plan Area.

### 3.3.7 Whitehorse Development Contributions Plan (2023)

The *Whitehorse Development Contributions Plan (2023)* is an incorporated document in the Whitehorse Planning Scheme and applies to all land in the municipality. The Development Contributions Plan aims to assist with funding essential infrastructure to meet the demands of the municipality’s growing population. It includes a Development Infrastructure Levy and a Community Infrastructure Levy. Both levies apply to residential development. The Development Infrastructure Levy also applies to non-residential development.

The Development Contributions Plan applies the Burwood charge area to the Structure Plan Area. Each charge area is designated a separate charge rate based on projected population and employment growth and the expected demand for future infrastructure.

These levies are listed in the Developer Contributions Plan Overlay – Schedule 1 of the Whitehorse Planning Scheme.

The Draft Burwood Structure Plan acknowledges the importance of community infrastructure provision for meeting the future population and employment needs of the Structure Plan Area. The recommendations of the *Community Infrastructure Needs Assessment – Burwood* (discussed in Section 5.1.2 below) and *Transport Technical Report – Burwood* (discussed in Section 5.4.1 below) set out priorities for essential infrastructure provision or enhancements.

### 3.3.8 Whitehorse Integrated Transport Strategy 2011

The *Whitehorse Integrated Transport Strategy (2011)* is an adopted council policy. It provides guidance to achieve the vision of a municipality with a sustainable, convenient, accessible and safe transport network. The Integrated Transport Strategy seeks to improve pedestrian facilities in activity centres to encourage walking, improve the quality of the cycling network and encourage increased public transport use.

Strategies relevant to the Burwood Structure Plan Area include providing high-quality active travel routes in activity centres and between key destinations, supporting active travel infrastructure and crossings along Burwood Highway, and guiding high density development close to activity centres and public transport routes.

The Draft Burwood Structure Plan adopts the themes of the Whitehorse Integrated Transport Strategy, seeking to make efficient use of significant new transport infrastructure to improve public transport, walking and cycling connections. Planning for urban growth around the SRL station at Burwood aligns with the themes of the Whitehorse Integrated Transport Strategy – seeking to make efficient use of significant new transport infrastructure to improve public transport, walking and cycling connections. Upgrades to cycling and walking routes are identified within the *Transport Technical Report – Burwood* prepared to support the Draft Burwood Structure Plan.

### 3.3.9 Whitehorse Cycling Strategy 2016

The *Whitehorse Cycling Strategy (2016)* is an adopted council policy. It identifies actions to increase cycling participation across user groups of all abilities by creating a low stress network. The Cycling Strategy seeks to improve cycling participation and comfort by reducing traffic conflicts with other modes and providing links to the off-road cycling network.

Strategies relevant to the Burwood Structure Plan Area include supporting new and improved pedestrian-oriented streets and cycling routes linking destinations, encouraging active travel and establishing lower-traffic residential neighbourhoods to improve cyclist safety.

The Draft Burwood Structure Plan identifies key cycling corridors for upgrades and encourages appropriate cycling infrastructure and end-of-trip facilities within new developments. Upgrades to cycling routes are identified within the *Transport Technical Report – Burwood* prepared to support the Draft Burwood Structure Plan.

### 3.3.10 Whitehorse Open Space Strategy

Whitehorse City Council is preparing an Open Space Strategy (draft 2024). The Open Space Strategy will guide the management and growth of the municipality's open space network to support a healthy and liveable community over the next 15 years. It will replace the existing Open Space Strategy developed in 2007.

The draft Open Space Strategy was released for community comment in July 2024. It identifies the Victorian Government's acquisition of the Sinnott Street Reserve for construction of SRL East and proposes that a new local open space is provided as a replacement. The predominantly native and natural open space character of Burwood is noted, with major upgrades proposed to facilities in Gardiners Creek Reserve, Lundgren Chain Reserve and the Rees Street Reserve to cater for forecast growth in the suburb. The importance of diversity in the character of facilities for meeting the open space needs of the future resident and worker in higher density environments is noted. Options for a new linear open space reserve link between Lundgren Chain Reserve and Gardiners Creek (Kooyongkoot) are also noted.

A draft Master Plan for Bennettswood Reserve (north of Burwood Highway) is underway, examining opportunities for use of the two ovals (one informal and unfenced and the other used for cricket and football) and development of a pavilion.

The Draft Box Hill Structure Plan seeks to connect and improve access to existing and future open space and provides for upgrades of open spaces identified within the Whitehorse Draft Open Space Strategy, including along Gardiners Creek (Kooyongkoot). The *Open Space Technical Report* considered the Draft Whitehorse Open Space Strategy and makes detailed recommendations to improve open space within the Structure Plan Area. It identifies investigation areas for new open spaces and recommends pedestrian links to improve walkable access to public open space in areas that the Draft Open Space Strategy identifies as experiencing gaps in open space access.

### 3.3.11 Whitehorse Climate Change Response Strategy 2023–2030

The *Whitehorse Climate Response Strategy 2023–2030* is an adopted council strategy that sets objectives and targets to reduce emissions and adapt to climate change in the municipality.

Key challenges identified include the ongoing loss of existing vegetation on private land and the need to improve sustainability outcomes in medium density and non-residential development. The Climate Response Strategy prioritises the exploration of opportunities to strengthen the planning scheme to achieve more sustainable and climate-resilient outcomes, and to support the community to reduce emissions.



An accompanying Climate Response Plan 2023–2026 sets 40 actions to be implemented during the first 3 years of the Climate Response Strategy.

The *Climate Response Plan – Burwood* seeks to improve climate resilience in the Burwood Structure Plan Area, along with strategies and recommendations from technical assessments covering integrated water management, ecology and arboriculture. The *Climate Response Plan – Burwood* is discussed more in Section 5.5.1 below.

### 3.3.12 Whitehorse Investment and Economic Development Strategy

The *Whitehorse Investment and Economic Development Strategy 2024–2028* identifies industrial precincts and activity centres and their contribution to employment and economic growth in the City of Whitehorse. Theme 2 of the Investment and Economic Development Strategy is to ‘support the employment precincts and activity centres that drive local consumption, support business activity, generate local job creation and provide services and amenity for residents’.

SRL East and the SRL station at Burwood are noted as future generators of economic growth and investment in the municipality. The SRL station at Burwood is noted for its role in servicing Deakin University and surrounding employment areas, while SRL East is acknowledged as enhancing Burwood as a key commercial and transport hub, benefiting the local economy.

SRL East provides a significant opportunity for the City of Whitehorse to generate economic growth through the development and delivery of Structure Plans to manage growth and change in the area surrounding the SRL station at Burwood. SRL East will enhance the role of these areas as key commercial and transport hubs, benefitting businesses and the local economy.

### 3.3.13 Burwood Village Neighbourhood Activity Centre Framework Plan

The *Burwood Village Neighbourhood Activity Centre Framework Plan May 2008* is a reference document in the Whitehorse Planning Scheme. The Framework Plan identifies changing trends and demands in the area and recommends land use zoning and development controls to respond to issues. The Framework Plan applies to commercial and residential areas along both sides of Burwood Highway, generally between Warrigal Road and Parer Street. The Burwood Village Neighbourhood Activity Centre is identified as a ‘mixed-use transition area’ with a wide mix of land use. Commercial and residential areas lining the roadway are identified for substantial change and incremental change (northern side).

The Whitehorse Planning Scheme describes residential areas of the Burwood Village Neighbourhood Activity Centre as incorporating new medium density dwellings with more compact siting, but with space for trees and landscaping. Design and Development Overlay 7 applies preferred maximum building heights of 8 to 15 metres to part of the Neighbourhood Activity Centre. While the Framework Plan envisaged rezoning Business 4 Zone land on the northern side of Burwood Highway (now Commercial 2) and Business 1 Zone (now Commercial 1) land on the southern side of Burwood Highway to the Mixed Use Zone, these were not progressed.

The Burwood Village Neighbourhood Activity Centre Framework Plan is over 16 years old. The Draft Burwood Structure Plan covers parts of the Burwood Village Neighbourhood Activity Centre to the west of the Structure Plan Area along Burwood Highway, and envisages substantial change at this location, where three-storey dwellings and medium density housing is considered appropriate. This reflects the level of intensification in development attributable to the opportunity provided by the SRL station at Burwood and associated town centre.

### 3.3.14 Burwood Heights Activity Centre Structure Plan

A small portion of the Burwood Structure Plan Area near Sterling Street and St Scholastica’s Parish is located in the Burwood Heights Structure Plan Area. The *Burwood Heights Activity Centre Structure Plan* is a background document in the Whitehorse Planning Scheme. The area is primarily residential with a mix of single dwellings and multi-unit developments.

The Draft Burwood Structure Plan is generally consistent with the Burwood Heights Structure Plan, providing lower-scale residential development in areas with sensitive interfaces and nominating the St Scholastica's Parish as an education land use.

## 3.4 Council strategies – Monash City Council

The Monash Planning Scheme includes background documents that form the basis of strategies relevant to the Burwood Structure Plan Area. An overview of relevant documents and the Draft Burwood Structure Plan response is set out below. Documents that are not referenced in clause 72.08 of the Monash Planning Scheme are otherwise identified.

### 3.4.1 Monash Housing Strategy

The *Monash Housing Strategy (2014)* is a background document in the Monash Planning Scheme. The Housing Strategy seeks to address housing issues in the municipality, including by facilitating a more diverse range of housing to support a growing population.

The Residential Development Framework of the Housing Strategy identifies three main areas: areas with future redevelopment potential (including the Monash National Employment and Innovation Cluster (NEIC) and the Dandenong Road and Springvale Road boulevards); areas with limited redevelopment potential (heritage precincts, Dandenong Creek escarpment and creek environs); and areas suitable for incremental change (Garden City Suburbs).

The Burwood Structure Plan Area is designated as Garden City Suburbs, with an objective to provide opportunities for modest housing growth and diversification with an emphasis on preserving and enhancing Monash's Garden City character.

The Monash Housing Strategy is over a decade old and housing policy and demands have shifted since its preparation. While the Draft Burwood Structure Plan generally aligns with the intent of the Housing Strategy by locating higher density housing in areas previously identified for housing growth and diversification (such as along Burwood Highway), it sets out a fresh plan for housing to meet projected demand, building on the opportunities created by SRL East.

The creation of a town centre for Burwood will deliver a new mixed-use environment capable of supporting significant increases in residential density. The Draft Burwood Structure Plan also supports growth and diversification in areas surrounding the new town centre, recognising the housing, economic and employment opportunities associated with increased accessibility.

Residential areas in Burwood are largely designated as Garden City Suburbs. The Draft Burwood Structure Plan envisages increased density in these areas to provide for housing growth, but notes the need to complement and build on the established Garden Suburbs character (particularly in areas south of Highbury Road).

### 3.4.2 Monash Affordable Housing Strategy

The *Monash Affordable Housing Strategy (2023)* is an adopted document of council that seeks to increase the availability and supply of affordable housing in alignment with the Monash Housing Strategy. The Affordable Housing Strategy identifies that activity centres have significant scope for increased density and development and are suitable for more diverse affordable housing types.

The Affordable Housing Strategy identifies opportunity to include at least 10 per cent affordable housing in the residential and commercial areas of the Burwood Structure Plan Area.

Proposed Amendment C174 seeks to implement the Monash Affordable Housing Strategy including through a 6 per cent affordable housing contribution when land is rezoned to facilitate residential development or for development of 20 or more dwellings.

The Draft Burwood Structure Plan supports affordable housing and greater housing choice with increased density and diversity of housing types around the SRL station at Burwood.

The Draft Burwood Structure Plan includes an objective to 'increase the supply of social and affordable housing', with a strategy to encourage provision of affordable housing on strategic sites and areas identified for significant and high housing growth in alignment with Victorian Government policy. Affordable housing and social housing is also encouraged on government-owned land, with future development and renewal of existing social housing to be investigated.

### 3.4.3 Monash Economic Development Strategy and Action Plan

The *Monash Economic Development Strategy and Action Plan (2018)* is an adopted document of council that outlines its approach to opening up new employment and economic opportunities in the City of Monash.

The Economic Development Strategy identifies that the municipality represents approximately 4 per cent of Victoria's economy and includes a resident workforce of approximately 87,000 people, with businesses providing over 121,000 jobs. Objective 2.3 of the Economic Development Strategy supports the ongoing development of vibrant and viable retail and commercial activity centres. This includes actions such as preparing and implementing structure plans to guide long-term planning and development, as well as to minimise vacancy rates in activity centres.

The Draft Burwood Structure Plan provides for a new town centre in Burwood to support new office and retail floorspace to generate economic growth. A greater intensity of employment uses on key sites along Burwood Highway and Highbury Road is supported, and the importance of industrial precincts is reinforced, with the intensification of Greenwood Business Park identified as mixed-use redevelopment to generate jobs growth.

### 3.4.4 Monash Open Space Strategy

The *Monash Open Space Strategy (revised 2021)* is a background document within the Monash Planning Scheme and provides a framework for providing new open space in the municipality to 2036.

The Burwood Structure Plan Area is primarily located in Precinct 1–Ashwood / Burwood, which is identified as having the highest level of open space in the municipality per 1,000 residents. The Structure Plan Area is assessed as having sufficient open space to provide for the needs of residents.

The Draft Burwood Structure Plan seeks to connect and improve access to existing and future open space, and identifies investigation areas for new open spaces. The Open Space Strategy forms part of the considerations in the *Open Space Technical Report*, providing context for the identification of potential future open space locations and options to reduce gaps in walkable access to open space across the Structure Plan Area. This is discussed in Section 5.1.3 below.

### 3.4.5 Monash Integrated Transport Strategy

The *Monash Integrated Transport Strategy (2017)* is an adopted document of council that provides a strategic framework to guide the planning and development of Monash's transport system to 2037 and beyond.

The Integrated Transport Strategy anticipates increased pressure on the Monash transport network due to population growth in Melbourne's eastern and southern regions, and more people travelling between the outer-eastern and southern regions and inner Melbourne. It promotes a shift to public transport, walking and cycling to meet future travel demand.

An audit program for public shared paths and links is included, starting with the Gardiners Creek (Kooyongkoot).



The Draft Burwood Structure Plan supports urban growth around the SRL station with efficient use of significant new transport infrastructure to improve public transport, walking and cycling connections. It promotes improved pedestrian and bicycle routes and links, establishes a network of 'green streets' and repurposes Gardiners Creek Reserve as a high amenity north–south active transport corridor. The Draft Burwood Structure Plan includes directions to reduce reliance on cars and support low-traffic neighbourhoods.

### 3.4.6 Monash Walking and Cycling Strategy

The *Monash Walking and Cycling Strategy (2012)* is an adopted council document that provides a framework to achieve a walking- and cycle-friendly municipality where residents of all ages and abilities can choose active travel as their preferred form of exercise, recreation and transport.

Key actions of the Walking and Cycling Strategy relevant to the Burwood Structure Plan Area include identifying opportunities to improve existing on-road cycling infrastructure and to better link footpath networks and key destinations.

The Draft Burwood Structure Plan supports new and improved pedestrian-oriented streets and cycling routes linking destinations, and encourages active travel.

### 3.4.7 Monash Integrated Water Management Plan

The *Monash Integrated Water Management Plan (2014)* is an adopted council document that seeks to ensure water is an integral part of planning and service delivery in the municipality.

Most of Monash's land comprises residential use, with forecast population and business growth anticipated to be facilitated through redevelopment (primarily in Monash's activity centres). Water Management Plan actions relevant to the Burwood Structure Plan Area include ensuring opportunities for integrating water sensitive urban design (WSUD) are investigated for capital works programs and that future structure and precinct plans require WSUD. This is also relevant to Gardiners Creek (Kooyongkoot).

The Draft Burwood Structure Plan includes actions to increase climate resilience by encouraging new developments within the Structure Plan Area to adopt IWM plans and incorporate WSUD features. The integration of WSUD with Gardiners Creek (Kooyongkoot) is considered in respect of flooding, habitat and water quality impacts. An *Integrated Water Management Strategy* prepared for SRL East sets out strategies and actions to increase climate resilience within the Burwood Structure Plan Area by encouraging new developments to incorporate WSUD features and the preparation of an IWM Plan to develop and advance place-based IWM measures and opportunities. More information on the *Integrated Water Management Strategy* is provided in Section 5.5.2 below.

## 4. Structure Plan considerations

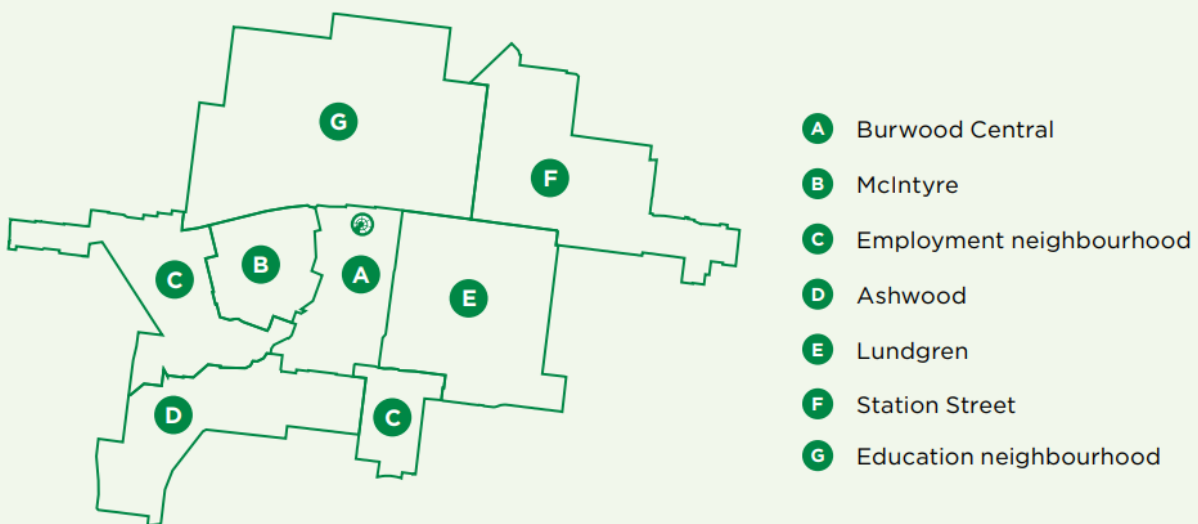
In preparing the Draft Burwood Structure Plan, a series of technical investigations were undertaken to analyse constraints and opportunities with the potential to impact land capability.

This section describes the key findings of these assessments and the implications for the Draft Burwood Structure Plan, with consideration also given to the relationship with other technical assessments discussed in Section 4 and Section 5 of this report. The focus of the below summaries is on how the recommendations of each assessment are captured in the Draft Burwood Structure Plan or where variation from the technical assessment has been considered.

Technical Reports referenced in this Background Report are listed in Appendix E.

### Neighbourhoods

Discussions in the following sections make reference to planning approaches for specific neighbourhoods where appropriate. The Draft Burwood Structure Plan introduces seven neighbourhoods defined by their unique characteristics and attributes as shown below. Each neighbourhood has a distinct role in achieving the Vision for Burwood and supporting population and employment growth. Detailed urban design, planning recommendations and development direction will guide the evolution of each neighbourhood.



### 4.1 Aboriginal cultural heritage

#### Context

The Wurundjeri Woi Wurrung people of the Kulin Nation are the Traditional Owners and custodians of the Country upon which the Burwood Structure Plan Area is located. The Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation is the Registered Aboriginal Party for the Country covered by the Draft Burwood Structure Plan.

The *Aboriginal Cultural Heritage Technical Report* identifies registered Aboriginal places and areas of Aboriginal cultural heritage sensitivity within a 2-kilometre radius of the SRL station, as well as ways to protect them.

## Key findings

There is one registered Aboriginal place in the Burwood Structure Plan Area (204 Burwood Highway VAHR 7922-1442). This place was identified during the investigations for Cultural Heritage Management Plan 14289, along with areas of cultural heritage sensitivity associated with an Aboriginal Place (Morton Road LDAD 1 VAHR 7922-1437).

Areas of Aboriginal cultural heritage sensitivity associated with Gardiners Creek (Kooyongkoot) run north–south throughout the central part of the Structure Plan Area. The most likely Aboriginal place types to occur are Artefact Scatters or Low Density Artefact Distributions. However, there is a low probability of identifying intact Aboriginal cultural heritage material within the Structure Plan Area due to the significant ground disturbance from previous urban development.

No potential areas to avoid concerning Aboriginal heritage are identified in the Burwood Structure Plan Area. Any potential impacts could be managed through compliance with the *Aboriginal Heritage Act 2006* (Vic).

## Implications for the Draft Burwood Structure Plan

While the previous significant ground disturbance means a low probability of intact cultural heritage material remaining within the Structure Plan Area, the requirements of the Aboriginal Heritage Act will continue to apply to 'high impact activities' (as defined under the Act) to manage impacts on identified areas of Aboriginal cultural heritage sensitivity. This includes the requirement to prepare a Cultural Heritage Management Plan for developments that comprise 'high impact activities' in areas of cultural heritage sensitivity.

## 4.2 Aboriginal cultural values

### Context

Structure planning for Burwood presents an opportunity to highlight Burwood's rich cultural history and to create spaces that support the ongoing interpretation and sharing of cultural values. Structure planning for Burwood has been shaped by engagement with Traditional Owners and the Aboriginal community to integrate cultural values into the planning for the Burwood Structure Plan Area. This has included discussions with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation to identify opportunities to celebrate Aboriginal voices, history and culture. These discussions have informed the objectives, strategies and actions in the Draft Burwood Structure Plan.

### Key findings

Consultation with Traditional Owners identified a strong desire to apply the principles of self-determination in planning SRL East. This includes identifying opportunities for involving Traditional Owners and the Aboriginal community in advancing Aboriginal outcomes across various areas such as urban design, environmental restoration, economic inclusion, housing and community infrastructure.

### Implications for the Draft Burwood Structure Plan

Section 5.3 'Enriching Community' of the Draft Burwood Structure Plan includes Objective 1 to 'Celebrate, protect and interpret Aboriginal cultural values'. Strategies and actions are provided to support ongoing engagement and partnership with Traditional Owners and the Aboriginal community to help shape the future of the Structure Plan Area.

The Draft Burwood Structure Plan identifies opportunities for future engagement with Traditional Owners, including (but not limited to) the design of public spaces, new walking and cycling infrastructure, community facilities, creative works, wayfinding, landscaped areas and streetscapes, and advancing Aboriginal employment outcomes and procurement opportunities.

## 4.3 Post-contact heritage

### Context

The SRL station at Burwood is located within an existing urban area established as part of Melbourne's early development in the late 1800s and early 1900s. The *Historical Heritage Technical Report* identifies places and objects of historical value within the Structure Plan Area and provides direction for the built form response within a context of significant population, housing and employment growth.



Heritage places reflect key historical development themes and provide insight into local character, identity and established built form.

The report considers legislation, existing statutory controls, heritage studies, non-statutory data sources and information from technical reports prepared for the SRL Environment Effects Statement (2021).

## Key findings

No historical heritage places in the Burwood Structure Plan Area are included on national or Commonwealth heritage lists or the Victorian Heritage Inventory (VHI).

One heritage place within the Structure Plan Area is listed on the Victorian Heritage Register (VHR): the Former Burwood Primary School No. 461 (H0975) at 172 Burwood Highway, Burwood.

The Whitehorse Planning Scheme lists five sites within the Structure Plan Area protected by a Heritage Overlay. These comprise commercial and institutional buildings along or near Burwood Highway. This includes the Burwood Skyline Drive-In Cinema established in the post-war period (1950). The sites are listed in Table 1 below. Their locations are shown in Figure 8 (in Section 3.2.1 above).

The site of the SRL station at Burwood is partly located within the area covered by HO281 (Burwood Skyline Drive-In Cinema). This was considered for the SRL East Environment Effects Statement (2021).

**Table 1 Heritage Overlay places in Burwood Structure Plan Area**

Whitehorse Planning Scheme
HO1 – Former Burwood Primary School No. 461, 172 Burwood Highway, Burwood (refer to VHR H0975)
HO22 – Hetherselt, 141 to 169 Burwood Highway, Burwood
HO235 – Two-storey brick warehouse, 327 Warrigal Road, Burwood
HO249 – Former Kildonan Children’s Home, 70 Elgar Road, Burwood
HO281 – Burwood Skyline Drive-In Cinema, Burwood Highway, Burwood

The Whitehorse Heritage Framework (draft 2020) recognises the potential to identify additional heritage places in the municipality as part of ongoing heritage reviews. No heritage studies are underway in the City of Monash. The last municipal-wide historical heritage study in Monash was completed in 1999.

The *Historical Heritage Technical Report* recognises the prospect for heritage values and places to inform the SRL East urban design response, including opportunities to build on valued characteristics and maintain a sense of place. No specific opportunities were identified for the Draft Burwood Structure Plan.

Proposals for change to the VHR-listed Former Burwood School (Burwood Highway) were noted as requiring assessment of the potential for adverse impacts on its cultural heritage significance, as well as opportunities to conserve, adapt and interpret the heritage place.

## Implications for the Draft Burwood Structure Plan

Heritage places will continue to form part of the value of the Burwood Structure Plan Area, contributing to the sense of place. The Draft Burwood Structure Plan does not propose to modify existing Heritage Overlays, and heritage places within the Structure Plan Area will continue to be protected by the Whitehorse and Monash Planning Schemes.

Heritage places and objects may be integrated with new development of contrasting scale as part of a contemporary setting. This is particularly appropriate where heritage places do not form part of a Heritage Overlay precinct.

Section 5.5 ‘Enhancing Place’ of the Draft Burwood Structure Plan sets Objective 12 to ‘Ensure the scale of built form is responsive to its context’.

Section 6.3 of the Draft Burwood Structure Plan sets an objective ‘To preserve and enhance the setting of Burwood House, listed on the Victorian Heritage Register’. A built form guideline for the neighbourhood also ensures that new development adjacent to Burwood House (HO1) responds to the heritage significance of the place.

## 4.4 Ecology and arboriculture

### Context

The Burwood Structure Plan Area comprises urban areas ranging from industrial precincts to residential areas and parkland that display varying levels of ecological value and enhancement potential.

The *Ecology and Arboriculture Technical Report – Burwood* assesses the ecological environment and tree canopy cover within and surrounding the Structure Plan Area.

The report was informed by a desktop review of flora and fauna databases, legislation, planning controls, policies and technical reports to ascertain existing ecological and arboriculture conditions. Threatened flora, fauna and ecological communities listed under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) and *Flora and Fauna Guarantee Act 1988* (Vic) were assessed to determine the likelihood of their occurrence within and surrounding the Structure Plan Area.

Recommendations aim to minimise and manage the impacts of change to ecology and arboriculture within the Structure Plan Area and inform future land use and development.

### Key findings

#### Ecology

The Burwood Structure Plan Area is heavily modified and dominated by infrastructure, buildings and residential areas with some scattered parklands. There are no habitat corridors or contiguous habitat from adjacent landscapes to encourage movement and dispersal of native fauna within the Structure Plan Area. Existing areas of open space are considered unlikely to provide significant habitat or support permanent populations of native flora and fauna.

The Structure Plan Area is intersected by Gardiners Creek (Kooyongkoot), a revegetated, rock-lined drainage channel that provides foraging, resting and dispersal opportunities for wildlife. The creek contains revegetated areas of Swampy Riparian Woodland (EVC 83) with 1.35 hectares of native vegetation previously recorded during ecological site investigations. The locations of remnant native scattered trees within the Structure Plan Area are shown in Figure 10.

No specific protections of ecological significance are required and existing mechanisms are in place to preserve and protect threatened flora and fauna species if required.

#### Tree canopy cover

The Burwood Structure Plan Area contains 403,000 m<sup>2</sup> of tree canopy, as shown in Figure 10. This equates to 15 per cent tree canopy cover in the area compared to 18 per cent cover across the Whitehorse municipality and 22 per cent across the Monash municipality. Residential properties and streetscapes support 15 per cent of the tree canopy cover within the Structure Plan Area. Commercial and industrial land support 5 per cent and other land uses (including parks, schools and Deakin University) support 21 per cent, with a significant portion in Gardiners Creek Reserve.

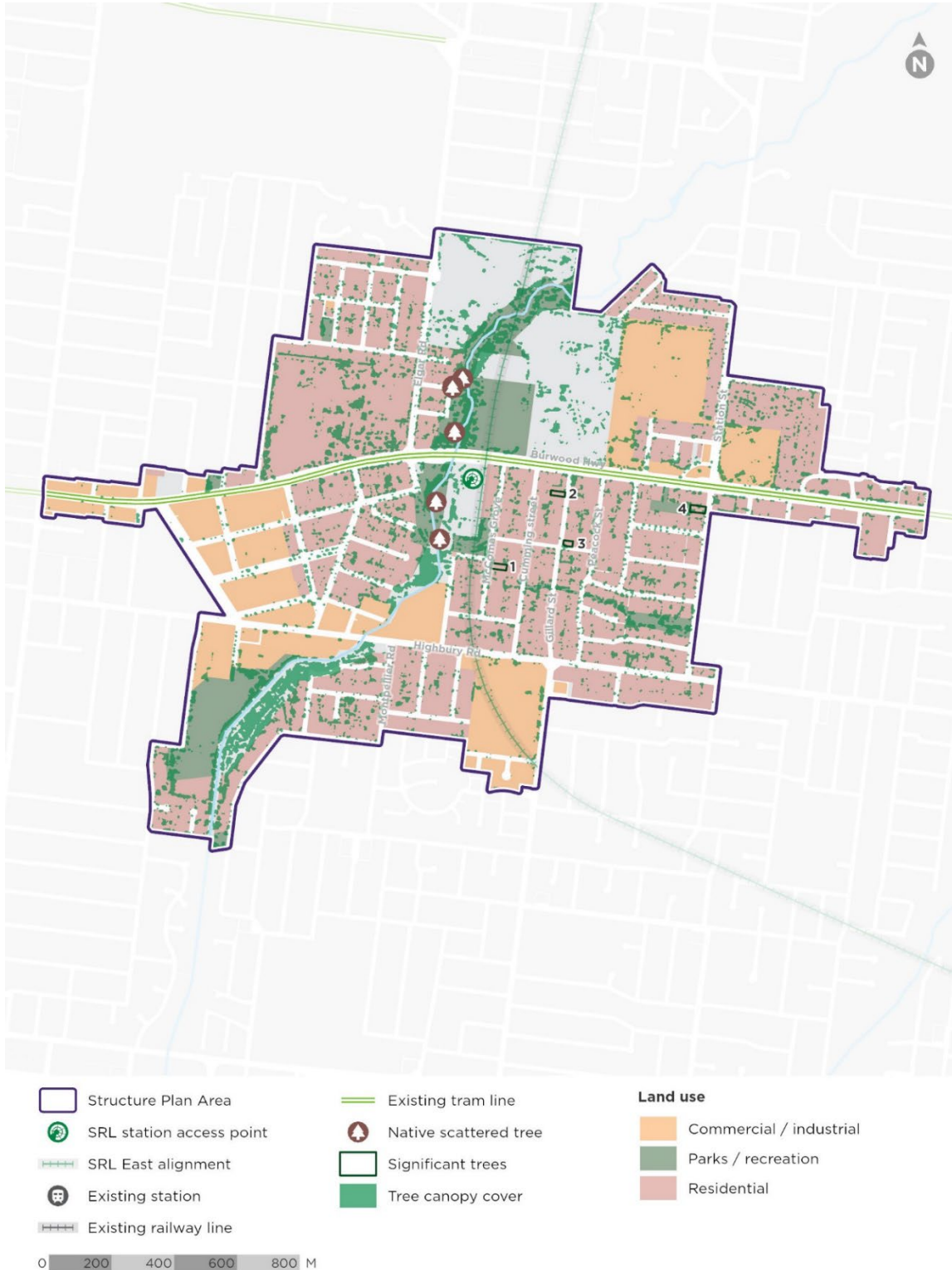
### Implications for the Draft Burwood Structure Plan

A key element of the Vision for Burwood is a denser residential and commercial environment, particularly in the neighbourhoods surrounding the SRL station. The creation of high amenity street and public spaces will support these areas. More housing opportunities are planned within existing residential neighbourhoods where higher levels of amenity already exist.

Section 5.3 'Enriching Community', Section 5.5 'Enhancing Place' and Section 5.7 'Empowering Sustainability' of the Draft Burwood Structure Plan include strategies to improve ecological outcomes while supporting housing and employment growth, including those relating to:

- Prioritising biodiverse planting along streets and private land to create habitat corridors that link open spaces
- Encouraging development that provides deep soil planting and canopy trees in building setbacks and streetscapes, aspiring to increase tree canopy coverage to 30 per cent
- Providing space for tree canopy cover and green infrastructure to reduce urban heat island effects and improve the climate resilience of the local environment, including local flora and fauna
- Requiring development to include integrated water management elements that optimise permeable surfaces.

The Department of Transport and Planning has also included Gardiners Creek (Kooyongkoot) in its *Planning Controls for Waterways* program to provide holistic protection to this urban waterway's 'landscape, environmental and cultural characteristics'. This program will deliver planning controls that take a metropolitan-wide view to protecting waterway corridors and integrating blue / green corridors so local wildlife and biodiversity can thrive.



**Figure 10 Tree canopy cover in Burwood Structure Plan Area**



## 4.5 Flooding

### Context

The Burwood Structure Plan Area is currently subject to flooding along most of Gardiners Creek (Kooyongkoot), as well as localised overland flooding around the McComas Grove, Stott Street and Brockhoffs Main Drains.

The *Flooding Technical Report* describes existing flooding risks within the Structure Plan Area and identifies risks relating to new development as well as ways to minimise flooding.

The report is informed by flooding and water management policies, planning controls, State Emergency Services (SES) plans, council flood management reports and available flood studies. Flood studies made available by Melbourne Water were reviewed and consolidated to present the 1 in 100-year flood event (1% AEP) data, accounting for climate change projections (increased intensity and frequency of flood events) to the year 2100. The flood study undertaken for the SRL East Environment Effects Statement (2021) accounts for climate change predictions until the year 2150.

### Key findings

The Burwood Structure Plan Area is located within the Gardiners Creek (Kooyongkoot) catchment, with water flowing (overland) generally in a southern direction from the north east and the east. These overland flows enter the local drainage networks through the Stott Street Drain, the McComas Grove Drain and the Brockhoff's Main Drain, discharging directly into Gardiners Creek (Kooyongkoot) at various locations along its channel (natural and concrete-lined) within the Structure Plan Area.

A Land Subject to Inundation Overlay (LSIO) applies to parts of Gardiners Creek (Kooyongkoot), particularly its naturalised form in the northern part of the Structure Plan Area. South of Sinnott Street, an Urban Floodway Zone (UFZ) applies to Gardiners Creek (Kooyongkoot) as an urban environment with a high risk of flooding, prohibiting most land use and development. A Special Building Overlay (SBO) applies across the McComas Grove Drain, Stott Street Drain and the Brockhoffs Main Drain. Proposals for new works are referred to Melbourne Water to assess flood risk and impacts on local overland flow paths.

Hydrological and hydraulic modelling has confirmed that some parts of the Structure Plan Area currently experience a high flood risk with 1% AEP (1 in 100-year event) flood depths of up to 3 metres in the Gardiners Creek (Kooyongkoot) channel (including adjoining open space and roads) south of Burwood Highway, adjacent the SRL station and within the industrial land to the south of Sinnott Street. A moderate to high flood risk of up to 1 metre exists along the McComas Grove Drain in the south east of the Structure Plan Area. Generally shallow overland flows are experienced along Burwood Highway, with most of the surrounding catchment having a low to moderate flood risk.

The 1% AEP flood modelling confirmed a current risk of over-floor flooding at several properties along the McComas Grove Drain in the south east of the Structure Plan Area.

Note: Annual Exceedance Probability (AEP) is the probability of a certain sized flood occurring in a single year. For example, a 0.5% AEP flood has a 1-in-200 chance of occurring in any year. A 1% AEP flood has a 1-in-100 chance of occurring in any year.

### Implications for the Draft Burwood Structure Plan

While the *Flooding Technical Report* identifies areas at high risk of flooding, these are largely concentrated along and adjoining Gardiners Creek (Kooyongkoot).

Melbourne Water is currently remodelling flood risks in partnership with local governments. The results will be used to make any additional updates to the Whitehorse and Monash Planning Schemes and planning policy where required by 2026 and may change flood overlay areas within the Structure Plan Area. Modelling of local stormwater drainage underway within the Structure Plan Area, in partnership with the cities of Whitehorse and Monash, will be completed in 2025 or early 2026.

The flood risks in the Burwood Structure Plan Area identified in the *Flooding Technical Report* include additional areas of moderate to high flood risk, largely concentrated along and adjoining Gardiners Creek (Kooyongkoot). Upon completion of the revised Melbourne Water remodelling, the Whitehorse and Monash Planning Schemes will be updated to fully reflect these additional flood risks identified in the *Flooding Technical Report*.

Section 5.7 'Empowering Sustainability' of the Draft Burwood Structure Plan includes Objective 24 to 'Embed Integrated Water Management'. This includes embedding integrated water management in the development of new buildings, roads and public spaces and encouraging water sensitive urban design (WSUD) in active transport corridors, green spaces and the public realm. WSUD is discussed in Section 5.5.2 below.

The Draft Burwood Structure Plan recognises the opportunity to extend the Lundgren Chain Reserve between Cumming Street and Sinnott Street to realise multiple opportunities, including providing new linear open space, extending the walking and cycling paths to Gardiners Creek (Kooyongkoot), improving flood conditions and increasing canopy coverage.

## 4.6 Land contamination

### Context

Historical development across the Burwood Structure Plan Area has resulted in the potential for existing or former industrial (and other) land uses to leave a legacy of environmental contamination. This is a common issue across established areas of metropolitan Melbourne and has potential implications for growth within the Structure Plan Area. Land contamination also requires consideration in accordance with Ministerial Direction No.1 Potentially Contaminated Land (MD1) and Planning Practice Note 30 'Potentially Contaminated Land' (PPN30).

The *Potentially Contaminated Land Memo* and the *Land Contamination Technical Report* apply the guidance of PPN30 to identify potentially contaminated land within the Structure Plan Area. This includes where a planning response is required for potentially contaminated land to be used for a public open space, children's playground, secondary school or sensitive use where previously it was prohibited. Sensitive land use is defined in MD1 and includes residential use, child care centre, kindergarten, pre-school centre or primary school, even if ancillary to another use.

### Key findings

Desktop searches identified 227 records of potential for land contamination within the Burwood Structure Plan Area based on records of regulatory audits, historical land uses and business activities. Of these, 33 sites require a planning response involving a preliminary risk screen assessment before development is permitted for public open space, children's playgrounds, secondary schools or sensitive uses. These 33 records consist of land with a high potential for contamination (as defined by PPN30) and adjacent land with a medium potential for contamination. The identified sites are:

- 20 sites with a high potential for contamination due to historical business activities
- 13 sites with medium potential for contamination located adjacent to a site with a high potential for contamination.

### Implications for the Draft Burwood Structure Plan

The Draft Burwood Structure Plan envisages that existing land use settings within the Structure Plan Area will mostly be retained. The exceptions are the creation of the new centre of activity around the SRL station in the Burwood Central neighbourhood which will support an intensive mixed-use environment, and the redevelopment of areas within the Employment and Ashwood neighbourhoods (see Section 6 of the Draft Burwood Structure Plan for the locations of these neighbourhoods).

Where the Draft Burwood Structure Plan envisages a change in permissible land use to no longer prohibit public open space, children's playground, secondary school or sensitive uses, a planning response is necessary. The *Environment Protection Act 2017* (Vic) and PPN30 will remain relevant when considering future land uses and development applications within the Structure Plan Area.

## 4.7 Land amenity and buffers

### 4.7.1 Noise and vibration

#### Context

Existing noise and vibration sources affecting the Burwood Structure Plan Area include Burwood Highway and industrial and commercial activities.

The *Noise and Vibration Technical Report* identifies existing noise and vibration sources within the Structure Plan Area and a 1-kilometre radius of its boundary. The report identifies existing planning controls and policies to protect sensitive land uses from noise impacts, and makes recommendations to minimise negative impacts of noise and vibration on future development within the Structure Plan Area. Potential impacts of vibration from the SRL East tunnels are also considered.

## Key findings

### Noise

Existing noise sources within the Structure Plan Area include commercial and light industrial areas such as the Highbury Road and Huntingdale industrial areas. Noise is mainly from mechanical building services (such as air conditioning) and the loading / unloading of vehicles, as well as from main roads such as Burwood Highway. No areas with cumulative noise impacts were identified.

Existing planning controls and policies are generally appropriate to address noise impacts. Clause 13.05-1S (Noise Management) of the Victoria Planning Provisions requires consideration of Environment Protection Regulations and other noise policy documents to manage noise impacts on sensitive land uses. Residential development standards of the Whitehorse and Monash Planning Schemes (such as clauses 55 and 58) also require consideration of noise sources on new residential development.

Existing noise influence areas in the Burwood Structure Plan Area are shown in Figure 11.

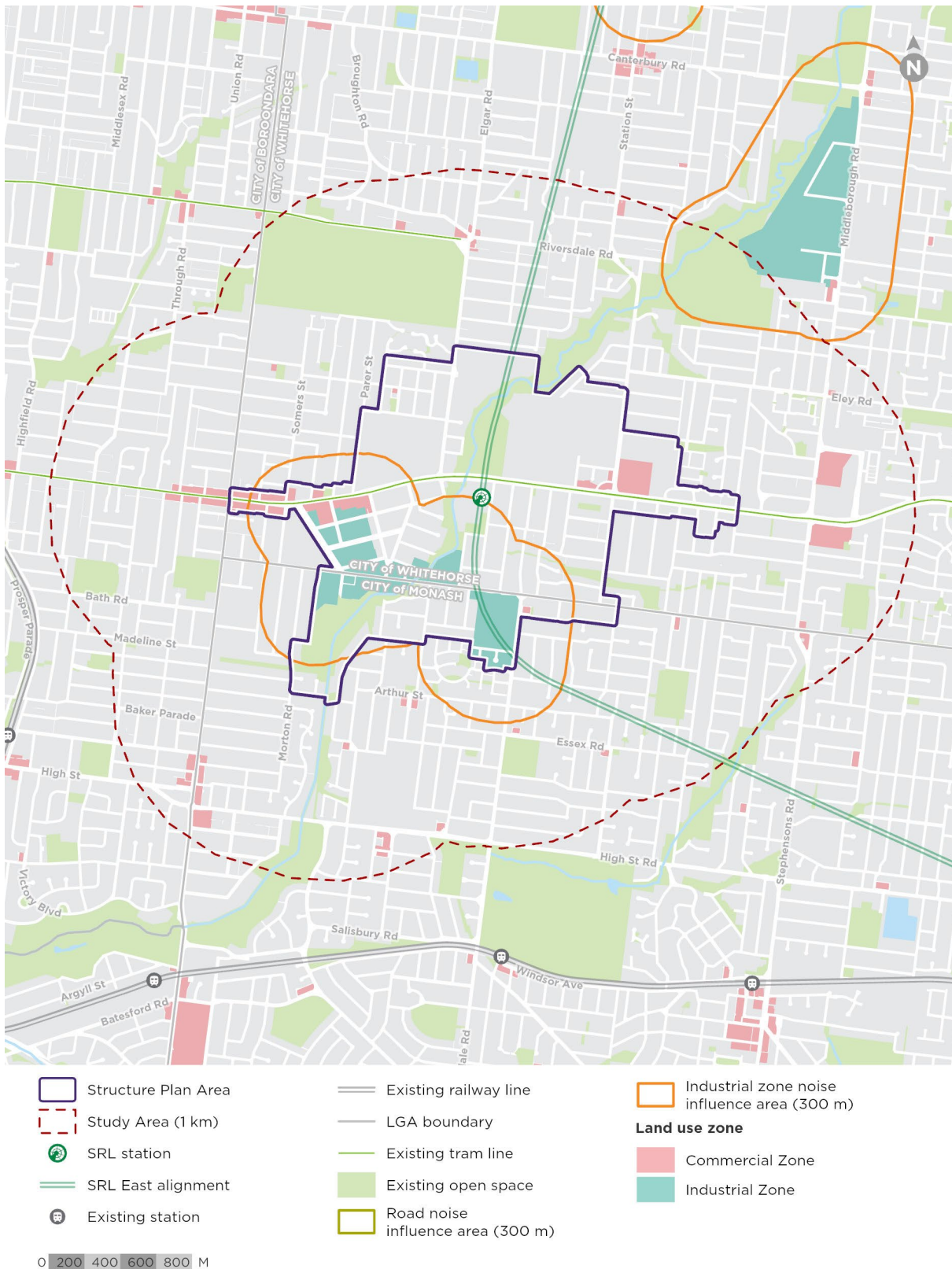
### Vibration

No vibration influence areas were identified within the Burwood Structure Plan Area.

SRL East rail and station design incorporates measures to prevent vibration and ground-borne noise from the tunnels impacting residential land. The SRL East Environment Effects Statement (2021) concluded that residential land will unlikely experience significant risk from vibration and ground-borne noise from the tunnels. However, other new land uses and developments in the vicinity of the SRL East tunnels that involve the use of vibration-sensitive equipment such as education or health facilities may be sensitive to vibration and need to incorporate measures to address potential vibration impacts.

## Implications for the Draft Burwood Structure Plan

Section 5.5 'Enhancing Place' of the Draft Burwood Structure Plan includes Objective 15 to 'Ensure new buildings provide a good level of amenity for occupants'. This includes incorporating appropriate noise and vibration attenuation measures into the design of new sensitive developments.



**Figure 11 Influence areas of existing noise and vibration sources in the Burwood Structure Plan Area**



## 4.7.2 Odour and dust

### Context

The *Odour and Dust Technical Report* determines the potential of future land uses within the Burwood Structure Plan Area that can be negatively impacted by odour and dust emissions associated with existing businesses and facilities. Odour and dust can particularly impact sensitive uses such as residential buildings, childcare centres, aged care facilities and hospitals. The report focuses on land use conflicts between sensitive land uses and industrial land uses.

The report assesses existing businesses and facilities within the Structure Plan Area and a 1-kilometre radius from its boundary, with reference to relevant policy and legislation. Sites are identified that may be subject to a recommended separation distance as set out by the EPA Victoria *Separation distance guideline (August 2024)* to determine if a proposed nearby land use or development is suitable.

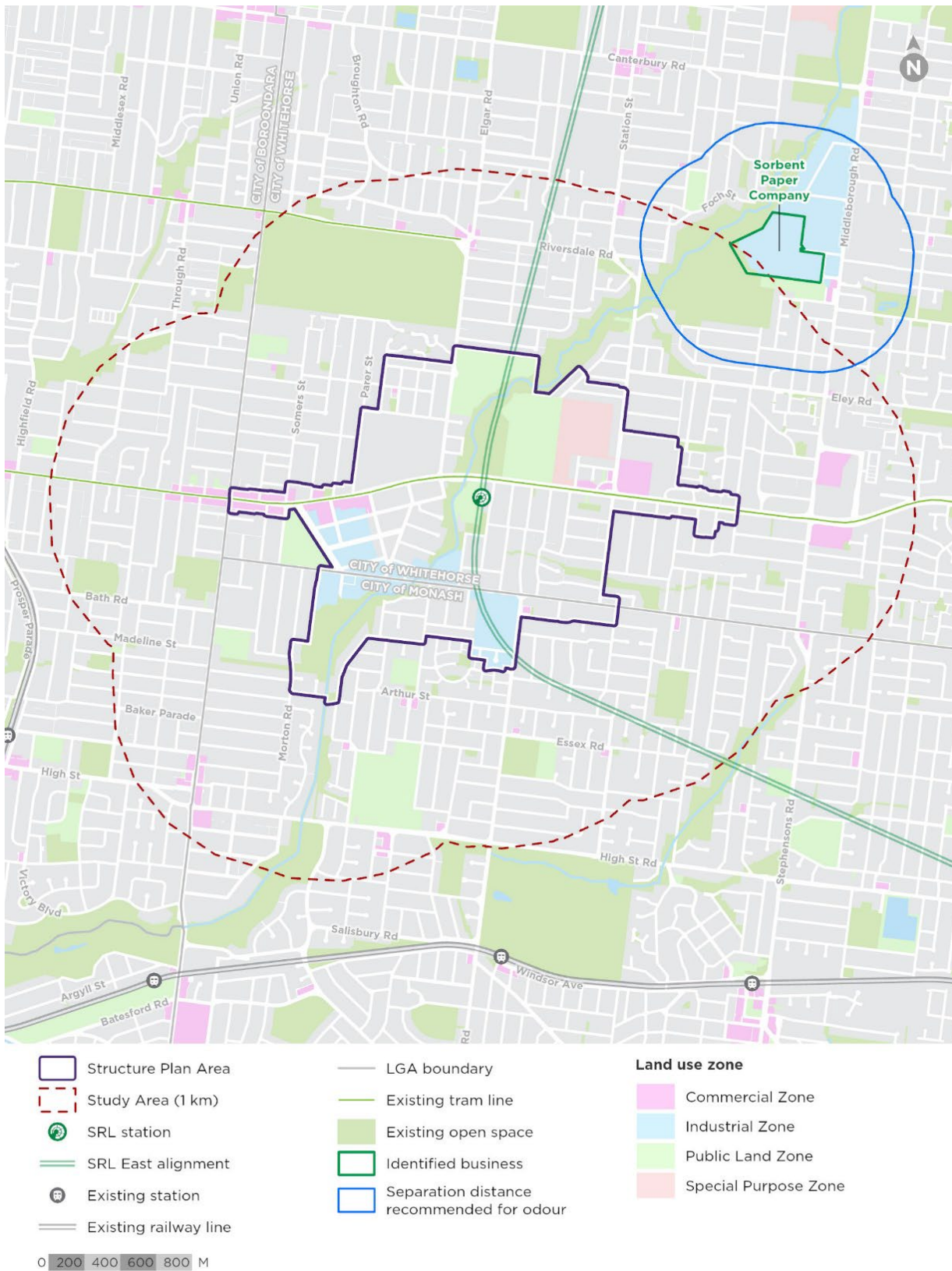
The Whitehorse and Monash Planning Schemes (clause 53.10) set threshold distances for land uses or activities where as part of a planning permit application, assessment and referral to the EPA Victoria is required for particular new industrial land uses to determine if a proposed use or activity is appropriate.

### Key findings

Sites used by the ADCO Group Pty Ltd, Apecs Investment Casting Pty Ltd, EcoActiv Pty Ltd and Ritter Australia Pty Ltd were identified within the Structure Plan Area as potentially producing odour and dust. However, the type of activities conducted by these businesses means that no separation distances are recommended and they are not identified as impacting land use and development within the Structure Plan Area. The same applies for businesses outside the Structure Plan Area, but within a 1-kilometre radius of its boundary. The Sorbent Paper Company operates a tissue manufacturing facility outside the Structure Plan Area (shown on Figure 12). A 500-metre separation distance applies around this business but this does not encroach into the Structure Plan Area.

### Implications for the Draft Burwood Structure Plan

Since no existing odour or dust emissions will constrain land use planning and development within the Structure Plan Area, no provisions relating to these emissions are made in the Draft Burwood Structure Plan.



**Figure 12 Burwood Structure Plan Area separation distances, odour and dust**

## 4.8 Aviation

### Context

The Burwood Structure Plan Area is located approximately 14 kilometres north-east of Moorabbin Airport and 22 kilometres south-east of Essendon Airport.

The *Aviation and Airspace Technical Report* reviews aviation planning controls and international aviation standards that impact maximum development heights in the Structure Plan Area. The report makes recommendations for future maximum building heights to avoid conflict with airport operations, including take-off and landing flightpaths.

Approval is required from the Australian Government's Department of Infrastructure, Transport, Regional Communications and the Arts for development that exceeds maximum building heights.

### Key findings

No aviation planning controls apply to the Burwood Structure Plan Area.

### Implications for the Draft Burwood Structure Plan

Given the distance from the Structure Plan Area to Moorabbin and Essendon airports, preferred maximum heights set out in the Draft Burwood Structure Plan are well below the development height limitations.

## 4.9 Utilities and servicing

### Context

The significant population growth and development anticipated within the Burwood Structure Plan Area will impact existing utility services.

The *Utilities Servicing Technical Report* describes existing utility networks and identifies committed augmentation works, anticipated future capacity, and considerations for land use and development adjacent to utility assets within the Structure Plan Area.

The report outlines anticipated utility service upgrades for potable (drinking) water, recycled water, sewer, electricity, gas and telecommunications to support population growth in the Burwood Structure Plan Area.

### Key findings

Consultations with utility service providers identified some augmentation requirements and asset capacity constraints. However, no significant utility service issues were identified. Development within the Burwood Structure Plan Area should be able to be appropriately serviced and utility service providers will continue to review and upgrade their infrastructure to meet future demand.

Yarra Valley Water identified that upgrades and / or duplication to the potable water trunk mains are required within the Structure Plan Area. An investigation into the feasibility of a recycled water network (for non-potable uses such as toilets, laundry and irrigation) is underway.

Augmentation of the Yarra Valley Water sewer infrastructure is required along the Highbury Branch and Gardiner Creek Main Sewers to increase capacity.

The nature of the trunk and reticulation works are unknown. Upgrade solutions and opportunities will be investigated and confirmed by Yarra Valley Water as part of their longer-term planning and as development proposals provide more certainty on timing and demand.

An upgrade to the Burwood zone substation is anticipated to increase capacity of United Energy's electrical infrastructure. These works are located outside the Structure Plan Area but are required to meet future demand within it.

### Implications for the Draft Burwood Structure Plan

There are only limited utility capacity constraints for the Burwood Structure Plan Area and no significant implications for land use and development.

## 5. Future directions






This section outlines the future directions to achieve the Vision for Burwood and to support population and employment growth in the Burwood Structure Plan Area.

Five themes underpin SRL East structure planning. Each theme is described in Table 2 and the key Technical Reports relevant to the theme are listed. The Technical Reports apply to multiple themes but are listed beside the theme considered most relevant.

This section focuses largely on how the technical assessments have informed development of the future directions and how this is reflected in the Draft Burwood Structure Plan generally and within specific neighbourhoods. The future directions bring in considerations that are outside the technical assessments, balancing the full range of influences across the Structure Plan Area.

Appendix E provides a full list of all Technical Reports referenced in this Background Report.

**Table 2 Draft Burwood Structure Plan themes and key relevant technical reports**

Draft Burwood Structure Plan theme	Key relevant technical reports
 <p><b>Enriching Community</b> Creating high amenity urban neighbourhoods with more homes and more housing options to live, work and study locally</p>	<ul style="list-style-type: none"> <li>• <i>Housing Needs Assessment – Burwood</i></li> <li>• <i>Community Infrastructure Needs Assessment – Burwood</i></li> <li>• <i>Open Space Technical Report</i></li> </ul>
 <p><b>Boosting the Economy</b> Building on Burwood's strengths to create a dynamic new commercial heart, support a growing education sector and add an innovation focus to the local economy</p>	<ul style="list-style-type: none"> <li>• <i>Economic Profile Technical Report – Burwood</i></li> <li>• <i>Retail Assessment – Burwood</i></li> </ul>
 <p><b>Enhancing Place</b> Planning vibrant and lively public spaces, green streets and nature-based neighbourhoods that support high-quality lifestyles</p>	<ul style="list-style-type: none"> <li>• <i>Urban Design Report – Burwood</i></li> <li>• <i>Wind Technical Report</i></li> </ul>
 <p><b>Better Connections</b> Delivering a high-quality public transport interchange and more walking and cycling options to connect people to jobs and opportunities and create quieter, low-traffic neighbourhoods</p>	<ul style="list-style-type: none"> <li>• <i>Transport Technical Report – Burwood</i></li> <li>• <i>Transport technical Report – Appendix A Precinct Parking Plan – Burwood</i></li> </ul>
 <p><b>Empowering Sustainability</b> Giving Burwood tools and strategies to be a leader in sustainable urban living, mitigate the effects of climate change and make the shift to zero net carbon emissions</p>	<ul style="list-style-type: none"> <li>• <i>Climate Response Plan – Burwood</i></li> <li>• <i>Integrated Water Management Strategy</i></li> </ul>



### Strategic sites

Discussions in the following sections refer to strategic sites. Strategic sites are generally large, single-ownership sites with strong potential to help achieve the Vision for Burwood.

Strategic sites within the Burwood Structure Plan Area were identified using the following criteria:

- Complexity of issues – the potential for site issues to be resolved including land use, built form and movement challenges that require a bespoke planning control or process
- Opportunity for public benefit – the potential for a site to accommodate significant housing or employment growth and/or its ability to help achieve government policy objectives that would be lost within the Structure Plan Area if the site was not clearly identified as strategic
- Capacity and scale – the potential for a site to attract significant investment and generate substantial community benefit within the lifespan of the Burwood Structure Plan (by 2041).

In addition to these criteria, the following factors were also reviewed when identifying strategic sites:

- Capacity for intensification, including the size of a site, the lack of sensitive interfaces, and the likelihood of its development within the lifespan of the Burwood Structure Plan (by 2041)
- Ability to support open space and/or community infrastructure
- Distance from the SRL station and core of the Burwood Structure Plan Area
- Whether ownership enables investment to be unlocked in the short to medium term
- Significant environmental or land use constraints (such as heritage or flooding)
- Draft built form and land use objectives contained in the Key Directions developed for the Burwood Structure Plan Area
- Landowner intentions for the site (established through consultation).

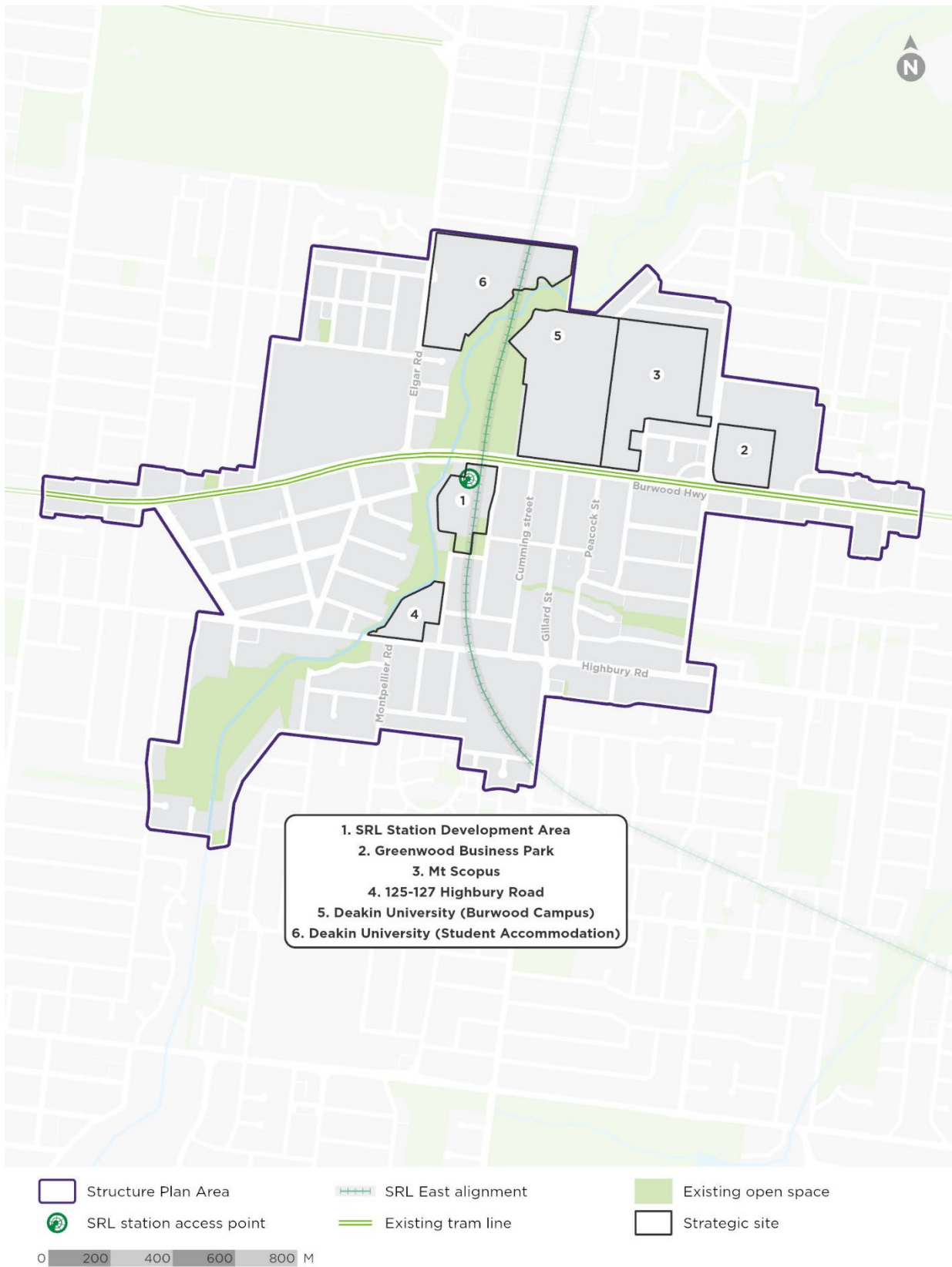
To capture these opportunities, some strategic sites may be subject to a master planning process that would facilitate use and development that responds to the site's context, and manage site-specific and off-site impacts. The master planning process allows flexibility and provides for an integrated approach to land use, design response, public realm, movement and infrastructure.

### Strategic sites within the Burwood Structure Plan Area

Strategic sites identified in the Draft Burwood Structure Plan by applying the criteria and factors above are:

- **SRL Station Development Area** – opportunities supporting the SRL station and mixed-use development
- **127 Highbury Road** – an existing area of light industrial uses with opportunity for a mixed-use development, new connections from Sinnott Street and the potential expansion of the Gardiners Creek (Kooyongkoot) corridor
- **Deakin University Burwood campus** – intensification of education and employment uses supported with an opportunity to improve interface and links with Gardiners Creek (Kooyongkoot)
- **Mount Scopus College** – existing school with potential long-term opportunity to improve connections through the site
- **Greenwood Business Park** – existing employment area with potential to deliver diversity of land uses and intensification, new local linkages and enhanced public realm.

The strategic sites within the Burwood Structure Plan Area are shown in Figure 13.



**Figure 13 Strategic sites within the Burwood Structure Plan Area**

## 5.1 Enriching Community

The Vision for Burwood envisages more diverse housing types, sizes and tenures to support a growing population with changing household needs and preferences. With population growth comes the need for well-located community facilities to meet the daily needs of residents and workers.

The *Housing Needs Assessment – Burwood*, the *Community Infrastructure Needs Assessment – Burwood* and the *Open Space Technical Report* informed the response in the Draft Burwood Structure Plan to the Enriching Community theme, as summarised in the following sections.

### 5.1.1 Housing needs

#### Context

Burwood is evolving and the new SRL station will be a catalyst for more intensive and varied forms of accommodation to support a growing population with changing and more varied household needs and preferences.

The Draft Burwood Structure Plan supports Victoria to meet its overall housing targets while encouraging opportunities for more diverse and affordable housing options in highly accessible locations.

The *Housing Needs Assessment – Burwood* projects the number of dwellings needed to accommodate the forecast population growth in the Burwood Structure Plan Area to 2041, and identifies the type and size of dwellings and the most suitable locations for higher density housing.

Dwelling definitions used by the Australian Bureau of Statistics (ABS) are adopted for consistency in data analysis: low density (stand-alone dwellings), medium density (attached dwellings up to two storeys) and high density (flats and apartments with three or more storeys).

Community engagement and stakeholder feedback also informed the approach to addressing housing needs outlined in the Draft Burwood Structure Plan.

#### Key findings

The resident population of the Burwood Structure Plan Area is projected to more than double from 5,300 people (ABS 2021 Census) to 11,100 by 2041. More housing and more housing choices are needed to meet this demand.

Approximately 2,600 net new dwellings are needed within the Structure Plan Area by 2041. Most should be provided in high density developments (2,690), with some provided in medium density developments (70). A decline of low density dwellings is projected (-180) due to the demolition of older dwellings and their replacement with medium and high density development.

Approximately 130 new dwellings will be required each year to achieve this housing growth. This is above the recent rate of annual housing completions (40) within the Structure Plan Area but is considered achievable subject to market conditions.

The Structure Plan Area currently has a marginally lower proportion of high density housing (10 per cent) compared to Greater Melbourne (13 per cent) and low density housing (57 per cent) compared to Greater Melbourne (66 per cent). The proportion of medium density housing (34 per cent) is higher than Greater Melbourne (22 per cent).

Burwood's current population has a greater proportion of group households and people aged 15 to 24 years and 25 to 39 years compared to Greater Melbourne (ABS 2021 Census), which reflects the presence of the Deakin University campus. The Burwood Structure Plan Area also accommodates a high proportion of key workers.

Demand for housing suitable for students will increase to 2041. A variety of dwelling options are recommended to meet this demand, including some purpose-built student accommodation.

Housing demand across the spectrum of household types, including lone person, couple and family households, is also projected to grow, requiring a diversity of dwelling sizes. More social and affordable housing for very low to moderate income earners is also needed, with an estimated 630 households within the Structure Plan Area potentially eligible for social and affordable housing in 2041. The demand for aged care and retirement dwellings is anticipated to increase.

The lack of large strategic redevelopment sites within the Burwood Structure Plan Area makes significant housing development more challenging. The *Housing Needs Assessment – Burwood* recommends significant housing growth close to Burwood Station, with lot consolidation encouraged. High density development is also recommended along Burwood Highway and other key road corridors including Highbury Road and Elgar Road.

### Future directions in the Draft Burwood Structure Plan

Section 5.3 ‘Enriching Community’ of the Draft Burwood Structure Plan includes Objective 2 to ‘Facilitate the growth of high-quality housing’. It proposes that most of the 2,600 new dwellings needed within the Structure Plan Area are provided in high density developments.

Three levels of housing growth are identified – significant, high and medium. These housing growth levels provide guidance about where the 2,600 new dwellings are best distributed across the Structure Plan Area. The guidance considers the opportunities and constraints of the existing and future context, recommendations of the *Housing Needs Assessment – Burwood* and the *Urban Design Report – Burwood*, State and local planning policy, the Vision for Burwood, and community feedback. Housing growth levels are illustrated in Figure 14. The associated built form categories described below in Section 5.3.1 *Urban design* below are also illustrated.



**Figure 14 Built form scale in the context of the Structure Plan Area**

These growth levels direct the most significant housing growth to places within the Structure Plan Area with the best access to services, amenities and transport, strategic sites and where the preferred scale of future development is greater. This recognises that modest housing growth is more appropriate in established residential areas where the preferred scale of future development is lower. The range of housing growth levels enable a variety of residential types and development locations to attract diverse developers and offer greater choice of housing for the community.

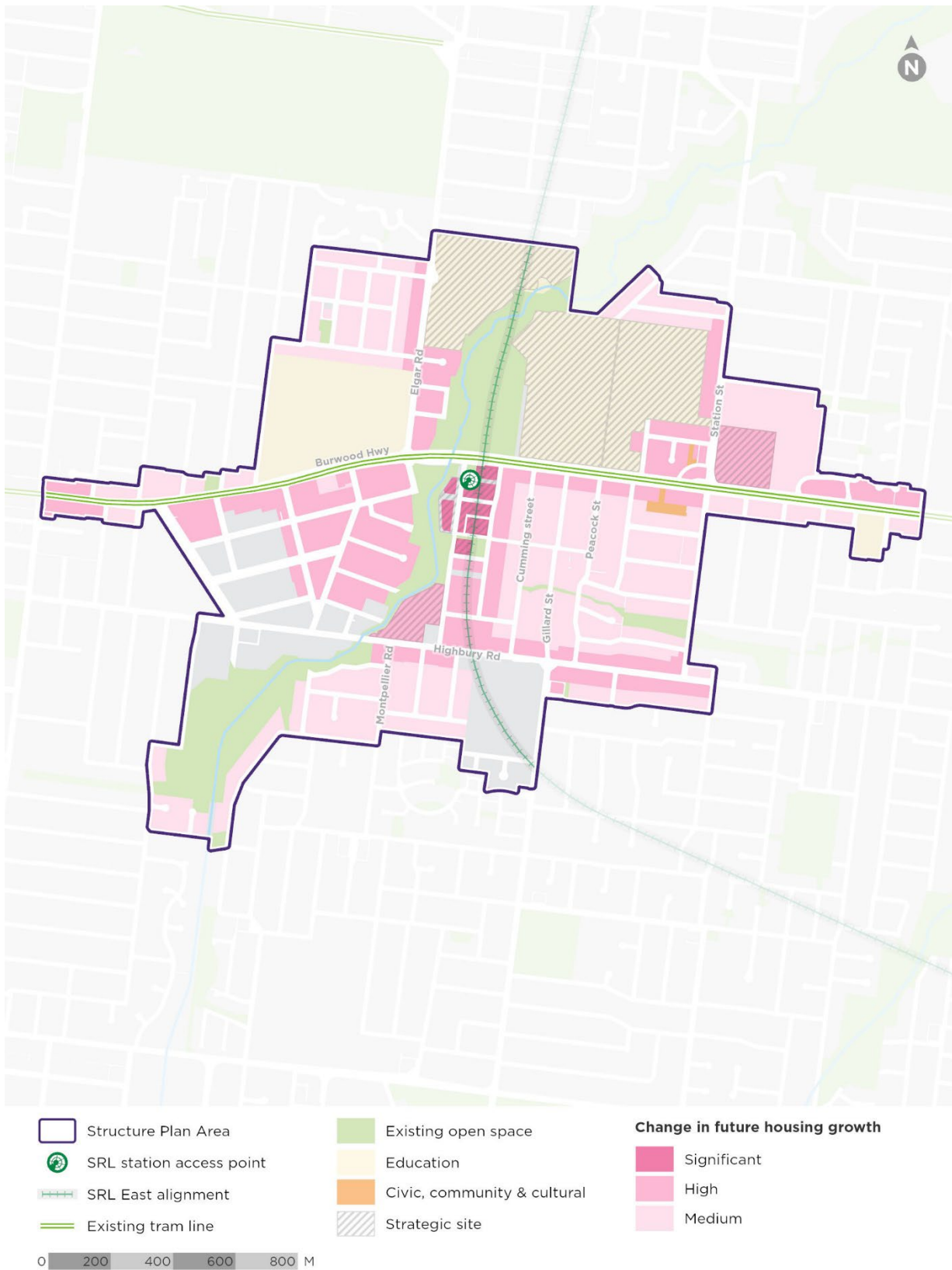
The locations for different levels of housing growth are shown in the ‘Enriching community plan – Housing’ in Figure 15 below. The housing growth levels and preferred built form are also reflected in the Neighbourhood Framework Plans provided in the Draft Burwood Structure Plan. The areas of significant and high housing growth are focused around the SRL station, along Highbury Road and Elgar Road. Medium growth levels are proposed elsewhere across the Structure Plan Area to enable a transition between significant and high housing growth areas and sensitive interfaces outside the Structure Plan Area.

Strategies and actions are included in the Draft Burwood Structure Plan to facilitate this distribution of housing growth and maximise opportunities for housing choice. Strategies are included to facilitate a variety of dwelling sizes and types and support new and emerging housing models that foster a diverse housing market.

State planning policy encourages more affordable housing throughout Victoria for very low to moderate income households. The Draft Burwood Structure Plan seeks to help achieve this policy and meet the projected demand for more social and affordable housing in the Structure Plan Area by encouraging provision of affordable housing on strategic sites and in areas identified for significant and high housing growth in alignment with Victorian Government policy. Other strategies encourage innovative affordable housing models by the not-for-profit and community housing sector and social and affordable housing on government-owned land.

These directions are considered in the *Urban Design Report – Burwood* (discussed in Section 5.3.1 below) and have guided the urban form proposed to maximise opportunities for achieving housing growth in preferred locations.





**Figure 15 Enriching community plan – Housing**

## 5.1.2 Community infrastructure needs

### Context

Population growth within the Burwood Structure Plan Area will increase demand on existing community infrastructure and create demand for more community infrastructure.

The *Community Infrastructure Needs Assessment – Burwood* focuses on local community infrastructure (library, community hub, neighbourhood house, maternal child health, youth spaces, indoor and outdoor courts, and sports fields) within the Structure Plan Area and a wider 1.6-kilometre station radius (referred to as the ‘1.6-kilometre local catchment’).

The quality of existing community infrastructure is assessed, based on accessibility, condition, capacity and growth potential, and trends in community infrastructure provision are described. Community infrastructure needs to 2041 are identified based on projected population growth. Consultations with the City of Whitehorse and City of Monash informed the assessment.

The *Community Infrastructure Needs Assessment – Burwood* makes recommendations for future community infrastructure provision within the Structure Plan Area to 2041. Potential sites for this infrastructure are identified for future detailed investigation.

### Key findings

There are limited existing community infrastructure types located within the Burwood Structure Plan Area and 1.6-kilometre local catchment. These include neighbourhood houses, maternal and child health services, sporting courts and fields.

Trends in community infrastructure provision include a preference for larger integrated community hubs and district-scale sporting facilities over single-use stand-alone facilities and single sports fields. Integrated facilities offer operational and commercial efficiencies to better meet community needs and expectations.

The *Community Infrastructure Needs Assessment – Burwood* acknowledges that finding the space for new facilities within a high density urban area is challenging, and that further work is required to confirm the preferred form, function and location of community infrastructure.

There are current and emerging needs for each type of social and recreational infrastructure, except for neighbourhood houses, within the Burwood Structure Plan Area that will increase to 2041.

The *Community Infrastructure Needs Assessment – Burwood* recommends planning for the following facilities to meet the demand generated by population growth within the Structure Plan Area:

- A centrally-located multi-purpose community hub to provide a range of community services and spaces, which could include a library, maternal and child health service, and associated spaces to suit local community needs. The area around the new SRL station is identified as a potential candidate site
- A new district-level indoor court facility, accommodating five or more courts to meet the demands of different sporting codes. An integrated facility within the neighbouring Box Hill Structure Plan Area is recommended to deliver maximum value for the community, which Burwood Structure Plan Area residents could access
- Augmentation and upgrades to existing fields to extend playable hours and facilitation of shared use agreements to increase local provision of this type of community infrastructure.

Principles to guide future decisions on the location of new community infrastructure and further consideration of the candidate sites are provided in the *Community Infrastructure Needs Assessment – Burwood*.

### Future directions in the Draft Burwood Structure Plan

Section 5.3 ‘Enriching Community’ of the Draft Burwood Structure Plan includes Objective 5 to ‘Provide an enhanced and accessible network of community infrastructure that meets the needs of the future community’. This will be achieved through facilitating:

- A new multi-purpose community hub and library facility
- Expanded services and programs, including maternal child health services
- Provision of new and enhanced sports, multi-purpose facilities and spaces within or highly accessible from the Structure Plan Area
- Quality enhancements to playing surfaces and complementary facilities to support higher frequency use

- Exploration of opportunities for greater community use of sporting facilities and other spaces at schools and private institutions.

Potential locations for new community infrastructure are shown on the 'Enriching community plan – Open space and community infrastructure' shown in Figure 16 below, where they are identified as 'Community infrastructure opportunity areas'. They are referred to as 'opportunity areas' to enable flexibility and support further consideration of:

- The site selection principles (outlined below) for new community infrastructure in the Draft Burwood Structure Plan
- The preferred future scale, form and function of the infrastructure
- Preferred service and infrastructure delivery models
- Community needs and preferences
- Opportunities pertaining to land ownership, development and funding.

Actions are included in the Draft Burwood Structure Plan for SRLA to work collaboratively with Whitehorse and Monash City Councils to confirm the form and location of community infrastructure and to deliver new and enhanced local community infrastructure.

The Draft Burwood Structure Plan also includes strategies and actions to ensure that kindergarten and government primary and secondary school capacity meets the future needs of the community in Burwood and surrounding areas. This includes an action to consider the need for additional primary school provision and monitor and respond to the need for new and/or expanded public, not-for-profit and for-profit kindergarten provision.

#### Site selection

The following site selection principles will assist in identifying sites suitable for new community infrastructure (shown as 'opportunity areas' in Figure 16):

- New sites are locally accessible to maximise walking, riding and public transport networks that foster healthy communities
- Sites are located in an activated area, where other community infrastructure, retail or amenities are provided
- A site contributes to the network of local community infrastructure
- A site has capacity to be flexible to meet changing needs over time
- A site has, or is anticipated to have, potential to be available and developable for community infrastructure within the structure planning period (to 2041)
- Council-owned land should be the priority sites for new community infrastructure, followed by State-owned land. Co-locating new community infrastructure with existing infrastructure is encouraged. Purchasing land should be considered where other options have been excluded.

### 5.1.3 Open space

#### Context

Population growth within the Burwood Structure Plan Area will increase demand on public open space. In higher density urban environments, access to high-quality public open space is important for supporting recreational use and activity and for providing a diversity of recreational opportunities. Public open space is also important to the amenity of an area.

The *Open Space Technical Report* assesses the existing provision and accessibility of open space within the Structure Plan Area and the wider 1.6-kilometre station radius. The report makes recommendations for increasing or enhancing public open space and pedestrian links within the Structure Plan Area, primarily utilising *access* (400-metre walkable access) and *quality* benchmarks in its assessment, with the *quantum* of open space (square metre per person with the Structure Plan Area) used as a secondary indicator.

#### Key findings

There are currently 12 public open spaces in the Burwood Structure Plan Area with a combined area of 310,000 m<sup>2</sup>. These open spaces are primarily owned by Whitehorse City Council, with some in the south of the Structure Plan Area

owned by Monash City Council. Gardiners Creek (Kooyongkoot) runs through the heart of the Structure Plan Area and provides a variety of open space functions, including recreation, visual amenity, greening and cooling. Another linear park runs east–west from McComas Grove Linear Reserve to Lundgren Chain Reserve, linking to public open space west of the Structure Plan Area. There is also public open space outside the Structure Plan Area but within the 1.6-kilometre station radius.

The location of the SRL station at Burwood has reduced open space at the Gardiners Creek Reserve and Sinnott Street Reserve. This is planned to be offset with new extended and enhanced public open space along Gardiners Creek (Kooyongkoot) and at the SRL station entry on Burwood Highway.

A temporary park has been established near the Lundgren Chain Reserve to offset the loss of public open space during construction of SRL East. Open space around Sinnott Street Reserve will be reinstated once the SRL station at Burwood is constructed.

While there is 400-metre walkable access to open space within most of the Structure Plan Area, there are four gap areas. This includes land around Deakin University and Mount Scopus in the north east of the Structure Plan Area, and commercial areas and residential areas on the western side of Gardiners Creek (Kooyongkoot).

Seven of the 12 existing open spaces within the Structure Plan Area are considered to be high-quality. Enhancements are recommended to the pocket park on Barlyn Road and the Roslyn Street Reserve as a priority. Further upgrades to other existing open spaces are identified as an opportunity to meet future needs for quality open space.

Recommendations of the *Open Space Technical Report* aim to improve access to high-quality open space with new open spaces, new pedestrian links and enhancements to broaden the diversity and use of existing open space, optimising the function and value to residents, workers and visitors.

The recommendations include:

- Three new open spaces to address gaps in 400-metre walkable access to public open space
- Priority quality enhancements to two reserves (Barlyn Road Pocket Park and Roslyn Street Reserve)
- Two new pedestrian links to improve connectivity to public open space to address gaps in 400-metre walkable access.

Other potential future opportunities include retaining the temporary open space adjacent to Lundgren Chain Reserve (offsetting SRL East construction impacts to Sinnott Street Reserve) and increasing community access to restricted open space (for example, at Mount Scopus Memorial College and Greenwood Business Park).

Delivery of the recommended new open spaces and pedestrian links would increase the proportion of households within the Structure Plan Area with 400-metre walkable access to public open space to 96 per cent and improve 200-metre walkable access in areas of greatest density.

The public open space provision ratio (m<sup>2</sup> per person) was assessed for the projected Structure Plan Area population and wider 1.6-kilometre station radius to 2041. With the additional population and the recommended open spaces, the current 57 m<sup>2</sup> of open space per person within the Structure Plan Area is projected to drop to 29 m<sup>2</sup> per person by 2041. However, if the assessment includes public open space within the wider 1.6-kilometre station radius, this increases to 32 m<sup>2</sup> per person. This reflects the presence of existing open spaces on the edge of the Structure Plan Area that are accessible.

With the recommended new and enhanced public open spaces and pedestrian links, the Structure Plan Area will provide a suitably accessible, quality and diverse open space network to support the future population.

### Future directions in the Draft Burwood Structure Plan

Section 5.3 ‘Enriching Community’ of the Draft Burwood Structure Plan includes Objective 6 to ‘Create a connected and accessible open space network for those who live and work in Burwood’.

The focus of the Draft Burwood Structure Plan is to support 400-metre walkable access to quality public open space for most households and greater open space accessibility in higher density areas. It seeks to achieve this through new open spaces, better connections to existing open spaces and improving the quality and function of existing open space.

The Draft Burwood Structure Plan includes strategies and actions to facilitate and enhance open space. It also includes Neighbourhood Framework Plans that support greater diversity and use of open space, identify opportunities for underutilised land to be used for open space on a temporary and permanent basis, and maximise open space provision on large redevelopment sites. These are shown on the ‘Enriching community plan – Open space and community infrastructure’ in Figure 16 below and include:

- The planned new open spaces to be delivered by SRLA at the SRL station



- Identification of investigation areas for potential new open space locations. Future options are to be considered using the site selection principles for new open space in the Draft Burwood Structure Plan (outlined below)
- Potential future key links to improve access to existing open spaces
- Quality improvements to existing open spaces to enhance their capacity and use, including upgrades to the pocket park on Barlyn Road and the Roslyn Street Reserve.

### Site selection

The following site selection principles will assist in identifying sites suitable for new open space (shown as 'investigation areas' on Figure 16):

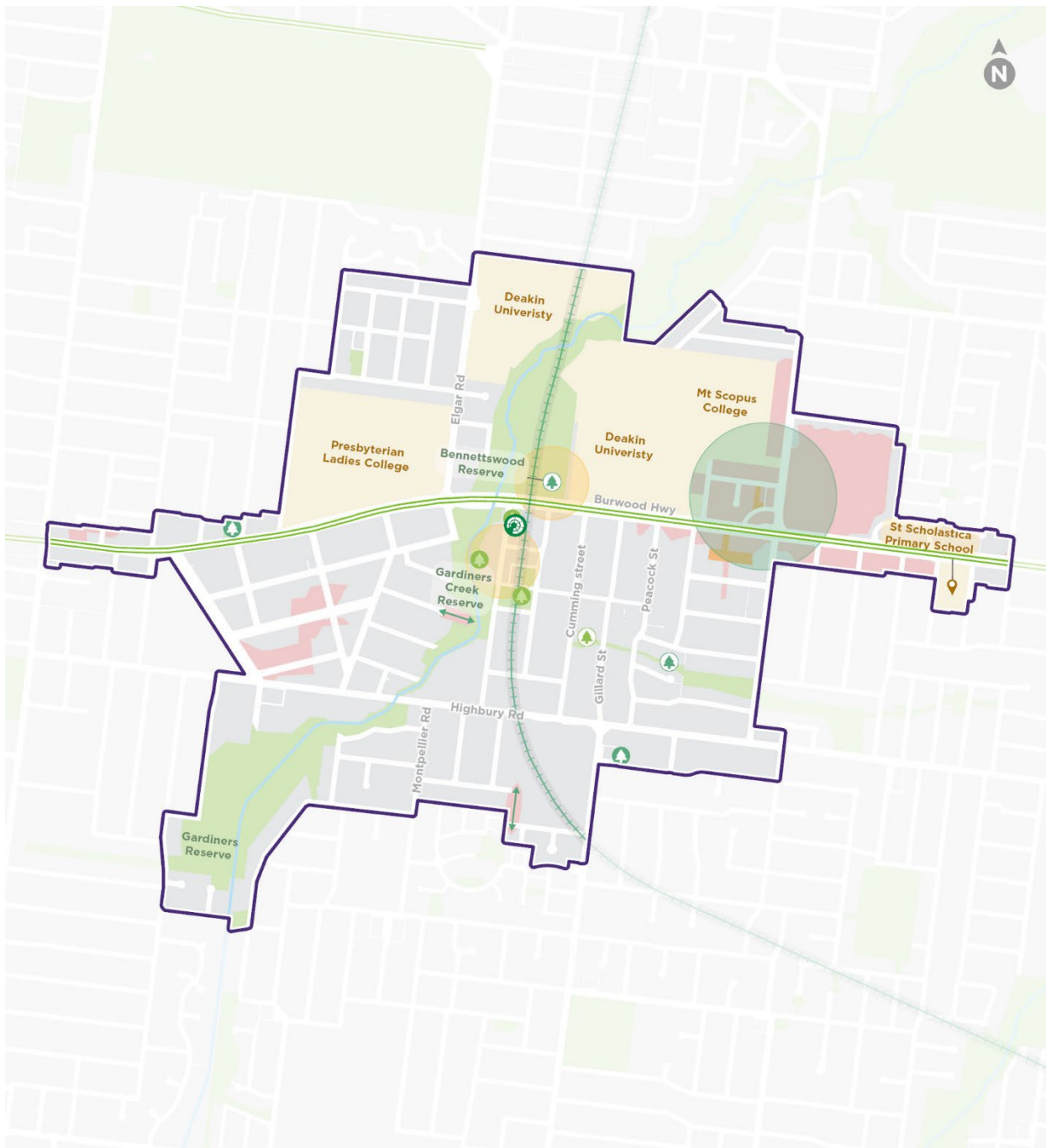
- **Land ownership** – suitability for conversion to public open space, rezoning and/or repurposing existing public land
- **Condition** – the physical condition of the site is suitable for use as public open space
- **Alignment** with intended open space classification/typology – primary function and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

### Realising the investigation areas and pedestrian links

The investigation areas for new open spaces and the new pedestrian links are identified indicatively in the Draft Burwood Structure Plan to enable further investigation of their optimal location. This will enable community consultation and further testing of the preferred future scale, form and function of the open spaces and links, including opportunities pertaining to land ownership, development and funding.

Actions are included in the Draft Burwood Structure Plan for:

- Whitehorse and Monash City Councils and SRLA to partner to deliver the new open spaces
- SRLA to amend the Whitehorse and Monash Planning Schemes to encourage delivery of the new pedestrian links.



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

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**Figure 16 Enriching community plan – Open space and community infrastructure**

## 5.2 Boosting the economy

The growing community within and beyond the Burwood Structure Plan Area will contribute significantly to Burwood's economy, especially with the creation of a new centre of activity.

Establishment of this centre and the new rail connection provide opportunities to reinvigorate surrounding industrial areas and support new retail, dining and entertainment options. Intensification through the creation of a new centre of activity will boost existing surrounding industrial areas by providing amenities and services for workers, supported by a high level of accessibility.

The *Economic Profile Technical Report – Burwood* and the *Retail Assessment – Burwood* informed the response in the Draft Burwood Structure Plan to the Boosting the Economy theme, as summarised in the following sections.

### 5.2.1 Economic profile

#### Context

Key commercial areas within the Burwood Structure Plan Area will continue to provide important employment opportunities to the surrounding region, enhanced by the increased rail connectivity SRL East will provide.

The *Economic Profile Technical Report – Burwood* reviews the current economic context and trends and outlook for the Structure Plan Area and provides direction for economic growth. Job growth sectors and the amount and type of additional employment floorspace needed by 2041 are identified, as well as possible locations for floorspace growth. An industrial land supply assessment establishes key directions for managing and benefiting from growth within the Structure Plan Area.

#### Key findings

The Structure Plan Area supports a range of uses but lacks a major activity centre. Deakin University is an existing economic anchor, providing approximately 1,500 jobs. Other educational facilities such as Mount Scopus College and Presbyterian Ladies' College also contribute to the area's economy. These three educational institutions comprise approximately 40 per cent of employment floorspace in the Structure Plan Area, with a combined area of 286,600 m<sup>2</sup>.

The education and training sector is by far the biggest employer, providing 43 per cent of the jobs (3,900) within the Structure Plan Area. The construction sector is the next biggest employer (10 per cent), followed by the wholesale trade sector (5 per cent).

The worker population within the Structure Plan Area is projected to increase from 9,000 (ABS 2021 Census) to 16,900 in 2041. Deakin University will provide most of these jobs. The university's growth and its ability to attract employees and students and commercialise research will be crucial to and strongly influence economic development within the Structure Plan Area.

There are three industrial precincts within the Structure Plan Area:

- The Evans / Ireland Street precinct between Burwood Highway and Highbury Road and industrial land north of Highbury Road on either side of Gardiners Creek (Kooyongkoot) (City of Whitehorse)
- The Highbury Road south industrial area on the western edge of the Structure Plan Area (City of Monash)
- The Huntingdale Road industrial area – west of Huntingdale Road and south of Highbury Road (City of Monash).

These low density areas employ around 4,350 people across 300 businesses – typically in service areas such as motor vehicle repair and maintenance. The knowledge-intensive sector has provided the most employment growth since 2011, although industrial, health and education, and service industries grew at a similar rate.

Each area is identified as locally significant in the *Melbourne Industrial and Commercial Land Use Plan (MICALUP)*, to be retained unless marked for alternative use by a planning authority.

For the Evans / Ireland Street precinct, the Whitehorse Industrial Strategy (2011) and Burwood Village Neighbourhood Activity Centre Framework Plan (2008) seek to retain industrial zoning to provide for local businesses. For the Highbury Road South and Huntingdale Road industrial areas, the Monash Industrial Land Strategy (2014) contemplates increased office development for business that require a more industrial setting.

Industrial areas (particularly east of the SRL station) have potential to transition to high amenity, business park environments with greater weighting to office space. Evidence of this includes recent development of higher-order facilities (including double-storey development) within the Evans and Ireland industrial precincts.

The *Economic Profile Technical Report – Burwood* finds that while local policy seeks to retain existing zoning, the SRL station provides opportunity for new local enterprises to complement Deakin University. In particular, industrial land west of Sinnott Street and north of Highbury Street near the station could support higher-order commercial use to complement the new centre of activity.

### Future directions in the Draft Burwood Structure Plan

SRL East will generate jobs growth across the Structure Plan Area. The presence of the SRL station presents a new opportunity for industrial and commercial areas not previously considered in local strategies.

Development of commercial space around the SRL station will contribute amenity and facilitate growth close to public transport and open spaces. Locations for employment priorities within the Burwood Structure Plan Area are shown on the Boosting the Economy Plan in Figure 17 below.

Areas surrounding Deakin University can support additional growth, while existing employment areas such as Greenwood Business Park, the McIntyre and Ireland industrial precincts and Huntingdale Road industrial estate provide opportunities to transition to higher-order employment uses.

More advanced employment and complementary offices are expected to be introduced over time, including to industrial land in the form of high amenity, business park environments. This is more likely to occur nearer to the SRL station entrance, particularly near Highbury Road and Sinnott Street (127 Highbury Road). To meet the needs of the local community, Burwood Highway and Highbury Road will continue to provide commercial areas for daily needs.

Section 5.4 ‘Boosting the Economy’ of the Draft Burwood Structure Plan includes strategies to encourage jobs growth in defined neighbourhoods within the Structure Plan Area (the locations of these neighbourhoods are shown in Section 6 of the Draft Burwood Structure Plan). The Draft Burwood Structure Plan seeks to:

- Establish a new mixed-use centre around the SRL station entrance to provide economic growth, primarily supported by commercial floorspace but buoyed by retail and entertainment uses. This will leverage the connectivity SRL East will provide and also provide important amenity for future workers of the Structure Plan Area, including the establishment of a vibrant night-time economy
- Support Deakin University to continue as a state-significant education precinct by supporting the growth of the tertiary education, research and innovation sectors. This will ensure that future expansion plans are accommodated around and near the university’s Burwood campus and that adjoining uses are compatible with the university to support further economic growth
- Strengthen Burwood’s employment neighbourhoods such as Greenwood Business Park, the McIntyre and Ireland industrial precincts and the Huntingdale Road Industrial Estate. This includes strategies to support the ongoing local employment function of industrial precincts while encouraging their transition over time to support knowledge-intensive jobs, enhance Greenwood Business Park to attract anchor tenants and develop an Economic Development and Investment Framework that supports sustainable economic growth in Burwood
- Strengthen the role of Burwood Highway and Highbury Road as key corridors within the Structure Plan Area by consolidating areas of economic activity and redeveloping and enhancing land to encourage new mixed-use areas along these corridors
- Emphasise the intersection of Sinnott Street and Highbury Road as the southern gateway to the Burwood Central neighbourhood by encouraging a greater diversity of uses, including those that generate employment opportunities.

## 5.2.2 Retail needs

### Context

A new centre of activity and residential and worker population growth within and surrounding the Burwood Structure Plan Area will increase retail demand.

The *Retail Assessment – Burwood* identifies the current type and amount (m<sup>2</sup>) of retail floorspace within the Structure Plan Area, identifies future retail needs and floorspace required, and recommends retail types and locations to support amenity and economic development.



## Key findings

The current lack of a major activity centre within the Structure Plan Area limits existing retail floorspace to approximately 36,000 m<sup>2</sup>. Existing key retail areas include the eastern end of Burwood Village, showrooms on Burwood Highway, the Deakin University campus and a small retail and café offer at the corner of Station Street and Burwood Highway and on the corner of Highbury Road and Huntingdale Road.

The Structure Plan Area has potential to support an additional 16,000 to 20,000 m<sup>2</sup> gross lettable area (GLA) of retail floorspace by 2041. A 3,500 m<sup>2</sup> allowance should be included in this to support non-retail uses such as banks, service offices, local retail and medical services.

The *Retail Assessment – Burwood* recommends concentrating retail space around the SRL station with additional modest space provided in other areas, catering to students, workers and residents. In particular, a convenience centre supporting a supermarket near the SRL station is recommended to act as a retail ‘anchor’.

Additional retail can be accommodated along Burwood Highway by redeveloping sites for mixed uses, potentially with retail showrooms in appropriate locations, and regeneration of finer-grain retail along the highway near Burwood Village.

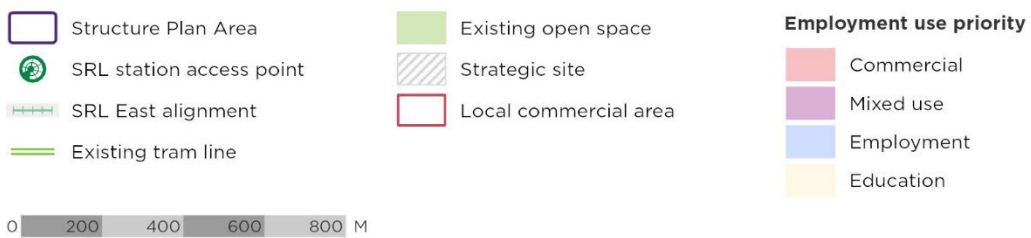
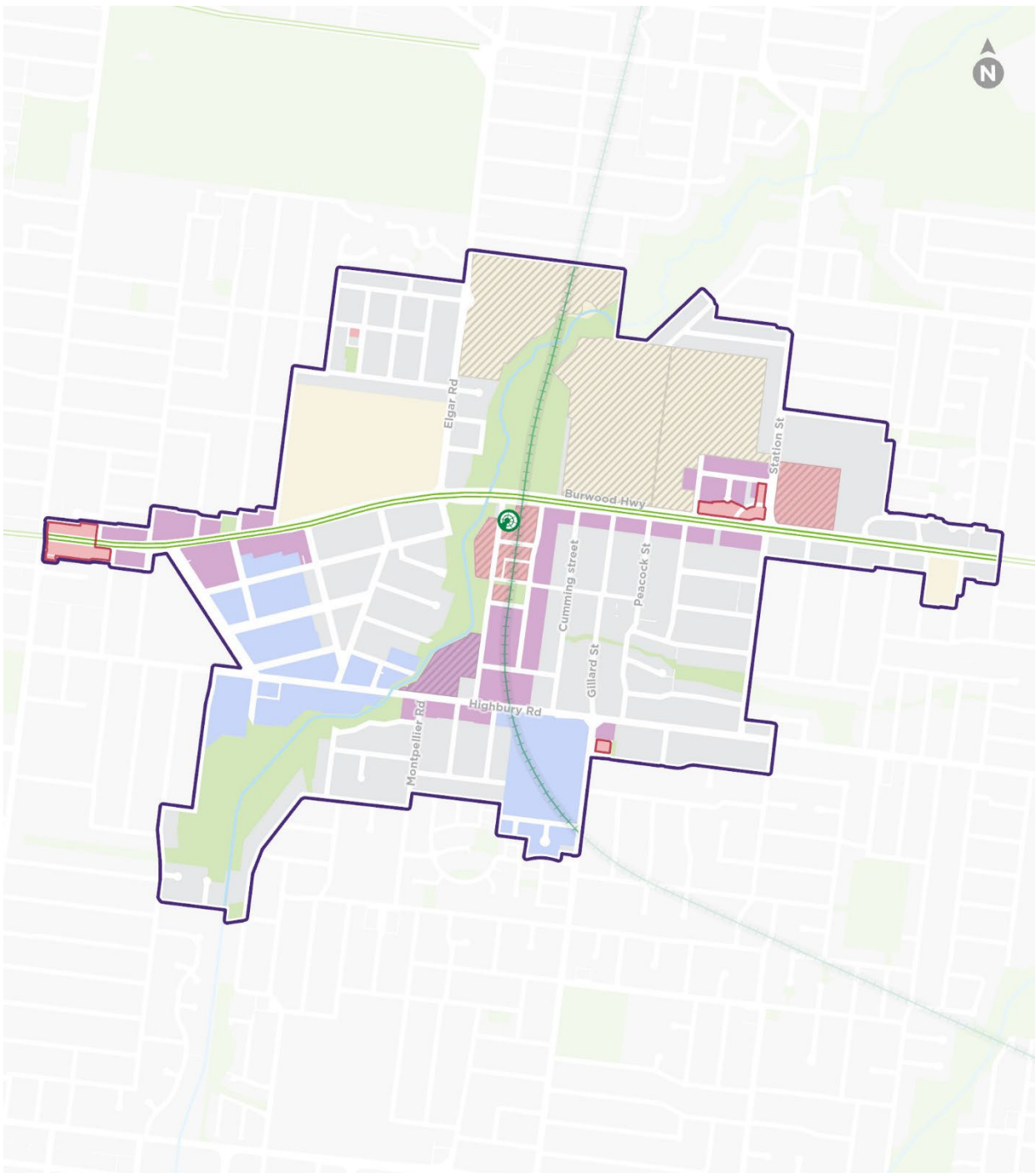
## Future directions in the Draft Burwood Structure Plan

More people living and working in the Burwood Structure Plan Area will increase demand for retail growth that considers existing retail assets and caters to local groups, including residents, workers and students.

Section 5.3 ‘Enriching Community’ and Section 5.4 ‘Boosting the Economy’ of the Draft Burwood Structure Plan include strategies to encourage retail growth within the Structure Plan Area, including those relating to:

- Directing the most significant retail floorspace to the Burwood Central neighbourhood
- Encouraging retail and commercial uses at lower levels of sites fronting Burwood Highway and Highbury Road within the Burwood Central neighbourhood
- Supporting retail and commercial uses at ground floors along Burwood Highway and Highbury Road outside Burwood Central where they are viable and will make a positive contribution to an active streetscape
- Encouraging complementary retail uses in employment areas to provide amenity for workers and visitors.

Locations for commercial and mixed-use employment priorities within the Burwood Structure Plan Area are shown on the Boosting the Economy Plan in Figure 17.



**Figure 17 Boosting the economy plan**

## 5.3 Enhancing Place

The Burwood Structure Plan Area will need to evolve to accommodate the projected demand for new homes and employment floorspace.

New development will need to optimise the benefits of denser living and respond to the unique and distinct characteristics of Burwood, supported by a well-connected, comfortable and welcoming public realm.

Increasing the number of people with better access to homes, jobs and services can improve environmental performance by reducing travel distances, which increases support for local businesses, reduces costs with better use of existing infrastructure, and offers a more vibrant environment that supports more diverse opportunities for cultural and recreational experiences.

Increasing density can present different challenges. The scale of density should respond to the local context and future role in supporting the Vision for Burwood. This includes ensuring that appropriate building heights, street wall heights, building separation, setbacks and landscaping contribute to a green urban environment.

The *Urban Design Report – Burwood* and the *Wind Technical Report* informed the response in the Draft Burwood Structure Plan to the Enhancing Place theme summarised in the following sections.

The *Urban Design Report – Burwood* also influenced place outcomes in the Draft Burwood Structure Plan, including for streetscapes, transport, tree canopy and ecology.



**Apartments orientated towards open space**



## 5.3.1 Urban design

### Context

**Figure 18** The improved accessibility and connectivity delivered by SRL East means the urban form of Burwood will transform over coming decades.

The *Urban Design Report – Burwood* provides direction on where and how growth can be achieved, while maintaining Burwood as an attractive place for people to live and work.

The report outlines urban design outcomes and recommendations for public realm, urban form and built form. These were guided by eight Design Directions as shown in Figure 18. The Design Directions and associated strategies informed the concurrent development of Urban Form, Public Realm and Built Form Frameworks which are described further below.



**Figure 18** *Urban Design Report – Burwood* Design Directions

### Key findings

#### Public realm

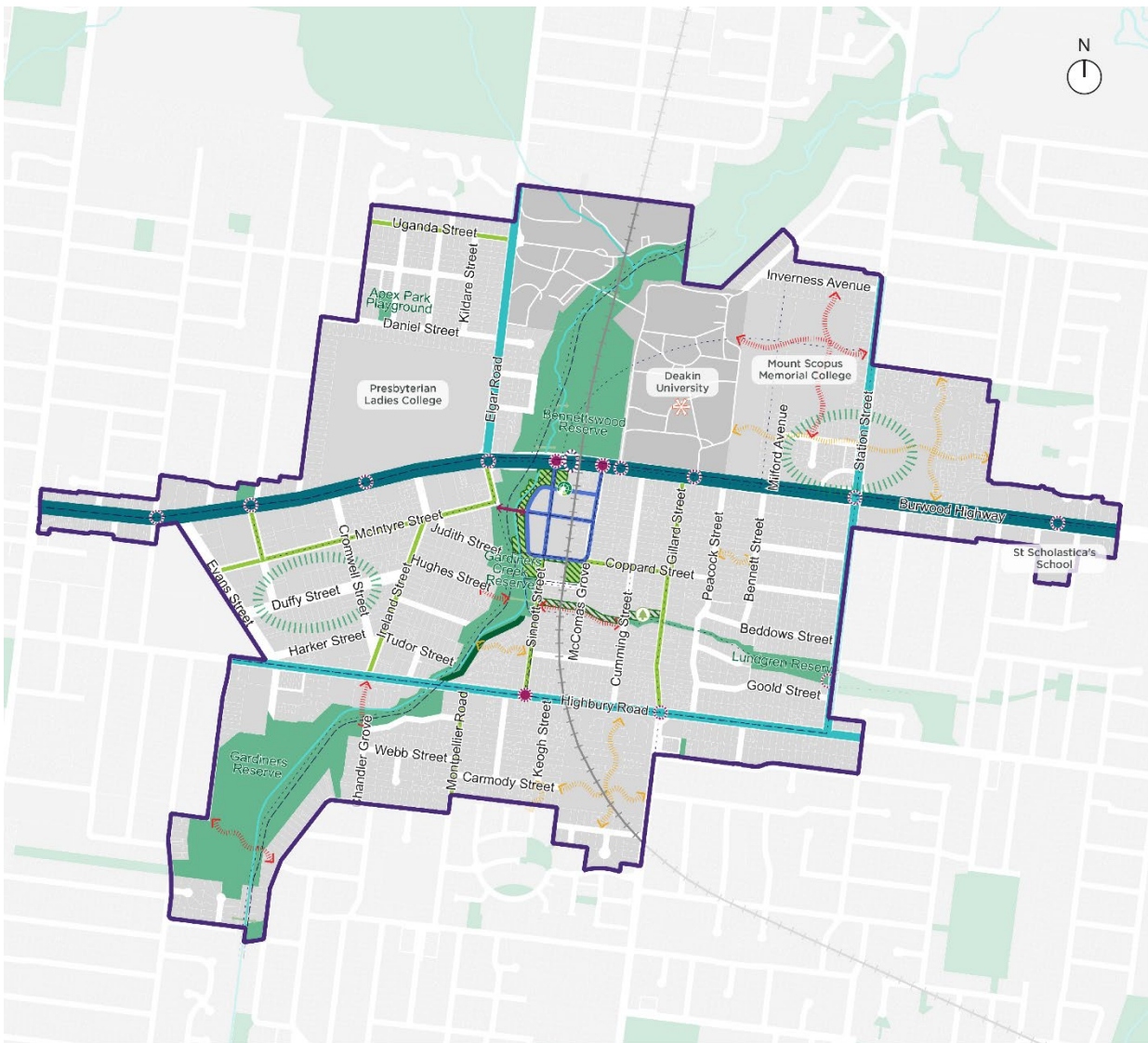
The *Urban Design Report – Burwood* sets out a Public Realm Framework for the proposed future public realm and open space network as shown in

























Figure 19. The framework outlines outcomes and recommendations to support the important role of the public realm so that as the Structure Plan Area grows, it is an inviting and attractive for walking, cycling, community life and activity that supports cooling, greening and urban biodiversity.

The Public Realm Framework identifies key links, streetscapes and new and improved open space to enhance greening, connectivity and recreational opportunities throughout the Structure Plan Area. Leveraging Gardiners Creek (Kooyongkoot) as a major green asset and a primary connection, new and enhanced links into the surrounding neighbourhood, including new bridge crossings over the creek, will enable greater access to open space and allow for easy walking and cycling to the SRL station, tram and bus interchange.

High-quality, activated streets in the retail core provide a unique opportunity for Burwood to have a more urban street life experience, while the naturalised creek provides a connection to nature that is linked through attractive leafy streets and new open space to the surrounding residential areas. Burwood Highway is proposed to be transformed into a more accessible and higher amenity east-west corridor and an attractive address and setting for development, with improved pedestrian amenity and landscape quality and legible and safe crossings.




**Legend**

- |   |                                     |   |   |
|---|-------------------------------------|---|---|
|  | SRL station                         |  | Potential expansion of Gardiners Creek corridor                         |
|  | SRL East alignment                  |  | Existing open space   |
|  | Structure Plan Area                 |  | Open space (new) - SRL East   |
|  | Boulevard                           |  | Open space (new) - planned or proposed                                  |
|  | Avenue                              |  | Pedestrian crossing (new or upgraded)                                   |
|  | Activity Street                     |  | Pedestrian crossing (new or upgraded) - SRL East                        |
|  | Green Street                        |  | Work with land manager / owner to improve links and access through site |
|  | Critical key link (new) - fixed     | <b>Transport legend*</b>  |   |
|  | Critical key link (new) - flexible  |  | Upgraded strategic corridor   |
|  | Important key link (new) - flexible |  | Active transport - C1, C2, C3   |
|  | Local key link (new) - flexible     |  | Major active transport link   |
|  | Temporary open space                |   |   |
|  | Existing Gardiners Creek crossing   |   |   |
|  | Open space investigation area       |   |   |

\*Refer to the Structure Plan Transport Plan for more detail

Figure 19

**Figure 19 Public Realm Framework**

**Urban form**

The *Urban Design Report – Burwood* sets out an Urban Form Framework for the future urban form and land use attributes. As the Structure Plan Area transitions, the framework seeks to ensure the urban form supports high amenity environments and promotes diverse, liveable and productive neighbourhoods. To achieve this, the framework promotes a mid-rise development pattern throughout the Structure Plan Area of four to 11 storeys. Immediately around the SRL station, taller buildings – including opportunities for some high-rise buildings – are proposed to create a vibrant central core and to provide more services and activity for the wider community. This approach to the urban form is shown in Figure 20.



**Figure 20 Distribution of built form with good urban design**

The *Urban Design Report – Burwood* encourages a range of development types across different parts of the Structure Plan Area to create places with distinct identities, support legibility, and facilitate housing and business accommodation diversity.

Taller buildings are recommended within the commercial / retail core on Burwood Highway near the SRL station, with a tram and bus interchange that services students, residents, workers and visitors. Taller podium-tower buildings will provide retail activity and high density employment and housing, supporting a vibrant urban centre. Buildings will have an activated and continuous street wall to create a ‘human scale’ street-edge that supports good public realm amenity. Above the podium, towers will be setback to maintain a sense of openness and sky views, allow solar access to the public realm, ensure reasonable amenity for tower occupants and to maintain equitable development opportunities for neighbouring properties.

Surrounding the core, a predominantly residential built form will take advantage of the new activity and attractions and provide a transition in scale. Mid-rise apartments and mixed-use buildings will support a well-activated and strongly framed public realm with continuous and activated street walls and generous rear setbacks for canopy trees and private use.

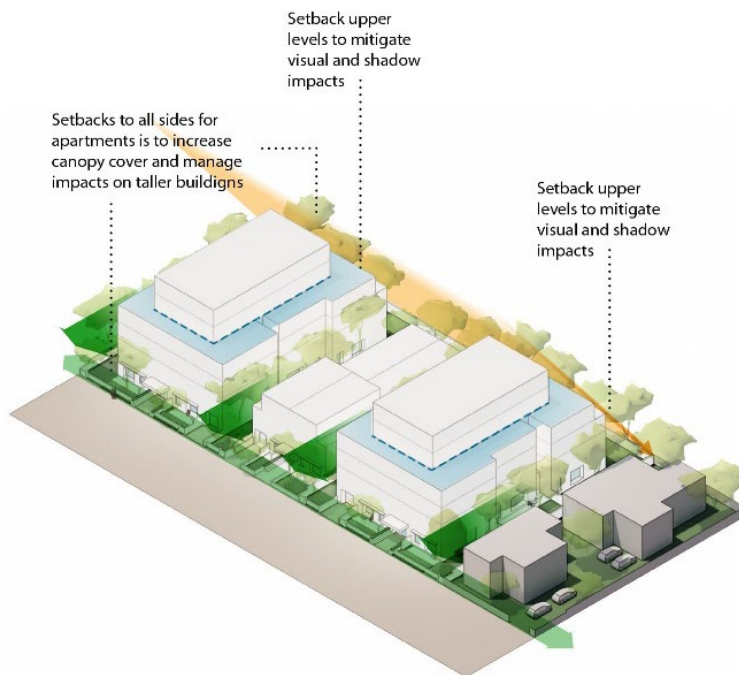
Burwood Highway, Station Street, Elgar Road and Highbury Road are generally wider roads that carry public transport to provide a high level of accessibility to jobs and services. This greater road width will enable taller, continuous buildings to be accommodated without overwhelming the streets. These areas will allow for a range of land uses with commercial capable floorspace at the ground floor. Mid-rise apartments and mixed-use buildings will strongly frame the wide roads creating a continuous, activated street wall that complements the scale of the street. Above the street wall, upper building levels will be setback to manage solar access and building bulk impacts. Buildings will be setback at the front and the rear for trees and landscaping, and to protect the amenity of the neighbourhoods behind.

The traditional retail strip and commercial properties along Burwood Road near Warragul Road will continue to have a fine-grain activation at ground level. The buildings will complement the existing character with a low-scale street wall. The upper building form will be setback from the street with rear setbacks to minimise shadow and visual bulk impacts on neighbouring properties.

A more moderate level of housing growth is proposed in the residential pockets away from main streets. Development types comprise mid-rise four to six-storey apartment buildings on amalgamated lots and three-storey low-rise

townhouses on single lots in garden settings as shown in Figure 23. Four storeys are envisaged in places on the edges of the Structure Plan Area separated from the core by Deakin University, the colleges or Gardiners Creek Reserve.

Four storeys are also planned to the north of the Lungren Chain of Parks to protect from overshadowing impacts. The development of four to six-storey apartments will rely on the amalgamation of two typical lots. Generous building setbacks, including upper levels setbacks above four storeys, will manage the change in scale from the existing built form and allow for landscaping. Importantly, building setbacks will complement Burwood's leafy character by providing for 35 per cent deep soil planting for canopy trees in apartment developments, and 20 to 25 per cent in townhouses. This urban form will offer a different housing choice to other parts of Burwood that responds to the existing character.



**Figure 21 Mid-rise apartments and townhouse in garden settings**

Between the core and the Burwood Cemetery, the employment area is envisaged as low-rise light industrial buildings of two storeys, although proposals for mid-rise buildings of six storeys could be considered. The existing business park to the south of Highbury Road is envisaged to have freestanding buildings ranging from two to six storeys, with large floor plates that are typically required for employment uses, and with setbacks for landscaping.

### Built form

The *Urban Design Report – Burwood* outlines a built form framework to support an inviting public realm and ensure high-quality and responsive development.

An inviting public realm will be supported by the careful design of built form to consider matters such as building orientation, tower separation and provision of sunlight to the public realm, weather protection to buildings in active urban areas, and ensuring engaging building facades and active frontages in commercial and mixed-use areas to provide a sense of address to streets.

A high-quality and responsive built form will be achieved by ensuring reasonable internal amenity and equitable development opportunities through upper level building setbacks, requiring generous rear setbacks and the transition of building heights from higher to lower interfaces. Interface provisions will ensure that setbacks to more sensitive areas are considered to prevent adverse amenity impacts between built form building types.

Enhancing landscaping and canopy trees in development outside the core will maintain the leafy character of the Structure Plan Area by encouraging taller buildings to mark key locations and ensuring buildings with an interface to public open space provide passive surveillance, landscaped setbacks and an appealing legible composition.

Place-specific built form recommendations are outlined in further detail in the *Urban Design Report – Burwood*.

## Future directions in the Draft Burwood Structure Plan

The design directions, strategies, outcomes and recommendations of the *Urban Design Report – Burwood* informed the development of Section 5 ‘Strategic response’ and Section 6 ‘Neighbourhoods’ of the Draft Burwood Structure Plan, as shown in Figure 22.

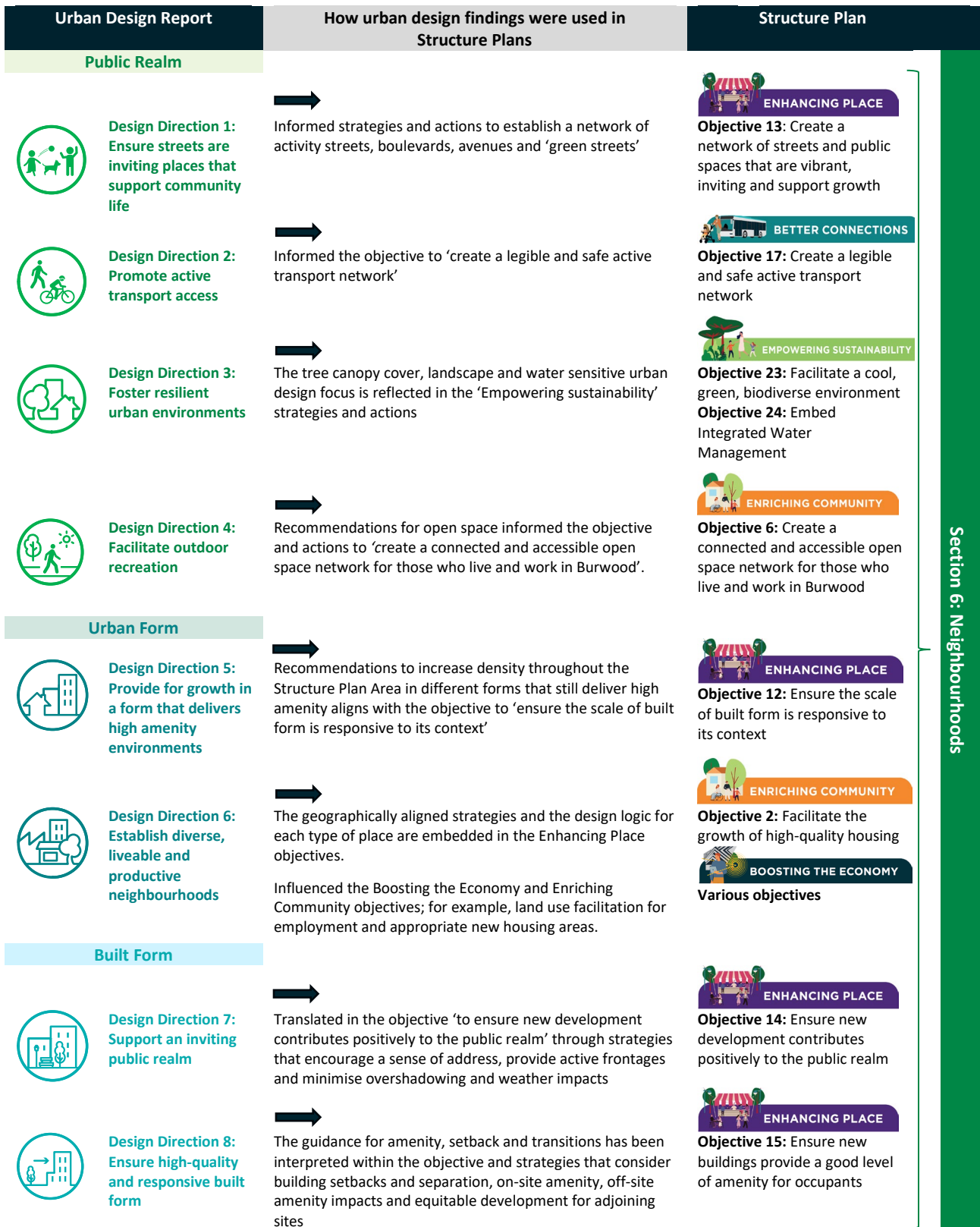
While the findings of the urban design technical assessment form the basis of the built form approach, the Draft Burwood Structure Plan was also informed by other considerations. This includes the projected demand for housing, retail and employment floorspace set out in the *Housing Needs Assessment – Burwood, Economic Profile Technical Report – Burwood* and the *Retail Assessment – Burwood* (outlined in Sections 5.1 and 5.2 of this Background Report) and stakeholder feedback received during the Key Directions consultation. The built form approach in the Draft Burwood Structure Plan also responds to Victorian Government policy and the Vision for Burwood, which seek to maximise change in highly accessible locations, particularly around the SRL station at Burwood.

In key locations, the *Urban Design Report – Burwood* recommends that surrounding development consider solar access to public realm. The Burwood Structure Plan balances solar access considerations with the strategic role, desired activity, and function of the public realm network and the broader neighbourhood.

In some instances, the *Urban Design Report – Burwood* may recommend indicative heights as a range, generally with a single storey and/or one metre tolerance. In these instances, the Draft Burwood Structure Plan has generally adopted the upper limit of the range as the preferred maximum height.

The Station Development Area is a strategic site identified to provide significant growth adjoining the SRL station and within walking distance of Deakin University. The Draft Burwood Structure Plan envisages a range of heights up to 20 storeys for the Station Development Area. This is higher than the *Urban Design Report – Burwood*, which recommends heights generally up to 11 storeys. However, the *Urban Design Report – Burwood* does identify the opportunity for taller buildings of up to 20 storeys in key locations within the Station Development Area. The approach to heights in the Draft Burwood Structure Plan is considered appropriate given the preferred maximum height is within the range outlined in the *Urban Design Report – Burwood*. Identifying an overall preferred height in concert with other built form strategies in the Draft Burwood Structure Plan will allow flexibility to determine the appropriate built form outcomes as part of a master planning process. This will ensure site opportunities and public benefit for the strategic site are fully realised.





Section 6: Neighbourhoods

**Figure 22 How urban design findings have been incorporated into the Draft Burwood Structure Plan**

## 5.3.2 Wind

### Context

The *Urban Design Report – Burwood* and the Vision for Burwood propose moving from a predominantly low-scale residential environment to one with more multi-storey buildings.

The *Wind Technical Report* analyses existing wind conditions, as well as the future highly developed scenarios, in each Structure Plan Area. The report provides criteria for walking, standing and sitting comfort and safety, and makes recommendations for urban design to reduce wind within the Structure Plan Area.

### Key findings

The existing low scale of Burwood means existing wind conditions meet walking and standing criteria for most of the Structure Plan Area with no uncomfortable conditions present. Future built form will improve wind conditions overall, with increases in areas that experience sitting criteria, particularly along Gardiner’s Creek (Kooyongkoot) in the south and Presbyterian Ladies’ College.

In existing and forecast future wind conditions, safety exceedances are found in some areas along Burwood Highway, including north of the SRL station as well as the western and eastern ends of Burwood Highway.

### Future directions in the Draft Burwood Structure Plan

The *Wind Technical Report* recommends preparing wind studies at the development application stage, depending on proposed building heights, to ensure future development does not create negative wind impacts to the public realm. Any potential exceedance of safety criteria can be mitigated by specific building designs, such as applying setbacks and podiums along Burwood Highway and chamfered or rounded corners for north-facing façades along Burwood Highway. Mitigation measures of this type will be particularly relevant for buildings on the eastern edge of the Structure Plan Area and above the SRL station.

Section 5.5 ‘Enhancing Place’ of the Draft Burwood Structure Plan includes strategies for new development and building design to minimise adverse wind impacts to allow for a safe and comfortable environment for future residents, workers and visitors. Further guidance is provided in Section 6 ‘Neighbourhoods’ of the Draft Burwood Structure Plan to mitigate the wind impacts of new development near public spaces (or places where sitting or standing will be encouraged) through future built form design. This approach will also address the assessment and mitigation of potential unsafe conditions that could arise in some settings.

## 5.4 Better Connections

The focus of the SRL station at Burwood is the creation of a well-designed public transport interchange and an integrated active and public transport network.

Improved connections for pedestrians, cyclists and public transport will support this, particularly within the Burwood Central neighbourhood where intensive new development is planned.

The *Transport Technical Report – Burwood* and the *Precinct Parking Plan – Burwood* informed the response in the Draft Burwood Structure Plan to the Better Connections theme, as summarised in the following sections.

### 5.4.1 Transport

#### Context

The *Transport Technical Report – Burwood* assesses how transport modes will respond to the forecast land use changes and increased transport demand within the Burwood Structure Plan Area. The report assesses existing transport conditions within and at the periphery of the Structure Plan Area, and the impact of projected resident and worker population growth on the transport network.

The report makes infrastructure and non-infrastructure recommendations. Infrastructure recommendations focus on improving strategic and local corridors, optimising sustainable active and public transport networks to promote these modes while maintaining car access via the existing arterial road network. The non-infrastructure recommendations focus on policy and statutory planning initiatives to promote sustainable transport choices, and to manage parking, kerbside activities and freight deliveries.

## Key findings

### Mode share

Most trips from, to and within the Burwood Structure Plan Area are by private vehicles on a typical weekday (67 per cent), with 12 per cent by public transport and 21 per cent by active travel. By 2041, population and jobs growth combined with movements associated with the new SRL station will see total trips from, to and within the Structure Plan Area grow from 17,300 today to 25,700 during a typical peak hour. If current travel practices continue, this will generate 8,400 more car trips during the morning peak.

The *Transport Technical Report – Burwood* identifies a target mode share to achieve a shift to sustainable transport modes in Burwood. Shifting short trips to more sustainable modes, supported by intensified land use close to public transport facilities, is critical to enabling this outcome. Growth in car trips can be accommodated on the existing road network (accounting for changes proposed as part of the SRL East rail works). Fifty-five per cent of the 25,700 trips that start, end or are wholly within the Structure Plan Area in 2041 are within Burwood and surrounding suburbs (a 5-kilometre radius), highlighting the high number of short trips made to nearby services. Improved walking and cycling infrastructure will support the attractiveness of more sustainable transport modes for these trips.

The mode share projections show potential for Burwood to accommodate a significant percentage of the growth in trips to 2041 by increasing the share of public transport and active transport trips in peak periods. The mode share projections are shown in Figure 23.

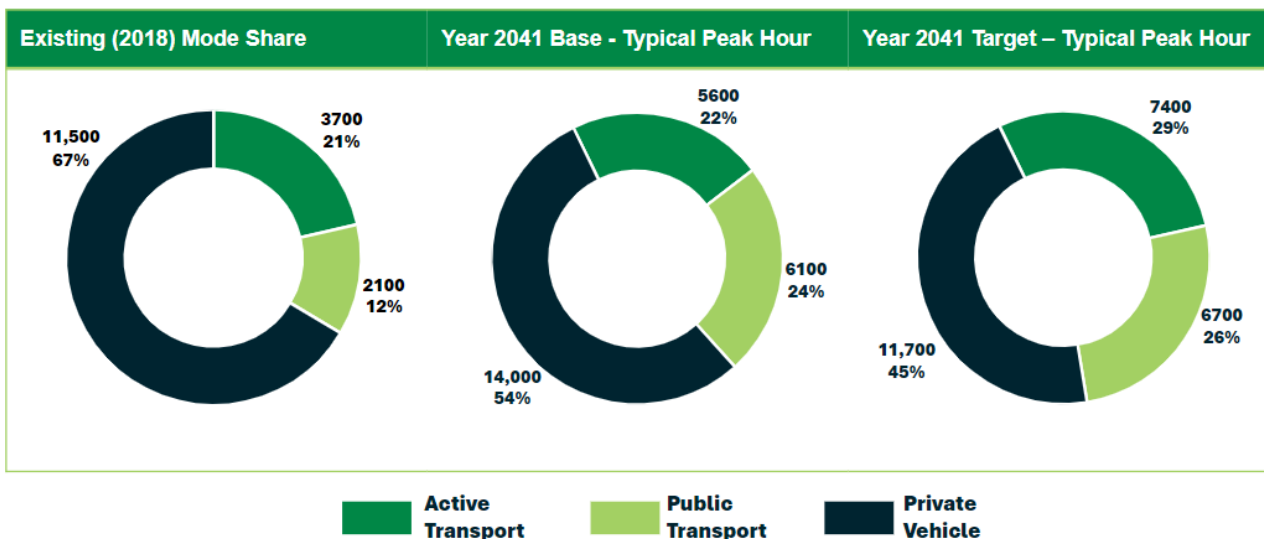


Figure 23 Mode share scenario projections, typical peak hour (average of AM / PM peak 1 hour)

Source: VITM

### Mode share modelling approach

A comparison of the land use and transport characteristics of the SRL East Structure Plan Areas has been undertaken, using a score-based methodology, to estimate an appropriate modal share target for each. 'Transit score' is a patented measure of how well a location is served by public transit; 'walk score' measures the walkability of any address; and 'bike score' measures whether a location is good for cycling.

The Burwood and Monash Structure Plan Areas have similar key characteristics and the lowest walk scores, with no railway stations and little recent land use change. In contrast, the Box Hill Structure Plan Area has the highest transit score and is served by bus, rail and tram services centred around an activity centre that has undergone the largest scale of development uplift in the last 20 years. The Clayton, Cheltenham and Glen Waverley Structure Plan Areas have existing railway stations and adjacent bus interchanges near existing activity centres, with a similar walk score for all three Structure Plan Areas.

Based on the above groupings, the following targets have been set to increase sustainable transport mode share compared to the baseline scenario:

- The Burwood and Monash Structure Plan Areas have been set an increase of 20 per cent in sustainable transport mode share, reflecting the significant potential for change expected to occur closer to the opening of the SRL station. Of this 20 per cent increase, 75 per cent of trips are aimed to be shifted to active transport and 25 per cent to public transport.
- The Clayton, Cheltenham, and Glen Waverley Structure Plan Areas have been set the highest increase of 25 per cent in sustainable transport mode share because they have a more immediate potential for change. Of this 25 per cent increase, 75 per cent is allocated to people changing modes to active transport and 25 per cent to public transport.
- The Box Hill Structure Plan Area has been set the lowest increase of 15 per cent in sustainable transport mode share as some mode shift has already occurred with development in recent years. Of this 15 per cent increase, 75 per cent is allocated to people changing modes to active transport and the remaining 25 per cent to public transport.
- A high proportion of the projected growth in sustainable transport mode share is attributed to more active transport trips. This is due to the planned increase in the density and diversity of land uses in each Structure Plan Area, making walking and cycling more attraction options for short trips. This is supported by actions in each Structure Plan that focus on improving walking and cycling access within the Structure Plan Areas.

### Transport network

The *Transport Technical Report – Burwood* identifies the Draft Burwood Structure Plan must focus on locations where active transport and public transport connectivity can improve, while maintaining general traffic and freight movements along key road networks.

Burwood is not currently served by the metropolitan rail network, with the Jordanville and Burwood Stations the closest existing stations, located around 2.6 kilometres from the Structure Plan Area. Burwood is serviced by two tram routes along Burwood Highway (Route 75) and Riversdale Road (Route 70), and a network of bus routes along key arterial roads.

The bus network has limited services south of Highbury Road and limited connections to the Deakin bus interchange. Bus infrastructure also has gaps, with limited priority lanes, signalling and bus stop platforms, particularly along Burwood Highway. Bus services are insufficient, have increased journey times and are uncompetitive with private vehicles.

Burwood caters to a significant level of through-traffic and congestion and experiences modal conflicts at peak periods, such as along Burwood Highway and Warrigal Road. Arterial roads prioritise private vehicle travel and provide barriers to pedestrians with limited crossing opportunities. Priority for pedestrians and cyclists is low, reflected in traffic conflicts, limited infrastructure, long wait times and long trip distances.

The SRL station at Burwood will form a key public transport interchange.

### Future directions in the Draft Burwood Structure Plan

The transport ambition for the Burwood Structure Plan Area is to encourage people to choose more active and public transport trips over the private car.



Section 5.6 'Better Connections' of the Draft Burwood Structure Plan includes strategies to:

- Connect and integrate multi-modal transport options, facilitating a network of strategic and local transport corridors
- Prioritise walking and cycling to connect key destinations and broader regional strategic transport routes
- Limit the supply of car parking in new developments to encourage more people to reduce their private vehicle use in favour of public transport and active transport
- Locate the highest density housing and employment close to high-quality walking, cycling and public transport routes
- Facilitate tram infrastructure upgrades along Burwood Highway, including a new stop at the SRL station at Box Hill
- Improve the connectivity of Gardiners Creek Trail by providing additional creek crossings and new trail links to active transport connections that enter Gardiners Creek Reserve
- Direct private vehicles and freight to the strategic traffic and freight network, away from priority walking and cycling areas and off local streets to protect local streets and residential neighbourhoods as lower-speed and safe streets.

These outcomes will also improve street and public space activation, providing greater support for local businesses and the local economy.

The Draft Burwood Structure Plan also directs growth so that, while resident and worker populations increase, it can be managed through greater use of sustainable transport and limiting increases in car trips.

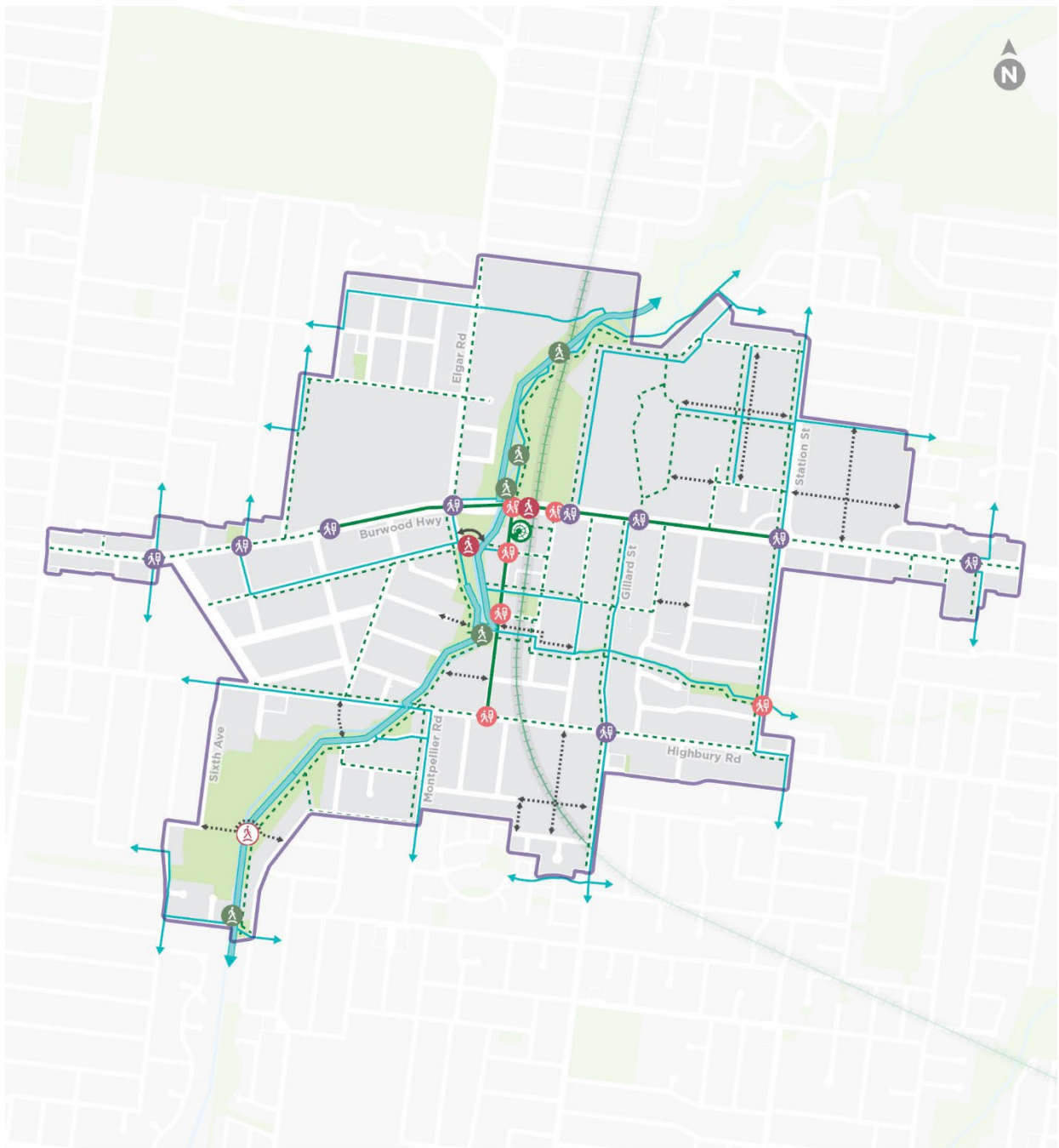
#### **A network of corridors**

The new transport network in Burwood will establish or reinforce multi-modal movement corridors within the Structure Plan Area, which are defined by the following hierarchy:

- **Strategic corridors** provide high-quality connections that prioritise the movement of one or more transport modes. They provide safer and more direct routes for large volume trips to, from and through Burwood, connecting to key destinations
- **Local corridors** provide attractive connections for moving within Burwood to local destinations and connect to strategic corridors.

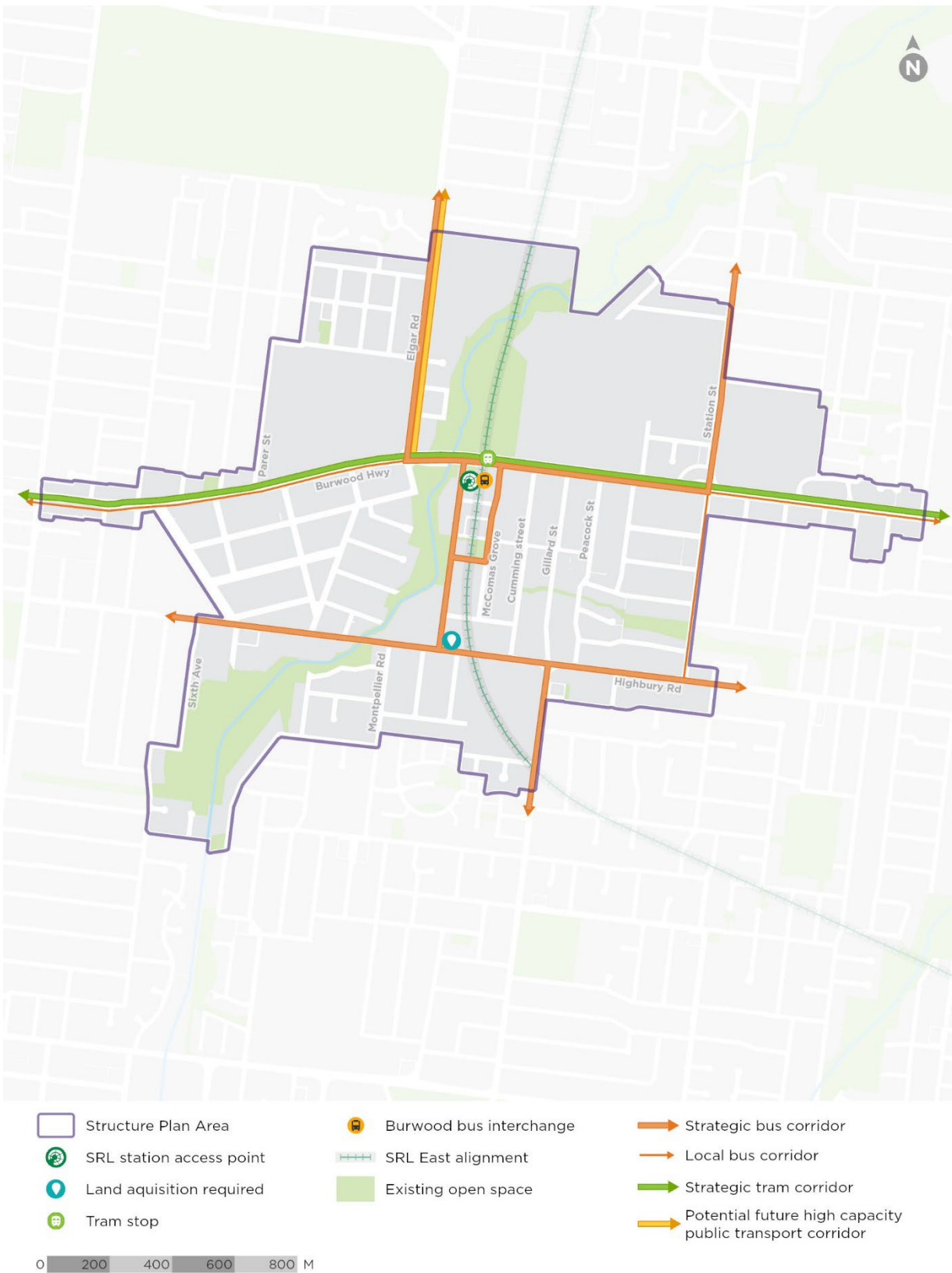
A variety of modes of transport are catered for within this hierarchy, including walking, cycling, traffic and public transport so that residents can meet their daily needs in an easy, equitable and sustainable manner.

These hierarchies are shown on the 'Better connections plans' for active transport, public transport and general freight and traffic in Figure 24 to Figure 26.

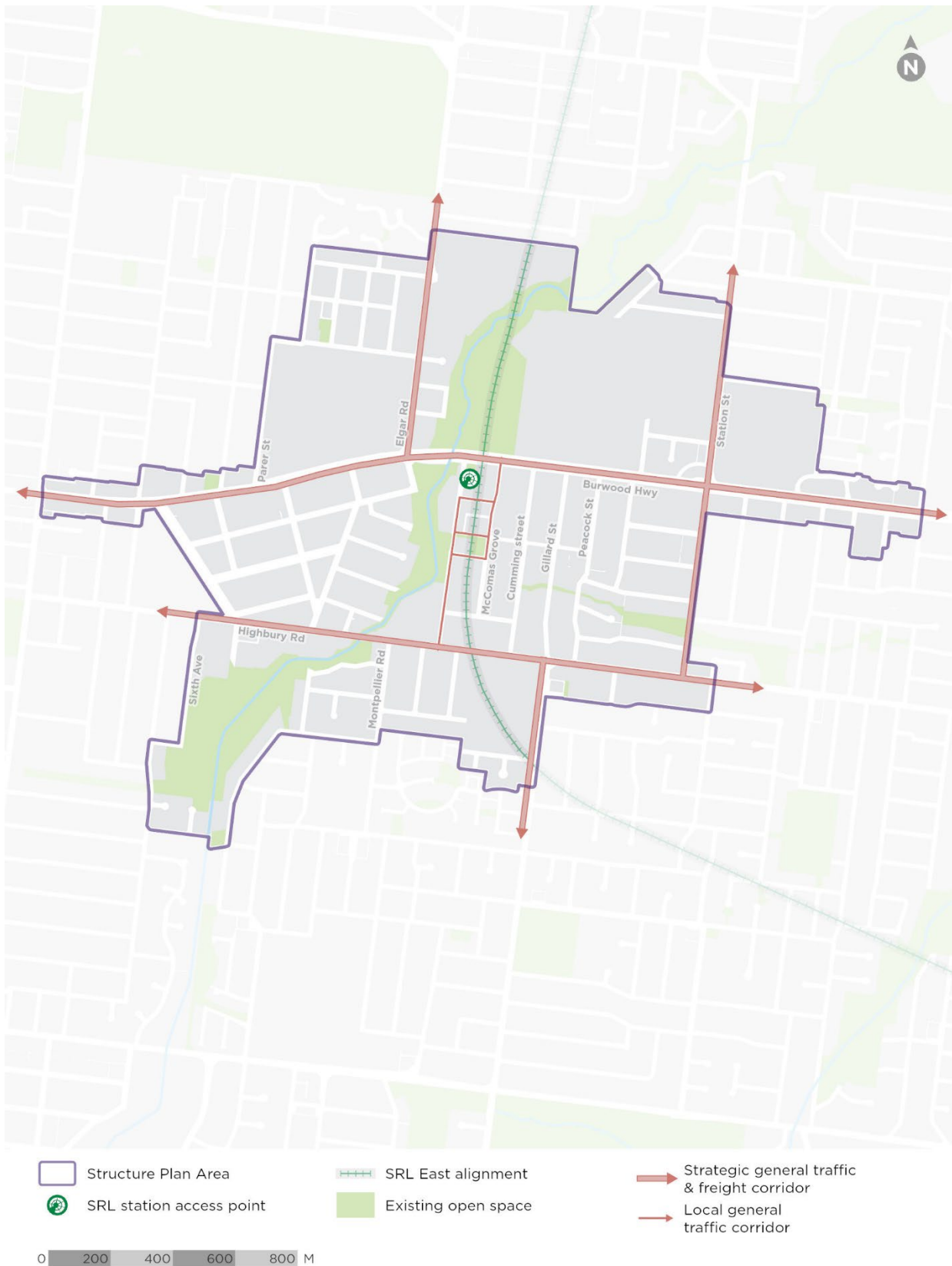


- |   |   |   |
|---|---|---|
|  Structure Plan Area                             |  New shared user bridge (fixed)      |  Strategic walking corridor               |
|  SRL station access point                        |  New shared user bridge (indicative) |  Local walking corridor                   |
|  New intersection / crossing                     |  SRL East alignment                  |  Strategic cycling corridor               |
|  Upgraded intersection / crossing                |  Existing open space                 |  Local cycling corridor                   |
|  Existing Gardiners Creek (Kooyongkoot) crossing |   |  Critical Key Link                        |
|   |   |  Important or Local Key Link (indicative) |
- 0 200 400 600 800 M

**Figure 24 Better connections plan – Active transport**



**Figure 25 Better connections plan – Public transport**



**Figure 26 Better connections plan – General traffic and freight**



## 5.4.2 Parking

### Context

Resident and worker population growth within the Burwood Structure Plan Area will increase pressure on car parking facilities.

The *Precinct Parking Plan – Burwood* (prepared as an appendix to the *Transport Technical Report – Burwood*) assesses existing car and bicycle parking conditions within the Burwood Structure Plan Area and makes recommendations for an integrated approach to managing parking supply and demand.

Tools and strategies to encourage active and public transport trips are described, including two new parking overlays for the Structure Plan Area.

Maximum car parking and minimum bicycle parking recommendations focus on areas with high accessibility and where higher density development is planned around the SRL station and along Burwood Highway (Parking Overlay Area A). A mix of minimum and maximum car parking rates are proposed for the rest of the Structure Plan Area (Parking Overlay Area B).

### Key findings

#### Parking provision

A significant number of on-street and off-street car parking spaces are provided within the Burwood Structure Plan Area, with a high concentration within and around Deakin University, Burwood Industrial Park and the industrial area between Burwood Highway and Highbury Road. Residential areas predominantly rely on restricted street parking. Short-term restricted parking in some residential areas implies intrusion from non-residential uses, particularly Deakin University (which attracts a significant number of private car trips to Burwood).

Public bicycle parking provision within the Burwood Structure Plan Area is very low with low demand, particularly in uncovered areas or areas with perceived security and safety risks. Ground-level car parking facilities such as kerbside parking impact comfortable bicycle access along key roadways (except within Deakin University). There are limited end-of-trip facilities for cyclists.

The average residential car ownership within the Structure Plan Area is generally equal to or less than the car parking provision requirements of the Whitehorse and Monash Planning Schemes. Continued provision of car parking at current rates will increase congestion and inefficient use of space. Improving cycling infrastructure will promote a shift from private vehicles and reduce car parking demand.

#### Parking rates

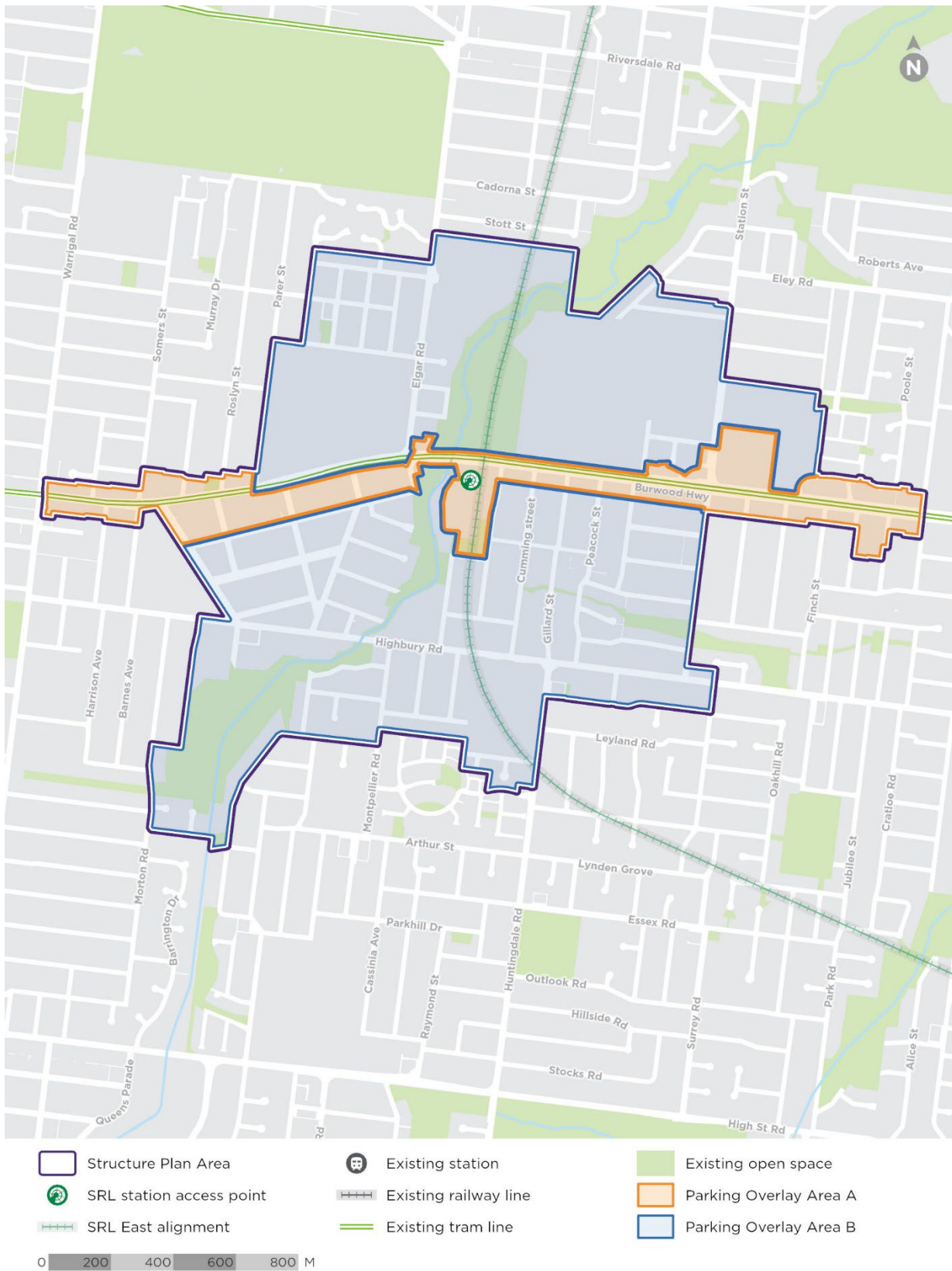
The *Precinct Parking Plan – Burwood* recommends the introduction of two Parking Overlay Areas (zones) across the Structure Plan Area as shown in Figure 27.

Parking Overlay Area A encompasses areas with high accessibility where the highest density development is planned. Maximum car parking rates are proposed here to enable developments to respond to land use changes while accessibility improves over time. While maximum car parking rates require consideration of the impact on on-street parking, discretionary controls to exceed the maximum rate in appropriate locations can be implemented.

The rest of the Structure Plan Area covered by Parking Overlay Area B is generally further from higher capacity public transport corridors or immediate access to services, and in areas of proposed lower built form, often where there is existing single-lot residential development.

Accordingly, Parking Overlay Area B maintains minimum parking provision rates but proposes to introduce maximum parking rates for residential uses to help manage growth in parking over time. The maximum rates for residential dwellings in Area B are higher than in Area A reflecting the difference in accessibility. The retention of minimum parking rates recognises that people will likely continue to rely on private vehicles to access areas covered by Parking Overlay Area B as they are further from stations, other public transport and the focus for highest density housing. However, making provision for residential maximum parking rates within Parking Overlay Area B provides some limitation to carparking supply, reflecting a long-term mode share shift across the entire Structure Plan Area in time, particularly once the SRL station opens.

Maximum parking rates will require consideration of on-street parking management, kerbside management and freight and loading controls in consultation with the City of Whitehorse and City of Monash and major landowners (such as Deakin University). On-street parking management should involve parking restrictions, including short-term, paid and permit provision spaces, centralisation of loading facilities and greater supply of *Disability Discrimination Act 1999* (Cth) (DDA) compliant parking spaces.



**Figure 27 Burwood recommended parking overlay zones**

The approach to setting parking rates is different for residential and commercial and other uses because of the different evidence bases available to underpin the proposed rates. SRLA has used evidence consistent with standard industry practice. For residential dwellings, this means the focus has been on car ownership rates using Australian Bureau of Statistics (ABS) Census data. Lower current car ownership is an indication that future car parking rates can be lower. For commercial and other uses, parking rates are linked to walk and transit scores that assess the accessibility of places to alternative transport options or other services, indicating reduced demand for parking.

The *Precinct Parking Plan – Burwood* also recommends minimum bicycle parking rates of one parking space for dwellings with one or two bedrooms and two spaces for dwellings with three or more bedrooms. These minimum rates are significantly higher than current requirements which are based on the number of dwellings, and not bedrooms. For commercial and retail premises, the recommended bicycle parking provision is one space per 300 m<sup>2</sup> of leasable floor area (LFA) and 0.6 customer spaces per 100 m<sup>2</sup> LFA if the LFA exceeds 500 m<sup>2</sup>.

The characteristics of the Structure Plan Area will change over time. The *Draft Precinct Parking Plan – Burwood* is intended to be a 'live document' where the approaches to parking management will be monitored and reviewed to reflect requirements into the future.

### Future directions in the Draft Burwood Structure Plan

The parking recommendations align with other outcomes sought by the Draft Burwood Structure Plan in relation to the integration of land use, development and transport, particularly the ambition to achieve an all-inclusive transport network, anchored by sustainable travel modes.

On-street parking management in higher density locations will maintain parking access for priority users and optimise the movement of people in activated and accessible areas. The co-location of alternative parking options (such as car share, bike and scooter parking) in these areas (which are practical, safe and accessible) will also support individuals to choose sustainable transport modes.

To effect this change, the Draft Burwood Structure Plan encourages the provision and upgrading of active transport infrastructure to offer more attractive alternatives to private vehicle use. Increasing the number of DDA-compliant parking spaces will support people who need to travel by car.

Section 5.6 'Better Connections' of the Draft Burwood Structure Plan lists strategies to manage the demand and supply of parking facilities, including to:

- Improve the provision and standard of bicycle parking and end-of-trip facilities within new developments to encourage a shift to sustainable modes
- Limit the supply of car parking spaces in new developments consistent with the accessibility of the Structure Plan Area
- Encourage the integration of micro-mobility and car share schemes and cycle infrastructure within new developments
- Encourage the consolidation of existing car parking facilities to reduce their visual impact
- In key locations, encourage alternative and adaptable uses for car parking facilities and structures when these are no longer required for parking
- Improve on-street parking management to optimise streets for walking and cycling.

## 5.5 Empowering Sustainability

The Vision for Burwood is for quality environments, clean water, the protection and extension of tree canopy cover and improved sustainability for buildings.

The design of new development and public spaces should elevate sustainability standards, with consideration given to climate risks and support for local renewable energy generation, use and storage. Reducing waste and using recycled and sustainable resources should be a focus.

Creating a cooler and greener urban environment and embedding integrated water management principles should be a priority.

The *Climate Response Plan – Burwood* and the *Integrated Water Management Strategy* informed the response in the Draft Burwood Structure Plan to the Empowering Sustainability theme, as summarised in the following sections.

## 5.5.1 Climate response

### Context

A key challenge for the Burwood Structure Plan Area is to achieve the projected population growth and higher density development in a sustainable manner. The *Climate Response Plan – Burwood* identifies sustainability challenges and opportunities within the Structure Plan Area and makes recommendations to improve sustainability and build climate change resilience, including with planning mechanisms.

### Key findings

The main sustainability challenges and opportunities within the Burwood Structure Plan Area include achieving net zero carbon emissions, adopting integrated water management and circular economy principles, taking place-based measures to promote zero emissions transport, adapting to a changing climate, enhancing and protecting the natural environment and mitigating urban heat island impacts.

Energy use accounts for 72 to 75 per cent of municipal greenhouse gas emissions. The significant proportion of emissions are attributable to the large share of residential buildings, particularly stand-alone buildings, and a low uptake of small-scale solar installations. There are opportunities to plan for new energy technologies to enable a smooth transition to net zero, and to embrace sustainable design practices so that new developments are low in carbon and powered by renewable energy.

Current recycling rates in the Burwood Structure Plan Area are approximately 48 per cent, with the balance of resources going to landfill. There are limited minimum targets in the Whitehorse and Monash Planning Schemes to manage operational waste and a lack of prescriptive requirements on material choice or embodied energy reduction for developments. There are opportunities to embed circular economy principles to support zero / reduced waste outcomes in the design, construction and operation of new development.

While there are areas at high risk of flooding in Burwood, they are largely concentrated on parklands and areas adjoining Gardiners Creek (Kooyongkoot). Existing planning mechanisms require development proposals to be referred to Melbourne Water to assess flood risk and the effects of development on localised overland flow paths.

The Structure Plan Area depends on a potable water mains network with no alternative water supply. There are opportunities to support alternative water provision and embed other integrated water management principles in the development of the Structure Plan Area to build climate change resilience and create functional, high-quality green networks that keep water in the landscape.

Burwood is also vulnerable to urban heat island effects due to areas without open space and tree canopy coverage, which may reduce outdoor thermal comfort as average temperatures increase over time. Urban heat island pockets exist in industrial and commercial areas, at Presbyterian Ladies' College in the west and the Montpellier Gardens estate in the south. There is opportunity to mitigate the urban heat island effect and reduce the impact of a changing climate on Burwood residents, students and workers by incorporating sustainability into the design of new development and increasing canopy cover.

The *Climate Response Plan – Burwood* recommends that new buildings above 5,000 m<sup>2</sup> gross floor area (GFA) achieve a Green Star Buildings rating (or equivalent independent standard) to maximise building sustainability performance and contribute to Victoria achieving its net-zero carbon emissions target by 2045. New buildings below this threshold are encouraged to achieve a Built Environment Sustainability Scorecard (BESS)-8 'Excellence' rating. The adoption of these tools and thresholds aligns with international benchmarking, government policy and approaches adopted for other structure planning projects of a similar scale.

### Future directions in the Draft Burwood Structure Plan

Climate resilience is recognised in the Draft Burwood Structure Plan as a key pathway towards supporting a sustainable community. The Structure Plan Area is already exposed to climate change impacts, and existing and new infrastructure and development will need to manage a changing climate and extreme weather events.

The Draft Burwood Structure Plan includes objectives and strategies to respond to sustainability opportunities and challenges within the Structure Plan Area in the line with the *Climate Response Plan – Burwood*.

Section 5.7 'Empowering Sustainability' includes Objective 23 to 'Facilitate a cool, green, biodiverse environment', which includes an aspiration to achieve 30 per cent tree canopy coverage on public and private land by 2041, aligning with the *Climate Response Plan – Burwood*. This aspiration aligns with Monash City Council's Urban Landscape and Canopy Vegetation Strategy (2018) and Whitehorse City Council's Urban Forest Strategy (2021–2031), which include canopy cover targets of 30 per cent on public and private land.



In addition to reducing the urban heat island effect, increasing tree canopy cover can facilitate active transport use (by making streets pleasant for pedestrians and cyclists), contribute to the new preferred character of neighbourhoods and improve habitat diversity and connectivity for wildlife. The amount of canopy cover to be achieved varies across the Structure Plan Area, depending on the individual place type and the objective sought for each neighbourhood.

Public spaces, including parks, plazas, and roads, present significant opportunities to increase overall canopy cover. These areas make up a large proportion of the Structure Plan Area and can support more canopy tree planting. The *Transport Technical Report – Burwood* and accompanying *Precinct Parking Plan – Burwood* also seek to improve sustainable active and public transport infrastructure within these key places and networks to reduce carbon emissions.

Other measures to improve sustainability include strategies for renewable energy infrastructure, prioritising innovative water sensitive urban design (WSUD) measures and delivering a network of 'green streets'. The *Climate Response Plan – Burwood* identifies that Green Star Buildings with a 5 star rating are an effective tool to deliver climate responsive developments powered by renewables, built with lower carbon materials and high efficiency.

Section 5.7 'Empowering Sustainability' of the Draft Burwood Structure Plan includes sustainability strategies relating to:

- Encouraging development to be fossil-fuel free, highly energy efficient and built with lower upfront emissions and embodied carbon
- Requiring a 5-star Green Star standard (or equivalent) for all buildings greater than 5,000 m<sup>2</sup> GFA and aiming to meet the BESS-8 'Excellence' rating for new buildings less than 5,000 m<sup>2</sup> GFA
- Planning for future provision of an alternative water supply via 'third pipe' plumbing to service toilets, washing machines and landscaped areas
- Encouraging renewable electricity generation and use at a precinct and neighbourhood scale.

## 5.5.2 Integrated water management

### Context

The *Integrated Water Management (IWM) Strategy* identifies opportunities within the Burwood Structure Plan Area to reduce reliance on potable (drinking) water, minimise stormwater runoff and localised flood risk, and improve water quality.

A preliminary IWM assessment undertaken for the IWM Strategy identifies opportunities to explore short, medium and longer-term IWM initiatives within the Structure Plan Area with government stakeholders, water authorities and water retailers.

### Key findings

Higher density development and population growth will increase demand for potable water within the Burwood Structure Plan Area by 94 per cent by 2041. Reliance on potable water could be reduced by up to 41 per cent with a combination of rainwater tanks (in private developments) and recycled water supply, and stormwater harvesting (for irrigating open spaces and trees).

The IWM assessment found the Mean Annual Runoff Volume (MARV) of stormwater will increase 10 per cent within the Structure Plan Area by 2041. There is potential to reduce the MARV by up to 33 per cent with rainwater tanks, stormwater harvesting and passively irrigating street trees to reduce current and future stormwater runoff volumes.

The IWM assessment also considered Best Practice Environmental Guidelines for Urban Stormwater (BPEM) and identified that additional treatment options will be required (such as stormwater wetlands or bioretention swales) to meet water quality standards. IWM opportunities modelled show the EPA Victoria stormwater harvesting target (26 to 27 per cent) can be exceeded (EPA Victoria Publication 1739.1 *Urban stormwater management guidance* 2021).

### Future directions in the Draft Burwood Structure Plan

IWM is recognised in the Draft Burwood Structure Plan as a key pathway to support a resilient and sustainable community, particularly for providing drinking water and improving the health of waterways, landscapes and the environment.

SRL East presents the opportunity to revitalise Gardiners Creek (Kooyongkoot). Section 5.5 'Enhancing Place' of the Draft Burwood Structure Plan includes Objective 11 to 'Enhance amenity and biodiversity along an improved Gardiners Creek (Kooyongkoot)' and a strategy to establish a linear biodiversity corridor along the creek from Burwood Highway to the southern edge of the Structure Plan Area. SRLA will work with Melbourne Water, the City of Whitehorse, the City of Monash and others to achieve this outcome. This matter is also related to the Minister's assessment of the SRL East Environment Effects Statement (2021), which included a recommendation to consider the extension of Gardiners Creek (Kooyongkoot) naturalisation works southwards.

Section 5.7 'Empowering Sustainability' of the Draft Burwood Structure Plan includes Objective 24 to 'Embed Integrated Water Management'. Strategies and actions take a proactive approach to adopting IWM to reduce potable water demand and stormwater runoff. An action is included to prepare an IWM Plan to develop and advance place-based IWM measures and opportunities within the Structure Plan Area, including new flood mitigation infrastructure.

## 6. Land use

### 6.1 Land use objectives

A set of consistent land use terms and associated objectives was used to help define the different functions and future roles of land within each SRL East Structure Plan Area.

The land use terms in Table 3 provide a framework for the Draft Burwood Structure Plan to give effect to the recommendations of the Technical Reports, achieve the future directions described in Section 5 and realise the Vision for Burwood by providing guidance about the priorities for how land is used.

The future role of land in the Burwood Structure Plan Area is identified and described in the Draft Burwood Structure Plan based on how it can support the land use objectives in Table 3 in a way that responds to the local context.

Burwood uses a combination of *Housing*, *Mixed use*, *Commercial*, *Employment*, *Civic, community and cultural*, *Education* and *Public open space* terms to give direction about the future role and function of land within the Structure Plan Area.

**Table 3 Land use terms and associated objectives used to guide the future role of land as described in the Draft Burwood Structure Plan**

Land use	Objectives
Housing	<ul style="list-style-type: none"> <li>To encourage residential growth and provide for increased housing densities; and provide for some community and local population serving uses, particularly along key movement corridors.</li> </ul>
Mixed-use	<ul style="list-style-type: none"> <li>To provide for a range of uses including residential, commercial and other uses that contribute to a mixed-use environment, where high-density housing and/or a significant change in character is encouraged.</li> <li>To encourage a range of residential compatible uses at ground level including, food and drink, office, hairdressers and professional services.</li> </ul>
Commercial	<ul style="list-style-type: none"> <li>To encourage diversity of uses to support high density, high activity, high amenity places, including commercial office, retail, accommodation, hospitality, entertainment and community uses.</li> <li>To support and enhance vibrant, mixed-use high streets as places for retail, hospitality, office, business, entertainment and community uses; and encourage commercial floorspace and residential uses at upper levels to contribute to the mixed-use function of the area.</li> <li>To support local amenity by providing commercial and local services for residential areas.</li> <li>To provide for active uses at ground floor to support vibrant, safe, high amenity pedestrian environments.</li> </ul>
Employment	<ul style="list-style-type: none"> <li>To provide for employment generating uses, including industrial, commercial, office, and some retail and hospitality uses where they improve amenity and support the role and employment focus of the area.</li> <li>To support a transition from traditional industrial uses to advanced manufacturing, knowledge-based business, technology and creative industries.</li> </ul>
Civic, community and cultural	<ul style="list-style-type: none"> <li>To identify land for arts and cultural facilities, community facilities and other civic or public uses.</li> </ul>
Education	<ul style="list-style-type: none"> <li>To provide land for education including primary schools, secondary schools, and tertiary education and their associated research facilities.</li> </ul>
Public open space	<ul style="list-style-type: none"> <li>To identify land for public open space.</li> </ul>

## 6.2 Capacity analysis

### Context

The *Land Use Scenario & Capacity Assessment* was prepared to test that the land use and built form directions in the Draft Burwood Structure Plan can accommodate the projected population and employment growth to 2041, with an appropriate allowance for longer-term growth. The *Land Use Scenario & Capacity Assessment* brings together residential and employment floorspace demand estimates established in the *Housing Needs Assessment – Burwood*, the *Retail Assessment – Burwood* and the *Economic Profile Technical Report – Burwood* and compares them against calculated future capacity of the Structure Plan Area and each neighbourhood within it. Future capacity is derived from the built form guidance contained in the Draft Burwood Structure Plan and the *Urban Design Report – Burwood*.

Beyond 2041, the broader neighbourhoods surrounding the SRL station will continue to grow in accordance with the longer-term Vision for Burwood. The *Land Use Scenario & Capacity Assessment* therefore includes a capacity buffer above that required under the Structure Plan so that capacity will still be available by 2041 to accommodate future growth. The capacity assessment checks to ensure the area can continue to support long-term growth, while acknowledging that the ultimate scale, form and location of the growth beyond 2041 will be subject to a future strategic planning process. The capacity buffer also allows for higher than anticipated demand over the life of the Structure Plan and recognises that not every site will realise its full development capacity. Accounting for these factors, the *Land Use Scenario & Capacity Assessment* determines that floorspace demand should not exceed 70 per cent of floorspace capacity by 2041.

The *Land Use Scenario & Capacity Assessment* informed the preparation of the Draft Burwood Structure Plan by iteratively testing potential land use planning responses, including the distribution of land uses and building heights that would support population and employment growth, and enable priority land uses to be taken up in the locations set out in the Draft Burwood Structure Plan.

### Key findings

- Based on the land use and built form directions in the Draft Burwood Structure Plan, there is sufficient capacity to support forecast population and employment growth to 2041.
- Beyond this, there is an appropriate capacity buffer to allow for continued growth beyond 2041 to support delivery of the Vision for Burwood.
- Maintaining an appropriate capacity buffer is necessary to support long-term growth in Burwood beyond 2041. By 2041, 48 per cent of the 2056 employment growth for Burwood is forecast to have been realised within a 1.6-kilometre radius of the SRL station. This means that substantial growth will still need to occur post-2041 and sufficient capacity will need to be available to realise this growth.
- The Education neighbourhood and Employment neighbourhood are notionally flagged as reaching capacity by 2041.
- The Employment C2 Neighbourhood is a relatively small area modelled to reach 79 per cent of capacity by 2041. However, if this occurs there is significant capacity in the nearby C1 Employment Neighbourhood to accommodate demand. It will be important to maintain capacity in the C1 Employment Neighbourhood to accommodate overspill.
- There is capacity on strategic sites, which make up 24 per cent of Burwood's total capacity. Failing to achieve significant development on these sites could limit floorspace capacity and raise capacity concerns.
- There is ample capacity to accommodate retail floorspace demand to 2041. Therefore, it is not necessary for every building in the Burwood Central neighbourhood to accommodate ground floor retail space.
- Overall, floorspace demand is lower than capacity at 2041. However, this is not a reason to revise the built form guidelines in the Draft Burwood Structure Plan. The additional capacity allows for flexibility, can encourage development activity and provides choice to the community. The existence of capacity does not mean it will be realised on every site, or even most sites. The risks associated with insufficient capacity are more acute, including overcrowding, strains on infrastructure, constrained growth and rapid rises in property costs.



The *Land Use Scenario & Capacity Assessment* makes recommendations to support the strategic objectives of the Draft Burwood Structure Plan, including:

- **Support growth of high density buildings to accommodate residential and some employment uses (such as retail, office, health, other commercial) in the Burwood Central neighbourhood and along Burwood Highway.** Significant density is required given the relatively small footprint of the neighbourhood and the need to activate the area around the SRL station to sustain population and employment growth. Demand for higher-rise commercial buildings is expected to be more limited but is needed to service the growth in population and employment.
- **Support opportunities for mixed-use development outside Burwood Central.** The western end of Burwood Highway can support more and higher density mixed-use developments, as can the Station Street neighbourhood. This includes Greenwood Business Park and surrounds. Leveraging opportunities for increased residential and employment densities is important to meet projected growth across the Structure Plan Area due to large areas of lower density where change is expected to be a more challenging, longer-term proposition.
- **Identify opportunities to support the growth of Deakin University.** The Education neighbourhood is forecast to approach capacity by 2041. To accommodate future education growth, Deakin University's growth plans should be considered to guide future development both on campus and the surrounding land. Future opportunities could also address the needs of anchor institutions and support clustering or co-location of businesses.
- **Promote the regeneration of industrial areas to support greater employment growth.** While the C2 Employment neighbourhood is projected to reach capacity, the C1 Neighbourhood (south west of the station) has more capacity for growth. These areas will continue to play a local service industrial role. However, encouraging regeneration and greater employment density including through more office space and knowledge-intensive businesses will increase the employment capacity of the Structure Plan Area and diversify the employment mix.
- **Support lot consolidation and discourage underdevelopment in residential neighbourhoods.** Burwood's residential neighbourhoods are estimated to achieve around 30 to 50 per cent of capacity by 2041, although these figures rely on lot consolidation to deliver new infill apartments and increased housing densities. Without lot consolidation, the Ashwood residential neighbourhood is estimated to reach 69 per cent capacity by 2041. This highlights the need to encourage lot consolidation and avoid underdevelopment to realise the capacity of Burwood's residential neighbourhoods.
- **Maximise development on key strategic sites.** Burwood's strategic sites are estimated to account for 24 per cent of the Structure Plan Area's estimated capacity. Given their substantial size and the opportunity to accommodate a significant amount of residential and employment floorspace, particularly at the Station Development Area, 127 Highbury Road and Greenwood Business Park, maximising development on these sites can deliver much of Burwood's capacity, particularly in the short to medium term.

### Future directions in the Draft Burwood Structure Plan

The objectives and strategies of the Draft Burwood Structure Plan provide a strategic framework to give effect to the land use and built form settings tested through the *Land Use Scenario & Capacity Assessment*. Key components of Burwood's strategic response include:

- Establishing a new mixed-use centre of activity around the SRL station
- Encouraging significant change in the Burwood Central neighbourhood, including a mix of high density residential developments, office, retail, entertainment and community uses, and identifying opportunities to accommodate businesses and activities associated with Deakin University
- Emphasising the importance of office development to the future success of Burwood Central
- Supporting the growth of Deakin University, including identifying opportunities to align with future master planning and encouraging new businesses associated with the university to locate in Burwood's Employment neighbourhoods
- Encouraging higher density, mixed-use development that can support residential growth along Burwood Highway, in the Station Street neighbourhood including Greenwood Business Park
- Retaining land in Employment neighbourhoods primarily for employment uses, including support for a transition to higher density, knowledge-intensive uses that can support continued employment growth over time
- Encouraging amenity improvements in Employment neighbourhoods, including through new, flexible and modern building typologies, public realm enhancements and improved access to open space and Gardiners Creek Reserve to attract new businesses

- Supporting increased residential densities through mid-rise apartments, infill development and policy to avoid underdevelopment in residential neighbourhoods and along movement corridors
- Encouraging lot consolidation to enable the capacity of Burwood's residential neighbourhoods to be delivered
- Policy to maximise development on strategic sites to accommodate significant residential and employment floorspace growth, particularly the Station Development Area.

# Appendix A: SRL East assessment considerations

## Overview

This appendix sets out how the Draft Burwood Structure Plan interacts with previous assessment processes for SRL East. The potential environmental effects of the construction and operation of SRL East were considered via a comprehensive public Environment Effects Statement (EES) process, which culminated in an assessment by the then Minister for Environment and Climate Action (Minister's assessment) (as discussed in Section 1.2 of this report).

## Planning Scheme Amendment GC197

As a part of the EES, a draft of Planning Scheme Amendment GC197 (GC197) was exhibited affecting the Bayside, Kingston, Monash and Whitehorse Planning Schemes. Amendment GC197 was required to facilitate use and development of land for the purposes of SRL East. The Minister for Planning subsequently approved Amendment GC197, having regard to the Minister's assessment of the EES.

Amongst other things, the Amendment applied the following controls to land for the purposes of SRL East:

- Schedule 14 to Specific Controls Overlay (SCO14), which applies the *Suburban Rail Loop East, Incorporated Document, August 2022* (Incorporated Document) to specified land to facilitate the design, construction and operation of the underground tunnels, stations and other SRL East infrastructure
- Schedule 15 to Specific Controls Overlay (SCO15) which applies the *Suburban Rail Loop East Infrastructure Protection, Incorporated Document, August 2022* to specified land to protect SRL East underground infrastructure from developments that could damage infrastructure if they are not designed appropriately. It does so by imposing permit requirements on certain types of development.

## Relationship between the SRL Incorporated Documents and the Draft Burwood Structure Plan

The application of the Draft Burwood Structure Plan to land already covered by SCO14 and SCO15 will not impact the operation of these planning controls. The Draft Burwood Structure Plan does not provide planning permission, rather, it provides a framework for how the area around the new SRL station will develop in the future.

The incorporated document applied by SCO14 includes conditions with which SRLA must comply during the design, construction and operation of SRL East including, relevant to the structure planning process, the preparation of:

- Surface and Tunnel Plans (S&TPs), to the satisfaction of the Minister for Planning
- an Urban Design Strategy, to the satisfaction of the Minister for Planning
- Urban Design and Landscape Plans (UDLPs) for each of the six SRL East Structure Plan Areas and additional locations, to the satisfaction of the Minister for Planning.

### Surface and Tunnel Plans

SRL East will be constructed generally in accordance with the Surface and Tunnel Plans (S&TPs) that form part of the Incorporated Document approved by the Minister for Planning in April 2024. The draft S&TPs were exhibited during the EES process and were discussed in the Minister's assessment.

The S&TPs include 'sites subject to future precinct planning process, including possible additions to the public realm, community facilities and pick up/drop off spaces'. These sites are generally owned by the State Government and will be above and adjacent to the new SRL station at Burwood, once constructed. The Draft Burwood Structure Plan identifies these sites as strategic sites and envisages that they will accommodate significant growth subject to detailed master planning in the future.



## Recommendations from the Minister's assessment

This section discusses the recommendations that have implications for structure planning and how they have been considered in the Draft Burwood Structure Plan.

### 1. Integration with Urban Design and Landscape Plans

The Minister's assessment made clear the expectation that development of the UDLPs and precinct planning would work hand in hand to optimise outcomes for each SRL precinct surrounding the SRL station.

Contractors for SRL East are required to prepare UDLPs as set out within the Incorporated Document to the satisfaction of the Minister for Planning. These plans will show the final design for SRL East, including any associated public realm, roads and SRL station components (as shown on the S&TPs). The UDLPs need to demonstrate that they are generally in accordance with the S&TPs and meet the requirements of the approved Urban Design Strategy. The Urban Design Strategy sets out an urban design vision for SRL East, along with design principles, objectives and place-specific requirements. The Urban Design Strategy was exhibited with the EES and subsequently approved by the Minister for Planning in April 2024.

UDLPs are being prepared in a staged manner, as required by the construction sequence of SRL East. While the UDLPs are guided by the Urban Design Strategy, they will need to be responsive to the Vision for Burwood and the Draft Burwood Structure Plan to ensure an integrated land use and transport solution (in accordance with Urban Design Strategy Objective UD2.1 Strategic alignment).

The Draft Burwood Structure Plan has taken into consideration the future SRL East and includes strategies and actions to maximise connectivity and integration. In particular, the *Urban Design Report – Burwood* incorporates the Urban Design Strategy Principles and Objectives, which will help facilitate alignment with the UDLPs. In addition, the process for approval of UDLPs will include assessment against the Urban Design Strategy and any other relevant matters set out in the Minister's assessment, including consideration of the Draft Burwood Structure Plan to ensure alignment between the Urban Design Strategy, UDLPs and the Draft Burwood Structure Plan.

### 2. Sensitivity modelling to inform the Draft Burwood Structure Plan

The Minister's assessment recommended that further sensitivity modelling of development scenarios should be undertaken to inform the design of the road network around each Structure Plan Area.

In this respect, ongoing transport analysis has been undertaken and will continue throughout the Draft Burwood Structure Plan implementation to maximise the performance for all modes. This process will continue as part of the surface transport design delivery near the SRL station and other network improvements within the Structure Plan Area. Following the Minister's assessment, further transport analysis of the reference design presented at the EES panel hearing has been undertaken in collaboration with the relevant road authorities.

In Burwood, further microsimulation modelling was undertaken in consultation with the Department of Transport and Planning (DTP) to stress test the network. As a result of this work, it was identified that additional widening of the Highbury Road/Sinnott Street intersection is required to improve the performance of the network for general traffic and buses.

### 3. Extension of Gardiners Creek (Kooyongkoot) naturalisation

The Minister's assessment of the EES included a recommendation to consider the extension of Gardiners Creek (Kooyongkoot) naturalisation works southwards. The Draft Burwood Structure Plan provides for this extension, as discussed in Section 5.5.2 of this report.

### 4. Commuter parking at the Burwood SRL station site

The Minister's assessment of the EES included a recommendation to consider commuter parking at the SRL station at Burwood site. This was considered in the preparation of the Draft Burwood Structure Plan.

The SRL station will be complemented by a new interchange bringing together high-frequency tram, bus, train, walking and cycling modes. An initial 750 bicycle parking spaces will be provided at the station, with room to add a further 750 spaces.

Provision of a commuter car park (even on an interim basis) is contrary to the strategic transport ambition for the Burwood Structure Plan Area. It would also be difficult to remove in the future as better uses of the land close to the station become more viable. These better uses (employment, residential, education and retail) will improve pedestrian access to the station and also fully realise the opportunity costs of acquisition undertaken as part of SRL East.

In addition, the movement network around the new station has not been designed to cater for large volumes of vehicle trips to the station. Similarly, the provision of a park and ride facility will likely require increased capacity in the road network.

For these reasons, the Draft Burwood Structure Plan does not provide for commuter parking at the SRL station at Burwood.

# Appendix B: Plan Melbourne outcomes and directions

## Plan Melbourne outcomes and directions

The following outcomes and directions from *Plan Melbourne 2017–2050* are relevant to planning for the Burwood Structure Plan Area. These outcomes and directions have been considered in structure planning for SRL East.

### **Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs**

- Direction 1.1: Create a city structure that strengthens Melbourne’s competitiveness for jobs and investment
- Direction 1.2: Improve access to jobs across Melbourne and closer to where people live
- Direction 1.3: Create development opportunities at urban renewal precincts across Melbourne

### **Outcome 2: Melbourne provides housing choice in locations close to jobs and services**

- Direction 2.1: Manage the supply of new housing in the right locations to meet population growth and create a sustainable city
- Direction 2.2: Deliver more housing closer to jobs and public transport
- Direction 2.3: Increase the supply of social and affordable housing
- Direction 2.5: Provide greater choice and diversity of housing

### **Outcome 3: Melbourne has an integrated transport system that connects people to jobs and services and goods to markets**

- Direction 3.1: Transform Melbourne’s transport system to support a productive city
- Direction 3.3: Improve local travel options to support 20-minute neighbourhoods

### **Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity**

- Direction 4.1: Create more great public places across Melbourne
- Direction 4.3: Achieve and promote design excellence
- Direction 4.4: Respect Melbourne’s heritage as we build for the future
- Direction 4.6: Strengthen community participation in the planning of our city

### **Outcome 5: Melbourne is a city of inclusive, vibrant and healthy neighbourhoods**

- Direction 5.1: Create a city of 20-minute neighbourhoods
- Direction 5.2: Create neighbourhoods that support safe communities and healthy lifestyles
- Direction 5.3: Deliver social infrastructure to support strong communities
- Direction 5.4: Deliver local parks and green neighbourhoods in collaboration with communities

### **Outcome 6: Melbourne is a sustainable and resilient city**

- Direction 6.1: Transition to a low-carbon city to enable Victoria to achieve its target of net zero greenhouse gas emissions by 2050
- Direction 6.3: Integrate urban development and water cycle management to support a resilient and liveable city
- Direction 6.4: Make Melbourne cooler and greener
- Direction 6.5: Protect and restore natural habitats



# Appendix C: Existing zones and overlays

## Zones and overlays

### Existing zones

Existing planning zones in the Burwood Structure Plan Area are summarised in Table 4.

**Table 4 Existing planning zones in the Burwood Structure Plan Area**

Zone	Purpose	Schedule	Planning Scheme
<b>Residential zones</b>			
Mixed Use Zone (MUZ)	Facilitates a range of higher density residential and commercial uses that balance multi-functional activities with neighbourhood character.	MUZ Whitehorse Residential Areas	Whitehorse and Monash Planning Schemes
General Residential Zone (GRZ)	Supports residential development that respects neighbourhood character and provides housing diversity near services and transport, as well as appropriate non-residential use.	GRZ1 – Established Garden Suburban Areas	Whitehorse Planning Scheme
		GRZ3 – Classic Garden Suburban Areas	Whitehorse Planning Scheme
		GRZ3 – Garden City Suburbs	Monash Planning Scheme
Residential Growth Zone (RGZ)	Diverse, higher-scale residential uses near services and transport and transition to surrounding areas, as well as non-residential uses in appropriate locations.	RGZ11 – Substantial Change A	Whitehorse Planning Scheme
		RGZ2 – Substantial Change B	Whitehorse Planning Scheme
Neighbourhood Residential Zone (NRZ)	Lower-scale residential neighbourhoods with character, and landscape considerations, and allows non-residential uses in appropriate locations.	NRZ2 – Creek Abuttal Areas	Monash Planning Scheme
		NRZ3 – Creek Environs Area	
<b>Commercial zones</b>			
Commercial 1 Zone (C1Z)	Mixed-use commercial centres with residential densities that complement the scale and function of the centre.	-	Whitehorse and Monash Planning Schemes
Commercial 2 Zone (C2Z)	A range of commercial services and large format retail that are cognisant of adjacent sensitive uses.	-	Whitehorse Planning Scheme
<b>Industrial zones</b>			
Industrial 1 Zone (IN1Z)	Manufacturing and storage and distribution of goods without comprising the safety and well-being of local communities.	-	Whitehorse and Monash Planning Schemes

Industrial 3 Zone (IN3Z)	Light industrial uses to maintain a buffer between more intensive industrial operations and adjacent sensitive uses.	-	Whitehorse Planning Scheme
<b>Public land use zones</b>			
Public Use Zone (PUZ)	Public utility and community services and facilities consistent with the intent of the public land reservation.	Schedule 1 – Service & Utility	Whitehorse Planning Scheme
		Schedule 2 – Education	Whitehorse Planning Scheme
		PUZ6 – Local Government	Whitehorse Planning Scheme
		PUZ1 – Service & Utility	Monash Planning Scheme
		PUZ6 – Local Government	Monash Planning Scheme
Public Park and Recreation Zone (PPRZ)	Public recreation and open space with provisions for environmental conservation or commercial application that respond to the environment.	-	Whitehorse and Monash Planning Schemes
Transport Zone (TRZ)	Facilitates uses for transit routes, services and facilities that provide an integrated and sustainable transport system.	TRZ2 – Principal Road Network	Whitehorse and Monash Planning Schemes
<b>Special purpose zones</b>			
Special Use Zone (SUZ)	Facilitates uses with specific purposes.	SUZ1 – Private Education Centres and Places of Worship	Whitehorse Planning Scheme
Urban Floodway Zone (UFZ)	Allows a limited set of uses to prioritise water management in flood-prone areas that minimise risks to property and water quality.	-	Whitehorse and Monash Planning Schemes

## Existing overlays

Existing planning overlays in the Burwood Structure Plan Area are listed in Table 5.

**Table 5 Existing planning overlays in the Burwood Structure Plan Area**

Overlay / Schedule	Purpose / Description	Municipality
<b>Design and Development Overlay (DDO)</b>		
DDO1 (Industrial and Commercial Design and Development Area)	Development that contributes to the Garden City Character and responds to the industry Character Type outlined in local policy. New development should retain and enhance increased vegetation and planting. Minimum front setbacks apply.	Monash Planning Scheme
DDO2 (Gardiner's Creek Environs)	Minimises impacts on Gardiners Creek (Kooyongkoot) from adjoining development. Buildings above 6 metres in height within 60 metres of the creek must demonstrate an appropriate response to the context.	Whitehorse Planning Scheme
DDO3 (Deakin University – Northern Oval Site)	Ensures the northern oval is used for recreation (no buildings may be constructed within this area).	Whitehorse Planning Scheme
DDO4 (Neighbourhood Activity Centres)	Development to facilitate lively, attractive and safe local activity centres with improved economic viability. Neighbourhood Activity Centres within the Structure Plan Area are Class 1A (preferred height 11 metres) and 2A (preferred height 14.5 metres).	Whitehorse Planning Scheme
DDO7 (85, 101–109 Burwood Highway And 3 Edwards Street, Burwood)	Encourages a transition between larger-scale developments on Burwood Highway and residential buildings to the north.	Whitehorse Planning Scheme
DDO11 (Residential Growth Corridors)	Promotes mid-rise development in residential growth corridors to accommodate housing at increased densities and a diversity of housing type.	Whitehorse Planning Scheme
<b>Environmental Audit Overlay (EAO)</b>		
EAO	Ensures that potentially contaminated land is suitable for future sensitive land use.	Whitehorse and Monash Planning Schemes
<b>Heritage Overlay (HO)</b>		
HO1	Primary School No. 461 – Former Burwood School (Former Wesleyan Day School). Listed in VHR and includes Former Protestant Hall at 172–174 Burwood Highway, Burwood.	Whitehorse Planning Scheme
HO22	Hethersett – 141–169 Burwood Highway, Burwood.	Whitehorse Planning Scheme
HO249	Former Kildonan Children's Home – 70 Elgar Road, Burwood.	Whitehorse Planning Scheme
HO281	Burwood Skyline Drive-In Cinema.	Whitehorse Planning Scheme
<b>Special Building Overlay (SBO)</b>		
SBO	Identifies land in urban areas liable to inundation by overland flows from urban drainage systems, in consultation with the flood authority.	Whitehorse and Monash Planning Schemes



<b>Land Subject to Inundation Overlay (LSIO)</b>		
LSIO	Identifies flood prone land in a riverine or coastal area and minimises the potential flood risk to life, health and safety associated with development.	Whitehorse and Monash Planning Schemes
<b>Specific Controls Overlay (SCO)</b>		
SCO14	Refers to the SRL East Infrastructure Protection Incorporated Document, August 2022.	Whitehorse and Monash Planning Schemes
SCO15	Refers to the SRL East Infrastructure Protection Incorporated Document, August 2022.	Whitehorse and Monash Planning Schemes
<b>Vegetation Protection Overlay (VPO)</b>		
VPO1 (Tree Protection Area)	Applies to selected areas within the Structure Plan Area to control tree removal (primarily to residential land south of Highbury Road east of Huntingdale Road).	Monash Planning Scheme
VPO3 (Significant Exotic, Native and Indigenous Trees)	Applies to selected areas and incorporates findings of City of Whitehorse – Statements of Tree Significance, 2006 and controls tree removal (small pockets of land east of Gardiners Creek (Kooyongkoot)).	Whitehorse Planning Schemes
<b>Significant Landscape Overlay (SLO)</b>		
SLO9  (Interim control expiring 23.06.25)	Applies tree controls to Neighbourhood Character Areas across the majority of residential land within the Structure Plan Area.	Whitehorse Planning Scheme
<b>Development Contributions Plan Overlay (DCPO)</b>		
DCPO1	Applies across the whole Structure Plan Area and identifies a development contributions plan for the collection of levies for services and facilities.	Whitehorse Planning Scheme

# Appendix D: Planning Policy Framework

## State and Regional Planning Policy

The following objectives and strategies of the State and Regional Planning Policy Framework are relevant to the Burwood Structure Plan Area.

- **11.01-1R Settlement – Metropolitan Melbourne:** To develop the Suburban Rail Loop through Melbourne’s middle suburbs to facilitate substantial growth and change in major employment, health and education precincts and activity centres.
- **11.02-1S Supply of urban land:** Urban growth should consider opportunities for consolidation, redevelopment and intensification of existing urban areas.
- **11.02-2S Structure planning:** To facilitate the orderly, economic and sustainable development of urban areas.
- **12.03-1S River and riparian corridors, waterways, lakes, wetlands and billabongs:** To protect the environmental, cultural and landscape values of all waterways and enhance water systems including river and riparian corridors, waterways, lakes, wetlands and billabongs.
- **13.01-1S Natural hazards and climate change:** To minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning.
- **13.03-1S Floodplain management:** Avoid intensifying the impact of flooding through inappropriately located uses and development.
- **13.04-1S Contaminated and potentially contaminated land:** To ensure that contaminated and potentially contaminated land is used and developed safely.
- **13.05-1S Noise Management:** To assist the management of noise effects on sensitive land uses.
- **13.07-1S Land use compatibility:** To protect community amenity while facilitating commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.
- **15.01-1S Urban design:** To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
- **15.01-1R Urban design – Metropolitan Melbourne:** To create a distinctive and liveable city with quality design and amenity.
- **15.03-1S Heritage conservation:** To ensure the conservation of places of heritage significance.
- **15.03-2S Aboriginal cultural heritage:** To ensure the protection and conservation of places of Aboriginal cultural heritage significance.
- **16.01-1S Housing supply:** To facilitate well-located, integrated and diverse housing that meets community needs.
- **16.01-2S Housing affordability:** To deliver more affordable housing closer to jobs, transport and services.
- **17.01-1S Diversified economy:** To strengthen and diversify the economy.
- **17.02-1S Business:** To encourage development that meets the community’s needs for retail, entertainment, office and other commercial services.
- **18.01-1S Land use and transport integration:** To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.
- **18.01-2S Transport system:** To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.
- **19.02-6S Open space:** To establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.
- **19.02-6R Open Space – Metropolitan Melbourne:** To strengthen the integrated metropolitan open space network.
- **19.03-1S Development and infrastructure contributions plans:** To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.
- **19.03-2S Infrastructure design and provision:** To provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.

- **19.03-3S Integrated water management:** To sustainably manage water supply and demand, water resources, drainage and stormwater through an integrated water management approach.

## Local Planning Policy

### Whitehorse Local Policy

The following objectives and strategies of the Municipal Strategic Statement and Planning Policy Framework are relevant to the Burwood Structure Plan Area.

- **Clause 21.03 A Vision for the City of Whitehorse:** Seeks to implement the vision of the 2013–2017 Council Plan. The Council Plan includes directions to maintain and enhance the built environment to ensure a liveable and sustainable city and support a healthy local economy.
- **Clause 21.04 Strategic Directions:** Provides direction on how land use strategies are to be implemented. Burwood includes key industrial areas and the adjacent Burwood Village Neighbourhood Activity Centre in the Strategic Framework Plan within the policy.
- **Clause 21.06 Housing:** Establishes the vision for housing in Whitehorse to *‘ensure that housing in the City of Whitehorse meets residents’ needs in terms of location, diversity, sustainability, accessibility, affordability and good design’*.
- **Clause 21.07 Economic Development:** The policy recognises that Whitehorse contains about sixty neighbourhood centres, including the adjacent Burwood Village Neighbourhood Centre, which fulfils various needs within the community. There are also several major industrial estates that are surrounded by residential uses, including in Burwood, where redevelopment is to respect and enhance the amenity of the abutting residential properties, while maintaining their industrial focus.
- **Clause 22.03 Residential Development:** Ensures that residential development in the City of Whitehorse is consistent with categories of housing change and the housing objectives noted under clause 21.06 – Housing.
- **Clause 22.10 Environmentally Sustainable Development (ESD):** To provide a framework for early consideration of environmental sustainability at the building design stage to achieve appropriate Environmentally Sustainable Development (ESD) outcomes.
- **Clause 22.15 Public Open Space Contribution:** Identifies the need for new development to contribute to the provision of public open space in accordance with the Whitehorse Open Space Strategy. The clause aims to ensure that where appropriate, land suitable for public open space is set aside as part of the design of a development so that it can be transferred to or vested in Council. The subject site is located a sub-precinct where a land contribution is preferred.

### Monash Local Policy

A small portion of the Structure Plan Area south of Highbury Road is within the Monash Planning Scheme. The following objectives and strategies of the Municipal Planning Strategy and local policies of the PPF are relevant to the Burwood Structure Plan Area.

- **Clause 02.01 Context:** identifies that the Municipality comprises primarily residential land but has significant commercial, industrial and open space land use areas.
- **Clause 02.03-2 (Environmental and landscape values):** aims to enhance the quality and ecological value of Monash’s natural environment, including by protecting and enhancing biodiversity and waterways.
- **Clause 02.03-3 (Environmental risks and amenity):** seeks to adapt to and mitigate the impacts of climate change.
- **Clause 02.03-4 (Built environment and heritage):** seeks that new development responds to contaminated land, as well as appropriately site non-residential uses and licensed premises to maintain land use compatibility.
- **Clause 02.03-5 (Housing):** the preferred residential development outcome in activity centres is housing at higher densities.
- **Clause 02.03-7 (Transport):** seeks to facilitate development that provides connectivity to a wider range of destinations and major transport linkages in metropolitan Melbourne
- **Clause 02.03-8 (Infrastructure):** seeks to provide an appropriate provision of health and education facilities, as well as open space within 400 metres walking distance for the majority of residents.

- **Clause 2.04 (Strategic Framework Plans):** identifies the Structure Plan Area as primarily an area of incremental change area 'Garden city suburbs' where additional development is not appropriate given it's inaccessibility compared to other activity centres. Some area is nominated as Creek Environs given the proximity to Gardiners Creek which is a limited change area.
- **Clause 15.01-1L-02 (Tree Conservation for a Garden City):** seeks to maintain the tree canopy cover within Garden City Character areas, including residential areas which forms part of the Structure Plan Area.
- **Clause 15.01-2L-01 (Industry and Business Built Form Character):** seeks to ensure amongst other initiatives that industrial land in high-quality, well-serviced locations are suitable for the establishment of business enterprises to operate in conjunction with existing industry and other organisations.
- **Clause 15.01-2L-02 (Environmentally Sustainable Development Policy):** seeks to ensure they achieve best practice in environmentally sustainable development.
- **Clause 15.01-5L (Monash Preferred Neighbourhood Character):** provides guidance for future residential development to accord with existing and preferred neighbourhood character. The policy applies 'Garden City Suburbs Northern Areas' to the Structure Plan Area.
- **Clause 16.01-1L-01 Housing Supply:** seeks to manage residential growth around an activity and neighbourhood centre network, with higher residential densities located along key movement corridors.
- **Clause 16.01-1L-02 (Student Accommodation):** encourages student accommodation to locate in proximity to tertiary institutions, including Monash University.
- **Clause 17.01-1L (Diversified Economy):** seeks to revitalise employment areas and ensure that new development is adds to the attractiveness of business and industrial areas and enhances the garden city character.



# Appendix E: Relevant Technical Reports

## Relevant Technical Reports

SRL Draft East Structure Plan – Aboriginal Cultural Heritage Technical Report

SRL Draft East Structure Plan – Historical Heritage Technical Report

SRL Draft East Structure Plan – Ecology and Arboriculture Technical Report – Burwood

SRL Draft East Structure Plan – Flooding Technical Report

SRL Draft East Structure Plan – Land Contamination Technical Report

SRL Draft East Structure Plan – Noise and Vibration Technical Report

SRL Draft East Structure Plan – Odour and Dust Technical Report

SRL Draft East Structure Plan – Aviation and Airspace Technical Report

SRL Draft East Structure Plan – Utilities Servicing Technical Report

SRL Draft East Structure Plan – Housing Needs Assessment – Burwood

SRL Draft East Structure Plan – Community Infrastructure Needs Assessment – Burwood

SRL Draft East Structure Plan – Open Space Technical Report

SRL Draft East Structure Plan – Economic Profile Technical Report – Burwood

SRL Draft East Structure Plan – Retail Assessment – Burwood

SRL Draft East Structure Plan – Urban Design Report – Burwood

SRL Draft East Structure Plan – Wind Technical Report

SRL Draft East Structure Plan – Transport Technical Report – Burwood

SRL Draft East Structure Plan – Transport Technical Report – Appendix A Precinct Parking Plan – Burwood

SRL Draft East Structure Plan – Climate Response Plan – Burwood

SRL Draft East Structure Plan – Integrated Water Management Strategy

SRL Draft East Structure Plan – Land Use Scenario & Capacity Assessment

## Glossary

Active frontages	A building frontage that interacts with and provides pedestrian interest to the public realm such as with building entries, windows to a shop and/or a food and drink premises, and/or customer service areas or other active uses.
Active transport	Transport requiring physical activity, typically walking and cycling.
Activity centre	Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres.
Advanced manufacturing	Includes any manufacturing process that takes advantage of high-technology or knowledge-intensive inputs as an integral part of its manufacturing process.
Affordable housing	Housing, including social housing, that is appropriate for the housing needs of very low income, low income and moderate income households.
Arterial road	A higher-order road providing for moderate to high volumes at relatively higher speeds typically used for inter-suburban or inter-urban journeys, often linking to freeways.
Building height	The vertical distance from natural ground level to the roof or parapet at any point.
Built form	Built form refers to the physical description of properties, including the form of development, the building mass and height.
Built form scale	Built form scale in the context of the Structure Plan Area can be broadly defined as: <ul style="list-style-type: none"> <li>– Significant: buildings of 12 or more storeys</li> <li>– High: buildings between seven and 11 storeys</li> <li>– Medium: buildings between four and six storeys.</li> </ul> Range of storeys is based on typical residential floor to floor measurement of 3 metres.
Business and Investment Case	The Business and Investment Case (BIC) for SRL, released in August 2021. The BIC outlines the overarching strategic case for SRL inclusive of all transport investments and precinct developments, and all stages of the project.
Car share schemes	A form of personal travel in which users share access to cars rather than privately owning them.
Embodied energy	The energy consumed by all of the processes associated with the production of a building, from the mining and processing of natural resources to manufacturing, transport and product delivery.
Equitable development	Buildings designed so that they do not compromise the reasonable development opportunity of adjacent properties. This is a key principle for areas where substantial change is sought, where it is important that the development potential of each property is optimised.
Fine-grain character	Refers to an urban environment with human scale spaces, mixed uses, smaller lots and through block links that support diverse activities and walkability.
Fixed Key Link	A publicly accessible access route delivered along a specific alignment.
Flexible Key Link	A publicly accessible access route that can be delivered along a range of alignments, determined at time of planning implementation.
Floorspace	The surface area of the floor in a building.
Framework plans	High level coordinating plans that set policy directions and the spatial structure for a defined area. Framework plans guide growth and development over the longer term and define the steps, key projects and infrastructure required to support growth.

Green infrastructure	Any system that fuses natural and built environments to reduce the environmental impacts of the built environment. Green infrastructure can take many forms and may include green roofs or vertical walls, permeable paths, rain gardens and urban forests.
Housing density	The number of dwellings in an urban area divided by the area of the residential land they occupy, expressed as dwellings per hectare.
Integrated water Management (IWM)	An approach to planning that brings together all facets of the water cycle including sewage management, water supply, stormwater management and water treatment, ensuring environmental, economic and social benefits.
Knowledge-based jobs	A knowledge-based job refers to a role that primarily involves the application of a deep level of knowledge or expertise in a specific field. These jobs typically require a high level of education, training or experience. Examples include roles in sectors such as healthcare, education, technology, engineering, law, and finance.
Local street(s)	Local streets are non-arterial roads that provide quiet, safe and desirable residential access for all ages and abilities. They contribute to the overall functioning areas bounded by arterial roads or other barriers.
Lot	A part (consisting of one or more pieces) of any land (except a road, a reserve or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.
Major activity centres	Suburban centres that provide access to a wide range of goods and services. They have different attributes and provide different functions, with some serving larger sub-regional catchments.
Master plan	A plan that directs how a single site of landholding or a cluster of related sites will be developed. It is usually more detailed than a structure plan.
Metropolitan activity centres	Higher-order suburban centres intended to provide a diverse range of jobs, activities and housing for regional catchments that are well served by public transport. These centres play a major service delivery role, as well as providing retail and commercial opportunities.
Micro-mobility	Refers to small, lightweight vehicles driven by users personally. Vehicles include bicycles, e-bikes, electric scooters and electric skateboards.
Mixed-use	A mixture of different land uses such as retail, commercial and residential in the same location or building.
Mode	Mode of travel, such as walking, cycling, train, tram, bus, motorcycle or private vehicle.
Neighbourhood activity centres	Local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community.
Planning Area	Area where SRLA is a planning authority under the <i>Planning and Environment Act 1987</i> and may prepare Planning Scheme Amendments.
Planning authority	A planning authority is any person or body given the power to prepare a planning scheme or an amendment to a planning scheme. The Minister for Planning is a planning authority and may authorise any other Minister or public authority to prepare an amendment to a planning scheme.
Planning scheme	A document approved by the Victorian Government that set out objectives, policies and controls for the use, development and protection of land for each municipality across Victoria.
Precinct	Precinct refers to a designated area of focus where a critical mass of activity and significant change is anticipated.
Public open space	Public open space or 'open space' means public land and waters that provide for one or more of the following purposes - Outdoor recreation, Leisure, Environmental and cultural benefits, Visual amenity and Off-road active transport.

Public realm	The public realm comprises spaces and places that are open and accessible to everyone. The public realm can include streets and laneways, parks and plazas, waterways and foreshores.
Public transport interchange	Places where people can access or change between multiple public transport routes and modes.
Renewable energy	Energy that comes from resources that are naturally replenished such as sunlight, wind, rain, tides, waves and geothermal heat.
Resilience	The capacity of individuals, communities, institutions, businesses, systems and infrastructure to survive, adapt and grow in response to challenges. 'Climate resilience' is the ability to prepare for, recover from, and adapt to these impacts of a changing climate.
Rise	The rise in storeys of a building generally means the number of storeys above natural ground level. <ul style="list-style-type: none"> <li>- Low-rise means buildings with 1-3 storeys</li> <li>- Mid-rise means buildings with 4-11 storeys</li> <li>- High-rise means buildings with 12 or more storeys.</li> </ul>
Setback	The horizontal distance from a boundary or building.
Social housing	Government subsidised rental housing, generally comprising two types of housing: public housing (owned and managed by state governments) and community housing, (managed, and often owned, by not-for-profit organisations).
SRL East Urban Design Strategy	Developed as part of the SRL Environment Effects Statement (EES), this establishes the Victorian Government's requirements for SRL East. The strategy provides a performance-based design brief and a design quality assessment and evaluation tool.
SRL East	Approved project from Cheltenham Station to Box Hill Station. SRL East was previously referred to as SRL Stage One.
SRL Station Development Area	Sites intended for significant scale development adjacent to and over SRL East stations and station buildings, and the associated public realm between buildings.
Street wall	The façade of a building facing (and closest to) the street. The term is usually used where buildings are built on or close to the street boundary, so that they define the public realm.
Structure Plan Area	The extent of the land to which the Structure Plan applies. The Structure Plan will focus on areas near to the SRL station and locations with more significant future change. This area is smaller than the Planning Area.
Sustainable transport	Transport by modes other than single-occupancy cars. Includes walking, cycling, bus, tram, train and carpooling.
Traditional Owners	People who, through membership of a descent group or clan, are responsible for caring for particular Country. A Traditional Owner is authorised to speak for Country and its heritage as a senior Traditional Owner, an Elder or, in more recent times, a registered native title claimant.
Urban form	Urban form is the physical characteristics that make up built-up areas, including the land use, density and configuration of cities, towns and neighbourhoods.
Urban heat island effect	When the built environment absorbs, traps and in some cases directly emits heat, causing urban areas to be significantly warmer than surrounding non-urban areas.
Walkability	The degree to which an environment supports walking as a transport mode.
Water sensitive urban design (WSUD)	Integrating the urban water cycle into urban design to minimise environmental damage and improve recreational and aesthetic outcomes. WSUD includes the use of passive irrigation techniques and the incorporation of WSUD infrastructure such as swales, biofiltration systems (rain gardens), permeable paving, and wetlands into the design.





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