



**SUBURBAN  
RAIL LOOP  
EAST**

# Draft Precinct Vision

**CHELTENHAM**



**SUBURBAN  
RAIL LOOP  
AUTHORITY**

**VICTORIA'S  
BIG BUILD**







# Acknowledgment of Country

Suburban Rail Loop is located on the traditional lands of the Wurundjeri Woi Wurrung People to the north and the Bunurong People to the south. We proudly acknowledge all First Peoples as the Traditional Owners and custodians of the land on which we live and work, and we pay our respect to Elders, past and present.

Suburban Rail Loop Authority celebrates the world's oldest living cultures, and we acknowledge that Traditional Owners have lived sustainably in the region for tens of thousands of years. We respect their connection to Country as ongoing custodians, and their spiritual connection to the land, waterways and stories of this Country.

As we work to transform our public transport network, better connect our suburbs, and reshape how our city grows for future generations, we recognise the rich history and cultural significance of these communities. We acknowledge the traditional trade routes and ceremonial paths that First Peoples have used for millennia to connect and journey across the land we now call Victoria.

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# Introduction and Draft Vision

**Suburban Rail Loop (SRL) will make Cheltenham an even better place to live and work, bringing exciting opportunities for the people and businesses in the SRL Cheltenham Precinct.**

**It will mean more jobs and affordable housing options, greater access to health, research and education opportunities, and better services to support the local community.**

**The release of the Draft Precinct Vision for Cheltenham is the next step in a joint approach to planning for the future of these neighbourhoods.**

**We invite you to be part of an ongoing conversation to ensure we all make the most of the opportunities that SRL brings to Cheltenham.**

Following the release of the *SRL Precincts: Discussion Paper* recapping community feedback to date, this document continues the conversation about planning for the future of SRL East Precincts.

It puts forward a draft vision statement to show what Cheltenham could look like in the 2050s, building on the ambition first set out in the SRL Business and Investment Case.

Five precinct themes have been identified to establish a clear connection between the place that exists today and what it could look like in the future, as inevitable change occurs. They will guide the way we look at strategic planning for SRL East Precincts.

Connected to these themes are Priority Outcomes that Suburban Rail Loop Authority (SRLA) sought feedback on in the *SRL Precincts: Discussion Paper*.

This Draft Precinct Vision builds on both the themes and the priority outcomes by identifying a draft precinct plan, presenting a range of preliminary ideas and opportunity areas to guide strategic planning for Cheltenham.

## How you can be involved

Successful strategic planning needs a vision to build on, to inspire feedback and to support the development of planning tools. These include a structure plan and planning scheme amendments.

Your feedback on this document will inform the development of these planning tools and their supporting policies to guide planning, investment and decision making – ensuring coordination and collaboration between community and stakeholders to achieve the best outcomes for the community.

There will be further opportunities for you to provide input as the SRL East Precincts planning process continues into 2024.



# A Draft Vision for Cheltenham

Cheltenham will be SRL's southern gateway, connecting Melbourne's east with the south of Melbourne and the bay. The station will provide a generous urban square that flows into Sir William Fry Reserve - creating a green heart for the precinct.

The mature trees that support biodiversity, existing wildlife and characterise the area will be protected.

New and enhanced green corridors and shaded streets will make walking and cycling easier and more enjoyable.

More walking and cycling paths will encourage people to leave the car at home and support a healthy and active lifestyle.

Cheltenham will boast new homes that provide choice for people at all stages of life, without losing the village feel that is much loved by the community today.

Cheltenham's three already established activity centres will be re-energised with an uplift in retail, dining and entertainment options, catering to an expanded community.

The intensified Moorabbin Industrial Area and Bayside Business District will be home to the next generation of makers, creators, and specialist manufacturers - bringing new job opportunities and boosting the local economy.

**Cheltenham will be a vibrant and thriving economic hub with better connections to retail, diverse housing, reinvigorated green spaces, recreation, community and civic spaces.**

# Building on conversations

We have been talking with community members, businesses and organisations for several years, capturing feedback to develop our thinking about how SRL results in the best community outcomes for SRL East neighbourhoods.

The SRL Team is continuing this dialogue as part of a process to develop shared visions about the potential for these suburbs.

We are seeking ongoing feedback to ensure the community and other stakeholders are at the centre of our planning for the future.

Through this consultation we will build upon the early thinking for these distinctive precincts, identifying and defining their unique characteristics and highlighting specific opportunities for change as each area evolves.

## Engagement to date

Through a mix of online and face-to-face engagement, we have been capturing feedback from local communities since 2019. You can read about this feedback in our engagement reports available at [suburbanrailloop.vic.gov.au/engagement-reports](https://suburbanrailloop.vic.gov.au/engagement-reports)

In addition, workshops have been held with key stakeholder groups, including state and local government partners and key educational and health institutions in each precinct.

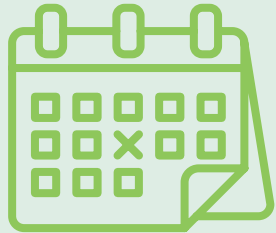
This engagement has been an important early input to precinct planning.

To help progress the conversation we developed the *SRL Precincts: Discussion Paper* which included draft ambition statements that summarised the individual qualities of each place, along with proposed priority outcomes for each area.

Through consultation these have been refined and developed into a draft vision for each precinct.



***SRL Precincts:  
Discussion Paper***



**August 2023**

*SRL Precincts: Discussion  
Paper release date*



**3,438**

*SRL Precincts: Discussion  
Paper downloaded*



**10**

*Community listening posts  
and shopping centre pop-ups*



**615**

*Surveys submitted*



**350+**

*Face-to-face community  
interactions*

# Context

## About Suburban Rail Loop

SRL will change how people move around Melbourne and Victoria and help shape how the city grows in the decades ahead.

It will deliver a new 90km orbital rail line across Melbourne's middle suburbs from Cheltenham to Werribee, along with 15 new train stations - many that will connect with the existing radial rail network and regional lines. It will also create a corridor of linked precincts outside of the CBD.

But SRL is much more than a transport project. The precincts around the new stations will be magnets for investment and catalysts for new local employment and housing opportunities. Melbourne's middle suburbs are already highly valued by their communities; they are great places to live, work and play.

SRL will mean more jobs and businesses, greater access to health, research and education opportunities, and lead to better services to support these communities.

## SRL East corridor

SRL East will create a new networked corridor for Melbourne's east and south east. It will provide previously unimagined access between six new SRL stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill via a modern 26-kilometre underground rail line.

From 2035, trains will run every six minutes in the peak and will enable passengers to travel from Cheltenham to Box Hill in around 22 minutes. Train frequency will increase to meet demand as future SRL stages are delivered, with an ultimate service frequency every two minutes.

Enhanced connectivity will make these destinations even more attractive for businesses and families.

Detailed and thoughtful strategic planning is required to enable the areas around the new stations to build on the existing strengths of these suburbs.

Coordination and planning for each SRL East Precinct needs to take place concurrently to optimise the best outcomes for the SRL East corridor as a whole. This coordinated approach will:

- Ensure housing, jobs, services and amenities are delivered in the right locations to support new and existing residents, people working in Cheltenham and visitors.
- Enable a more efficient program of infrastructure investment across transport, education, health, open space and other amenities.



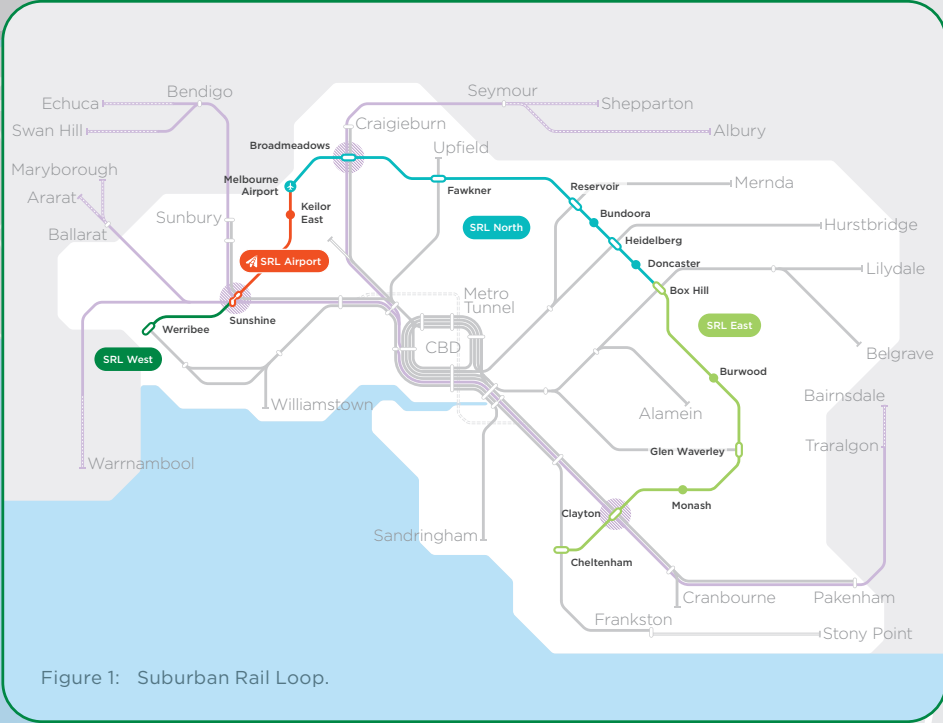


Figure 1: Suburban Rail Loop.

## Defining the SRL East corridor

The corridor is conceptually defined as the area within approximately 1,600 metres around each of the six SRL East stations at Box Hill, Burwood, Glen Waverley, Monash, Clayton and Cheltenham.



**Legend**

- SRL East underground station
- SRL East rail tunnel alignment
- Existing rail alignment
- Roadway
- Waterway
- Future stages (SRL North)
- Transport super hub
- 1,600m radius

Figure 2: Suburban Rail Loop East.

# Planning for Melbourne's future

Victoria and Melbourne is growing. Victoria is forecast to be home to around 11 million people in the 2050s, with up to nine million of those based in Melbourne. That's the same size as London today.

Our 'hub and spoke' metropolitan rail network does not support a growing city. Historically, Melbourne has grown at its fringes. And the more a city sprawls, the less liveable it becomes.

Unless Melbourne shifts away from its monocentric structure, there are likely to be increasing constraints on economic growth, impacts to sustainability, liveability and outcomes that result in entrenched disadvantage.

## A strategically aligned vision

Suburban Rail Loop is part of a coordinated Victorian Government plan to manage growth and support change across the state, aligning with Victoria's *Housing Statement*. Planning for the broad areas around each of the SRL East stations will help Melbourne become a 'city of centres' and will set up these communities to thrive into the future.





## Delivering Plan Melbourne objectives

*Plan Melbourne 2017-2050* is the Victorian Government's long-term planning strategy to ensure Melbourne remains a global city of opportunity and liveability.

In its *Housing Statement*, the Victorian Government announced Plan Melbourne will be updated and expanded to cover the whole state.

A new plan for Victoria will set into action what our state will look like over coming decades. It will focus on delivering more homes near transport, job opportunities and essential services in vibrant, liveable, and sustainable neighbourhoods.

A new plan for Victoria will bring to life the Victorian Government's target for 70 per cent of new homes to be built in established areas, while making sure growth areas deliver 30 per cent of new homes.

SRL will help deliver these core objectives. It will reduce road and public transport congestion and enable people to move more easily around the city by better connecting suburbs and by supporting precincts around transport hubs. These SRL East Precincts will open up greater housing opportunities and business potential as well as access to enhanced services and facilities for communities.

### Planning for Cheltenham as part of SRL will help:



**Provide more affordable housing and choice** in locations close to jobs and services.



**Develop a 20-minute neighbourhood** so people can access most of their daily needs locally.



**Increase connections and opportunities for regional Victorians** by improving access to health, education and other services.



**Create a 'city of centres'** supported by integrated transport, land use and precinct development that will help shape a more sustainable and equitable Melbourne.



**Respond to climate change** by growing a cleaner and more productive neighbourhood.



**Provide a transport network for the future** that transforms how Victorians move around the city and includes more sustainable transport options.



**Grow the economy** by encouraging more jobs closer to where people live and enhancing health, education and research precincts.

# Victoria's Housing Statement

Right across Australia, finding an affordable home is becoming harder than ever before.

Victoria's *Housing Statement* puts forward an ambitious, state-wide plan to tackle the root of the problem: housing supply.

The Victorian Government is setting a bold target to build 800,000 homes in Victoria over the next decade.



## 1 Good decisions, made faster

The Victorian Government is reforming Victoria's planning system to boost housing supply across the state – clearing the backlog and giving builders, buyers and renovators certainty about how long approvals will take.

## 2 Cheaper housing, closer to work

The Victorian Government is making it easier to build more homes, with the best design standards, where Victorians want to live – that means going up and out, not just out.

## 3 Protecting renters' rights

The Victorian Government is closing loopholes that drive up the cost of living for renters, giving renters more certainty over their leases, living standards and finances and resolving tenancy disputes faster to keep them out of VCAT.

## 4 More social housing

The Victorian Government is building more social and affordable homes across Victoria – launching Australia's biggest urban renewal project on top of the *Big Housing Build*.

## 5 A long-term housing plan

We know our state will keep growing – and we know we'll need a plan to manage that growth in the decades ahead.

## 6 425,600 new homes for regional Victoria

As part of the Victorian Government's work to build the 2.24 million homes Victoria will need by 2051, the state is setting a regional target to build 425,600 of those homes across our regions.



## Building on priority outcomes for Cheltenham

The *SRL Precincts: Discussion Paper* sought feedback on the five priority outcomes for Cheltenham.



### Priority outcome A

Access to distinctive and high-quality environments



### Priority outcome B

Social connectedness and wellbeing



### Priority outcome C

More jobs and employment



### Priority outcome D

Increased cycling and walking connections



### Priority outcome E

Greater use of public transport

Community feedback emphasises the importance of attractive public open spaces, Cheltenham's distinctive character, and the need to improve walking and cycling connections and reduce road congestion.

The Draft Precinct Vision builds on the feedback already received. This document adds new precinct themes and preliminary ideas. Your feedback on these will inform future planning.



## Precinct Themes - Cheltenham

The *SRL Business and Investment Case* sets out three overarching project objectives:

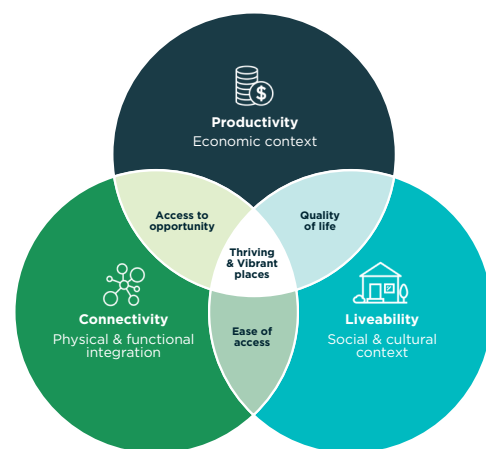


Figure 3: Intersection between the three SRL objectives.

Planning for SRL East Precincts will help deliver the project objectives and will be guided by five strategic themes.

Each precinct is different. Detailed planning will refine and identify how these themes can be delivered in Cheltenham. Ongoing consultation with the community and stakeholders will inform this process to create a shared vision for Cheltenham.



### Boosting the Economy

Boosting the Economy will guide how we build on the unique assets and strengths of each area to trigger investment and jobs.

#### This could be achieved by:

- Advancing economic strengths and capabilities through precinct planning and design.
- Creating the environment for job opportunities and a pipeline of future investment.
- Fostering an environment that cultivates new ideas and commercially viable products, services and businesses.
- Attracting and retaining skills and top talent to support priority industries.
- Fostering networks that support collaboration and the exchange of information.
- Empowering start-ups, spin-offs, creatives, and entrepreneurs to grow and scale in place.
- Improving economic participation and equitable job opportunities.



### Enriching Community

Enriching Community will guide precinct planning to create healthy and inclusive neighbourhoods.

#### This could be achieved by:

- Enabling diverse and affordable housing choices and tenure models that support liveability for a growing community.
- Promoting social equity, safety and inclusion in precinct planning and development.
- Enhancing civic and community infrastructure to support existing and future community needs.
- Improving access to education and health facilities and supporting their growth to enable positive socioeconomic outcomes.
- Enhancing recreational assets to support healthy lifestyles through activity and play.

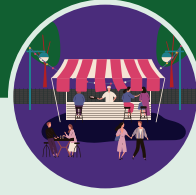


## Better Connections

Better Connections will guide how we plan public transport and active transport options, connecting people to opportunities and experiences in the SRL East corridor and beyond.

### This could be achieved by:

- Creating an integrated people-focused transport network that supports the precinct.
- Providing active and sustainable transport options to support healthy lifestyles.
- Supporting local journeys and social inclusion through well-designed networks of movement.
- Facilitating intuitive and convenient multi-stop travel.
- Improving the transport customer experience.
- Enhancing connections between metropolitan and regional Victoria.
- Enabling inclusive and safe travel for all ages, abilities and genders.



## Enhancing Place

Enhancing Place will guide how we plan vibrant, sustainable and inclusive public spaces that build on the existing character and identity of our suburbs.

### This could be achieved by:

- Promoting and enabling high-quality design to create attractive urban environments and continue to build a community for everyone.
- Enhancing place amenity, vibrancy and safety during the day and night.
- Creating welcoming and inclusive spaces that celebrate diverse stories of culture, character and identity.
- Honouring and respecting the cultural heritage of the land past, present and shared.
- Improving access to high-quality green spaces, enhancing amenity, regeneration and connection to nature.
- Supporting community resilience by designing places that enable and promote social connection.



## Empowering Sustainability

Empowering Sustainability will guide how we adapt to and mitigate the effects of climate change and contribute to environmental sustainability.

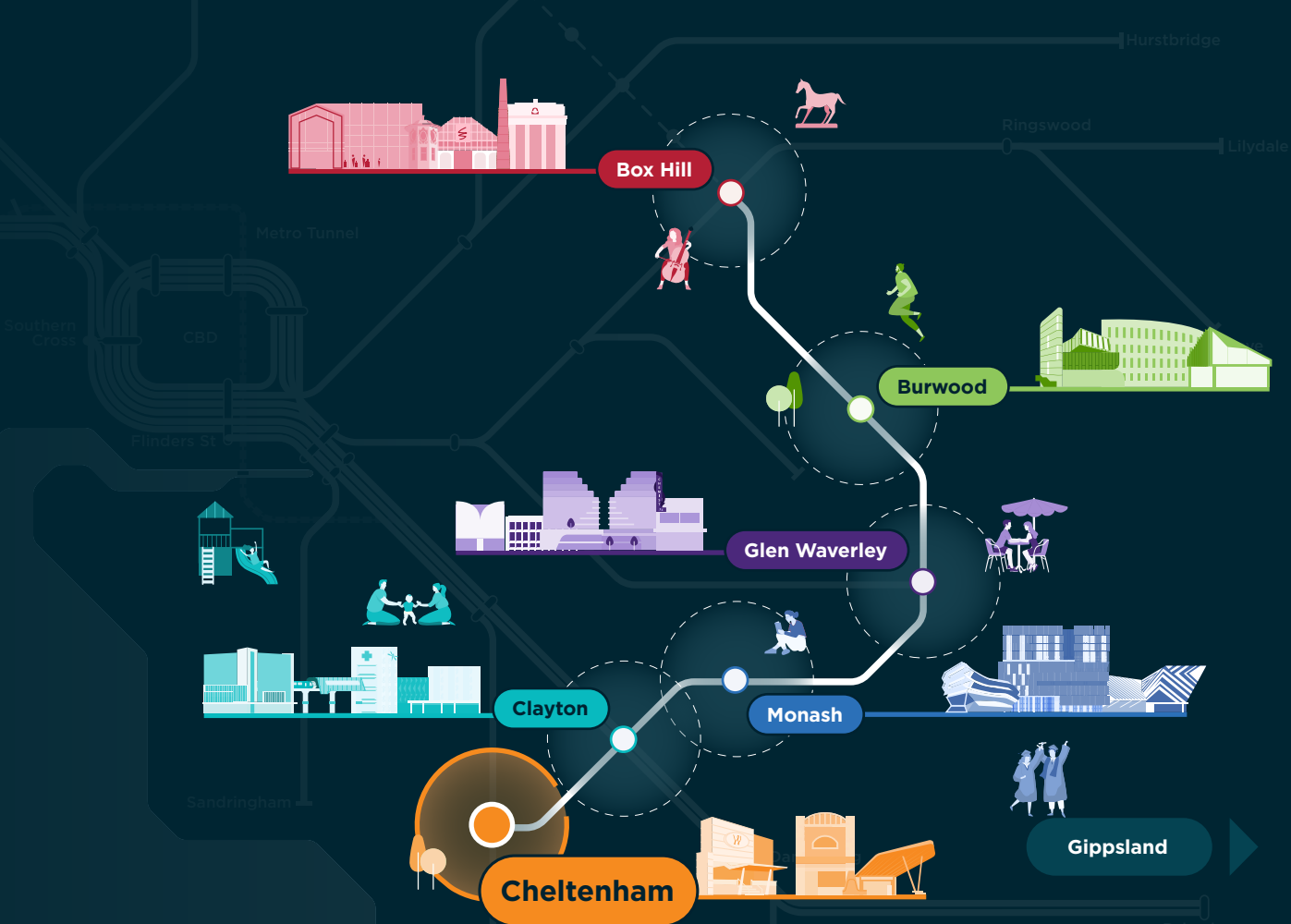
### This could be achieved by:

- Enabling reductions in energy consumption and an accelerated transition to net zero.
- Fostering responsible use of resources and supporting the transition to a circular economy.
- Mitigating climate risks and hazards to create climate resilient and adaptive places.
- Greening urban areas to address heat issues and improve amenity.
- Protecting natural habitats and improving biodiversity in green spaces and waterways.
- Embedding sustainable water management practices in precinct planning and design.

# Cheltenham in the SRL East corridor

SRL East will connect more people than ever before to Cheltenham's housing, jobs, services and amenities – and provide local residents and people working in Cheltenham with new access to opportunities in Clayton, Monash, Glen Waverley, Burwood and Box Hill.

Planning for Cheltenham as part of SRL East will realise the benefits of this new networked corridor. It will build on what makes the area great today while opening it up to previously unconnected parts of Melbourne.



Cheltenham	Clayton	Monash	Glen Waverley	Burwood	Box Hill
<ul style="list-style-type: none"> <li>Westfield Southland</li> <li>Moorabbin Justice Precinct</li> <li>Sir William Fry Reserve</li> <li>Bayside Business District</li> <li>Moorabbin Industrial Area</li> </ul>	<p><b>7 mins from Cheltenham</b></p> <ul style="list-style-type: none"> <li>Monash Medical Centre</li> <li>Transport super hub</li> </ul>	<p><b>10 mins from Cheltenham</b></p> <ul style="list-style-type: none"> <li>Monash University</li> <li>Victorian Heart Hospital</li> <li>Monash Technology Precinct</li> </ul>	<p><b>13.5 mins from Cheltenham</b></p> <ul style="list-style-type: none"> <li>Monash Civic Centre</li> <li>The Glen Shopping Centre</li> <li>Kingsway dining &amp; entertainment</li> </ul>	<p><b>18.5 mins from Cheltenham</b></p> <ul style="list-style-type: none"> <li>Deakin University</li> <li>Gardiners Creek Reserve</li> <li>Wattle Park</li> </ul>	<p><b>22 mins from Cheltenham</b></p> <ul style="list-style-type: none"> <li>Box Hill Hospital</li> <li>Box Hill Institute</li> <li>Box Hill Town Hall</li> <li>Box Hill Central</li> </ul>

Figure 4: The unique attractors within each precinct in the corridor.



# Realising the Draft Vision for Cheltenham

**SRL will unlock opportunities for Cheltenham to be a vibrant and thriving economic hub with better connections to retail, diverse housing, reinvigorated green spaces, recreation, community and civic spaces.**



## Vision-led planning for Cheltenham

The vision for Cheltenham will guide new planning settings, catalyst projects and infrastructure investment.

This Draft Precinct Vision sets the aspiration for strategic planning in the Cheltenham Precinct. Its release for community feedback progresses the conversation about SRL East Precincts as we begin the next phase of detailed planning. This next phase will include further investigation through technical studies and community and stakeholder consultation in the coming months.

The planning process will build on the previous strategic planning undertaken for Cheltenham to date, and will result in a structure plan that recognises local strengths and responds to the new opportunities that SRL East unlocks.

In the longer term, Cheltenham will accommodate around 52,200 residents and 36,500 jobs – this means Cheltenham will need more homes, more offices and space for employment, as well as investment in infrastructure and amenity initiatives for a thriving community.

The structure plan will respond to this growth context by setting strategies to guide decisions around land use, design and development.

It will also guide transport, open space, sustainability and community infrastructure across the structure plan area.

Most importantly it will give effect to the vision for Cheltenham, showing how new housing, jobs, green space and amenity can be realised in the precinct while building on its most valued characteristics.

A draft planning scheme amendment (PSA) will go hand in hand with the structure plan, introducing a suite of new controls that establish the key planning guidance or ‘rules’ for future development.

The structure plan and draft PSA will then be put on public exhibition, accompanied by a foundation of technical reports and incorporating a final Precinct Vision that reflects feedback provided on this document.

Planning for the future will happen in a staged way. The structure plan will initially focus on an area extending around the SRL station generally within a 10-minute walk. The full precinct, extending around 1,600m from the station, will evolve over the longer term and will be guided by the Precinct Vision.

### What is a Structure Plan?

A structure plan is a blueprint to guide how an area develops and changes, over approximately 15 years.

It also addresses future growth and how it will be managed in an appropriate and sustainable way to achieve social, economic and environmental objectives.

Structure plans give effect to the policies and objectives set for an area and cater for changing community needs. They cover things such as changes to land use, built form, transport and community infrastructure, and public spaces.

Implementing the actions and applying the guidance within the plan will help us to deliver on the vision for each SRL East Precinct.



**Future change in Cheltenham will be guided by strategic planning that ensures its long term success as a place where people love to live, work and visit.**





# Cheltenham Draft Precinct Plan

This is a visual representation of the Draft Precinct Vision.

It identifies where change is likely to occur as Cheltenham grows over time, supported by enhanced connectivity, improved community amenities, diversified retail and commercial areas and increased local job opportunities.

The plan will be further investigated as part of the structure planning process and will evolve to respond to community needs and detailed technical studies.

The future structure plan will offer a more detailed framework for land use, buildings, and infrastructure, informed by holistic planning for the area.

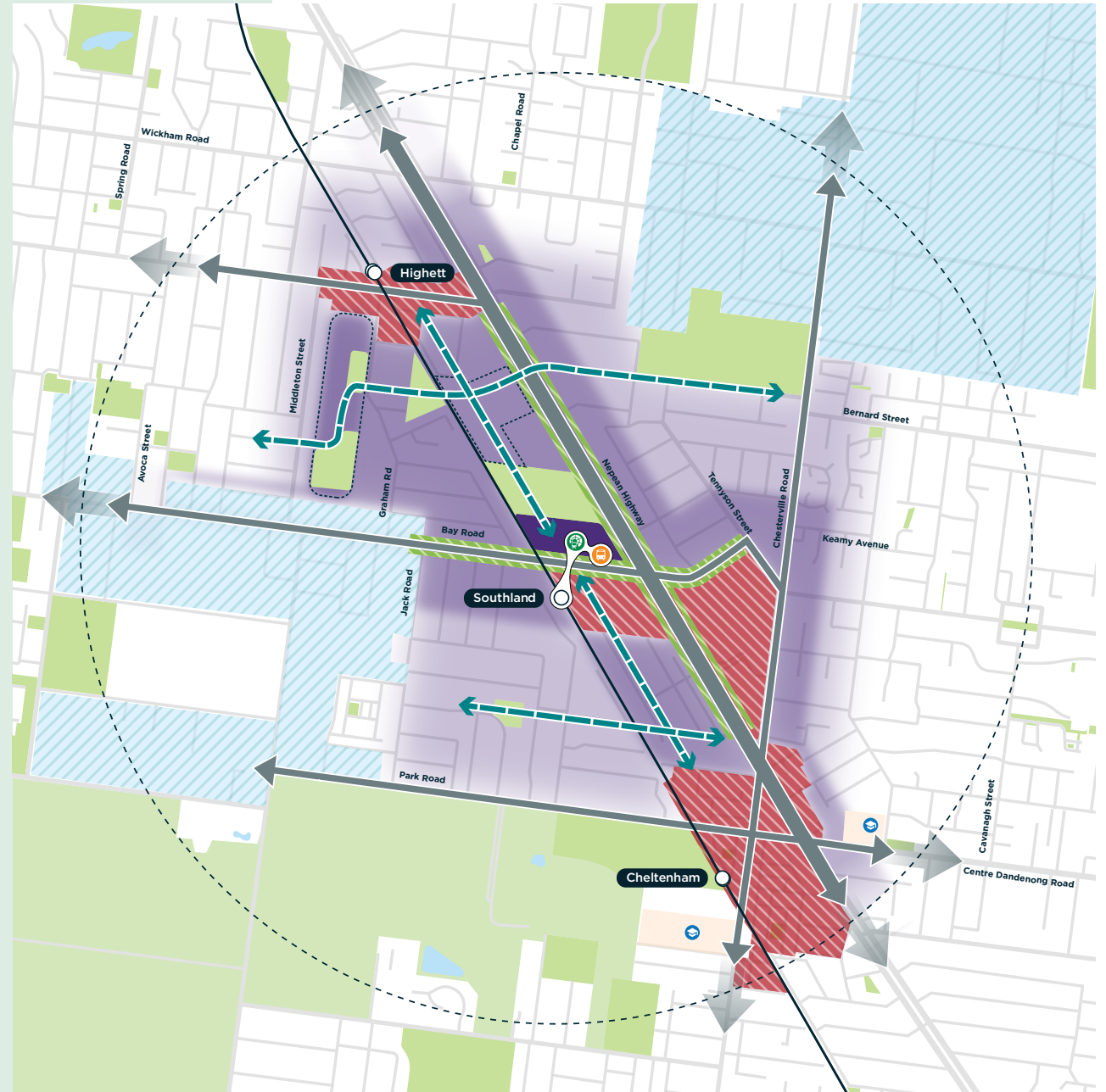
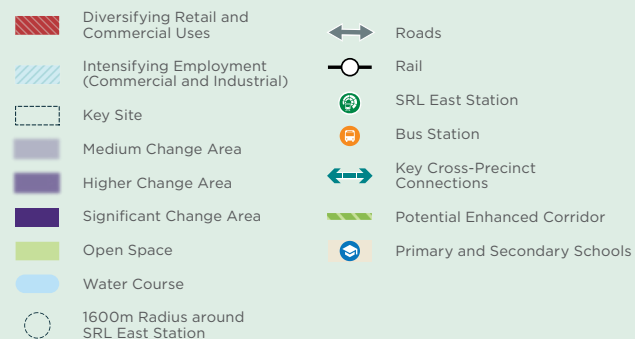


Figure 5: Cheltenham Draft Precinct Plan.



## What kind of change could this include?

Future planning for Cheltenham will ensure the precinct continues to be a great place to live and work, now and into the future. The three existing centres at Highett, Southland and Cheltenham stations have an opportunity to support a greater concentration of homes and jobs near transport and amenities, within vibrant mixed-use destinations.

Future employment growth in Cheltenham is expected in retail and community services, as well as the emerging creative sector which will complement traditional commercial and business activities.

Strategic planning will enable the Bayside Business District and Moorabbin Industrial Area to continue to intensify to include a mix of industrial and commercial uses.

**Medium Change** areas will continue to support the changing needs and character of the community through lower-scale detached and semi-detached housing.

**Higher Change** areas will provide an opportunity for more housing diversity including quality social and affordable housing, focusing higher-density apartments, townhouses and semi-detached homes close to these vibrant centres, public open space and along key corridors such as Nepean Highway and Bay Road.

**Significant Change** areas will concentrate taller mixed-use developments around the new SRL station, providing new housing, jobs and amenities in places with the best transport connections.



Figure 6: What the change areas could look and feel like in the future.



## Preliminary ideas

The preliminary ideas for Cheltenham outlined on the following pages are a set of potential planning moves that would help deliver the Draft Precinct Vision.

They illustrate how the precinct can respond to the opportunities presented by SRL East and will enable the priority outcomes to be realised.

Testing and refining of the preliminary ideas will occur through community consultation and stakeholder engagement and in response to detailed technical studies to be carried out through the structure planning process.

Importantly, this is simply a starting point - hearing and understanding the community's views on these ideas is an essential next step.





## Preliminary Idea 1

### Create an urban square and town centre at the new SRL station at Cheltenham.



- Deliver an integrated town centre across both sides of Bay Road, enhancing the integration of Southland Shopping Centre and increasing connectivity to and through the centre.
- Create a vibrant centre of activity at the new SRL station to complement Sir William Fry Reserve by creating a place with a mix of shopping, dining, community facilities and open space.

#### Links to themes

-  Enriching Community
-  Enhancing Place

- Facilitate development opportunities around the station and Highett Gasworks, to increase the mix of activities and land uses.
- Encourage buildings with good interfaces at street-level, with businesses that people want to visit occupying spaces along roads and streets, creating a dynamic mix of activity.

#### Links to priority outcomes

-  A - Access to distinctive and high-quality environments
-  B - Social connectedness and wellbeing





## Preliminary Idea 2

### Encourage future growth within and between the existing activity centres at Highett, Southland and Cheltenham.



- Intensify residential, retail and employment land uses along the Nepean Highway corridor, unlocking opportunity for housing growth and employment development.
- Support jobs and housing growth by distributing development across the three existing centres within the precinct.

#### Links to themes

-  Better Connections
-  Enhancing Place

- Prepare planning controls that appropriately accommodate residential and employment growth across the precinct.
- Use strategic planning to define the future role of each centre within the precinct, responding to the distinct sense of community in each place.

#### Links to priority outcomes

-  C - More jobs and employment
-  E - Greater use of public transport





### Preliminary Idea 3

**Leverage the Bayside Business District and Moorabbin Industrial Area to support jobs growth.**

- Create planning conditions to enable growth.
- Improve connections to and within employment areas for visitors and workers.

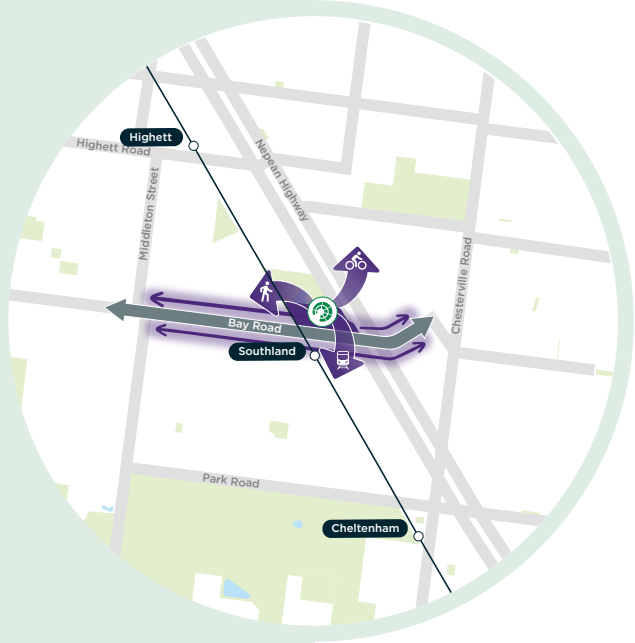
- Attract high-growth and emerging sectors, such as creative and knowledge-based enterprises, and advanced and specialist manufacturers to locate within the precinct.

#### Links to themes

- Boosting the Economy
- Enhancing Place

#### Links to priority outcomes

- A - Access to distinctive and high-quality environments
- C - More jobs and employment



### Preliminary Idea 4

**Enhance Bay Road as a gateway to the new SRL station at Cheltenham.**

- Optimise movement along Bay Road, prioritising walking and cycling routes and facilitate turn-up-and-go bus services to encourage mode shift.

- Support a mix of land uses along the corridor to create more living and job opportunities.
- Encourage well-designed, high-quality buildings along Bay Road to create an engaging streetscape.

#### Links to themes

- Better Connections
- Enhancing Place

#### Links to priority outcomes

- A - Access to distinctive and high-quality environments
- D - Increased cycling and walking connections





## Preliminary Idea 5

### Improve movement and connectivity across the precinct.

- Make it easier to cross major barriers like the Nepean Highway and the Frankston rail line to better connect the precinct.
- Improve access to and through large sites and parks, including Sir William Fry Reserve and Lyle Anderson Reserve, to enhance walking and cycling options.

#### Links to themes

- Better Connections
- Enhancing Place

- Improve access to open space and trails through strategic development sites like the Highett Gasworks and Highett Common.
- Improve the walking and cycling links between the Highett, Southland and Cheltenham activity centres, leveraging works by the Level Crossing Removal Project at Cheltenham, future work at Highett Station and nearby key sites.

#### Links to priority outcomes

- A - Access to distinctive and high-quality environments
- D - Increased cycling and walking connections



## Preliminary Idea 6

### Enhance Nepean Highway.

- Enhance public amenity along the corridor by planting more trees.
- Prioritise walking and cycling and turn-up-and-go buses along Nepean Highway.

#### Links to themes

- Better Connections
- Enhancing Place

- Encourage high-quality buildings along the Nepean Highway.
- Improve pedestrian crossings and walking and cycling infrastructure to ensure active transport is accessible and inclusive.

#### Links to priority outcomes


























- A - Access to distinctive and high-quality environments
- D - Increased cycling and walking connections

# Opportunity areas

Individual neighbourhoods in Cheltenham offer different opportunities to support growth and deliver the benefits from coordinated precinct planning.

Each place has its own distinct character or land uses and could help deliver different kinds of change over time.

The following neighbourhoods have been identified as important to contribute to the Draft Precinct Vision and will be further investigated through structure planning.

- |   |                          |   |                             |
|---|--------------------------|---|-----------------------------|
|  | SRL East Station         |  | Neighbourhoods              |
|  | Underground Station      |  | Shopping                    |
|  | SRL East Alignment       |  | Education                   |
|  | Existing Metro Rail Line |  | Early Learning Childcare    |
|  | Existing Metro Station   |  | Aged Care                   |
|  | Bus Network              |  | Community Centre            |
|  | Bicycle Network          |  | Municipal Office            |
|  | Open Space               |  | Library                     |
|  | Water Course             |  | Park                        |
|  | Employment Area          |  | Golf Course Area            |
|  | Retail/Commercial Area   |  | Recreation & Aquatic Centre |
|  | Key Feature Area         |  | Cemetery                    |
|  | Key Feature              |   |                             |

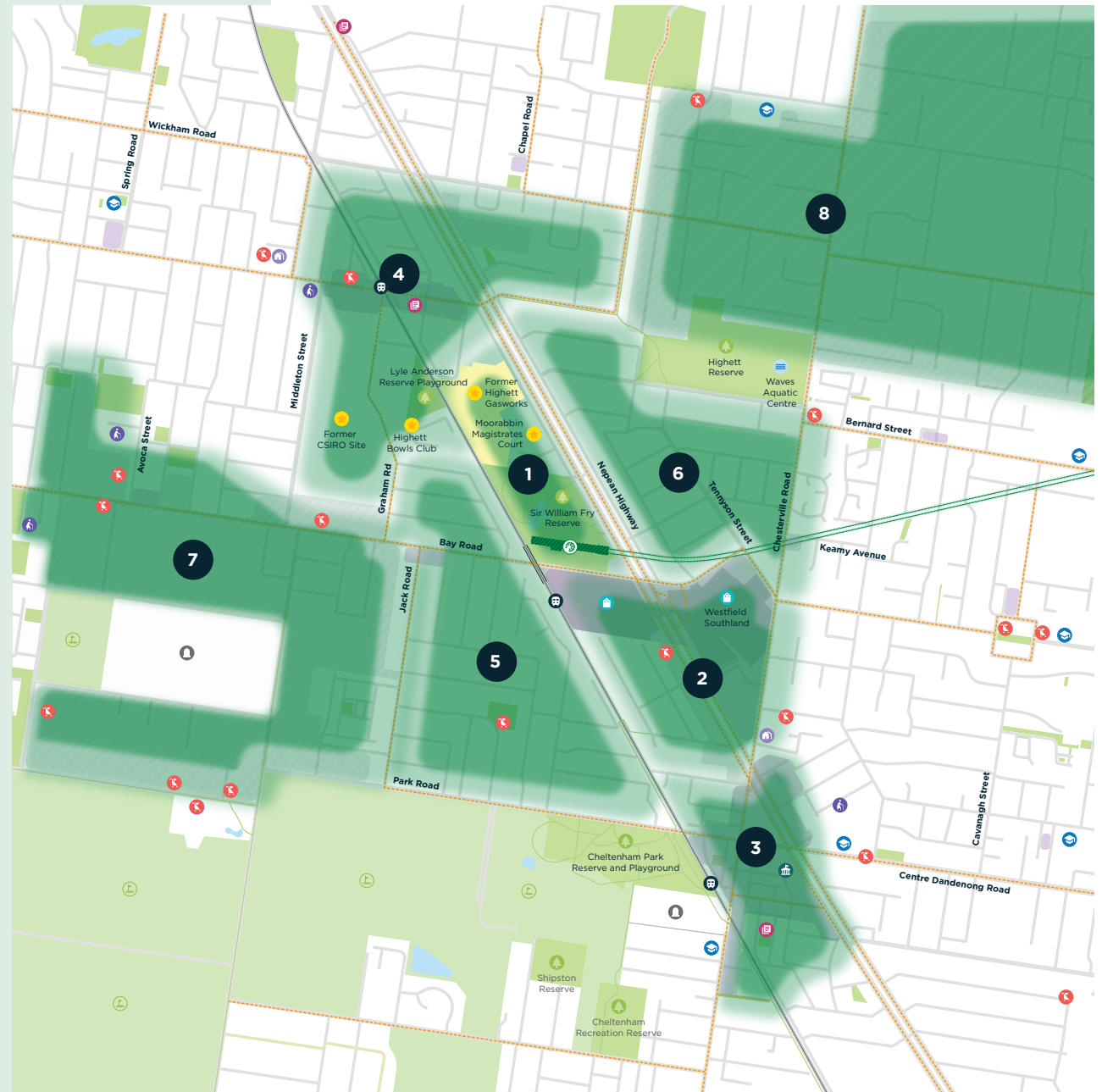


Figure 7: Cheltenham's areas of opportunity.



## 1 Cheltenham Precinct Core

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The Cheltenham Precinct Core includes Sir William Fry Reserve, the Moorabbin Magistrates' Court and development around the former Hihett Gasworks site. The core will be home to the new SRL station, improving access already provided by major arterial roads, Bay Road and Nepean Highway.

**SRL East will better connect this part of Cheltenham, and Bay Road will become a significant east-west spine in the precinct, supporting enhanced public transport, walking and cycling. Sir William Fry Reserve will be the centrepiece to a network of open spaces creating a high-quality, community-focused area, fringed by higher buildings around the station and within the Hihett Gasworks development.**

## 2 Southland Shopping Centre

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This area is anchored by Southland Shopping Centre and includes part of Chesterville Road and the adjoining mixed-use area to the south. Southland is a regional destination for visitors and workers and its recognisable built form straddles both sides of Nepean Highway. Car parking dominates the areas surrounding the shopping centre, with limited activity facing the surrounding streets (including the Nepean Highway, Chesterville Road, Bay Road and Sir William Fry Reserve).

**Strategic planning for Cheltenham can better support Southland Shopping Centre's future growth and ensure that it will continue to thrive as a hub for jobs, retail, entertainment and services. Opportunities to incorporate more residential living, easier access across the neighbourhood and more public spaces will enhance people's experience at street level. Encouraging a mixed-use environment, including public open space, will help accommodate future residential, community and commercial opportunities across the whole precinct.**

## 3 Cheltenham Activity Centre

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Centred on the existing Cheltenham Station and Charman Road, this area offers a range of retail, services and dining options and supports the civic hub for Kingston City Council. It is transitioning from a local centre to a dynamic mixed-use hub with an active community life.

**The Cheltenham Activity Centre has the opportunity to accommodate an increase in residential and employment growth, as one of three connected places within the wider Cheltenham Precinct. Being connected to SRL East means the area can enhance its role as a vibrant commercial and civic centre with a thriving retail strip, supported by an increasing scale of residential development.**

## 4 Highett

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Highett is a neighbourhood centre located at Highett Station. It is best known for its village atmosphere and offers a variety of cafes, retail stores, employment options, and medium-scale apartment buildings. The area of opportunity extends across Nepean Highway into an existing low-scale residential area. There are community services nearby, including a neighbourhood community house, recreation centre, youth club and children's centre. The area includes redevelopment sites south of Highett Road, in particular the former CSIRO site currently being developed.

**Highett will mature and continue to benefit from changes already underway, including from the future Level Crossing Removal Project. With the existing Highett Station and the new SRL station only a short walk away, the area is well-placed to support new development. As one of three connected centres, it has the opportunity to accommodate increased medium-scale residential developments that complement the existing detached housing in locations close to services and amenity.**

## 5 Pennydale

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This suburb is primarily a residential area extending north and south of Bay Road, west of the Frankston Line. Bay Road is the most distinctive feature, gateway between suburbs east and west of the rail line, but also facilitating large volumes of vehicle movements. The surrounding area to the north and south is predominantly single storey residential with some existing pockets of medium-scale redevelopment

**The significance of Bay Road as an east-west connection in the precinct will continue with the introduction of SRL East, although it will transition over time to better support pedestrians and cyclists. The area has potential to transition to a high-quality corridor supporting new housing and employment opportunities in a greener local streetscape. Existing neighbourhoods further away from Bay Road offer focused opportunities to support housing diversity and cater to the needs of a growing community.**

## 6 Nepean Highway East

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Nepean Highway East is an area of low-density residential housing east of the Nepean Highway and north of Southland Shopping Centre, extending east to Chesterville Road. It has areas of medium-density housing transitioning to taller apartments closer to the highway. It is close to the services and amenities of Southland Shopping Centre and the future SRL station at Cheltenham, but pedestrian access is constrained.

**The proximity of this area to the SRL station, and Southland Shopping Centre, provides an opportunity to provide more housing. Areas which interface with the Nepean Highway and Southland are strategic locations which can support more density. The western edge of this neighbourhood will form part of the Nepean Highway corridor, and in the future could include a greater diversity of land uses to support increased services for the local community and employment opportunities.**



## 7 Bayside Business District

The Bayside Business District is an employment hub which currently supports light industrial activities, large format retail and moderate scale offices, with pockets of creative enterprises and emerging cafes. The neighbourhood is changing over time, attracting larger businesses and introducing new food and beverage venues.

**Bayside Business District will continue to have a strong jobs focus and economic role. Over time it could develop to support increased job density and diversity. Improved metropolitan access delivered through SRL will help attract investment and encourage a greater mix of businesses into the neighbourhood. Walking and cycling improvements can improve access to Bay Road and support a greater scale of buildings at its northern edge. Improving connections through the area will increase local access to jobs and services.**

## 8 Moorabbin Industrial Area

The Moorabbin Industrial Area, extending far to the north east of the Cheltenham Precinct, is a significant regional hub for light industrial, business, and retail activities. The area nearest to Cheltenham has experienced some transformation in recent times, with hospitality, creative industries, and recreational facilities emerging.

**The Moorabbin Industrial Area will continue to have a significant industrial and employment role into the future. It can benefit from SRL with an expanded reach for its customer base, and through providing better access to a wider employment pool. Over time, the existing trend towards higher order office-based employment and greater job densities should be supported. Strategic planning for the area could support more intensified business activities.**



# Next steps

## Consultation

We are committed to developing shared visions for each of the SRL East Precincts. Engagement with local communities and other stakeholders is a crucial element of the structure planning process.

We want to hear your ideas and aspirations for the places in which you live, work, visit and study. We want to hear from people who aspire to live in these places in the future, as more housing choices become available and are easier to reach.

This Draft Precinct Vision is another key step towards developing a new structure plan for the area. It builds upon the *SRL Precincts: Discussion Paper* and previous community consultation to guide a new planning framework around SRL East stations.

Changes to statutory planning settings will support new land uses, such as business and retail as well as residential and community facilities. It will also allow for increased densities, depending on the characteristics and context of different areas across precincts.

The structure plan and associated technical studies along with a draft planning scheme amendment will be released for public consultation in late 2024. The Minister for Planning may refer public submissions to an Advisory Committee.

Your feedback on this document will inform the development of planning tools and policies and help investment and decision making – ensuring coordination and collaboration between community and stakeholders to achieve the best outcomes for the community.

## Building on what we've heard

This Draft Precinct Vision provides an early opportunity to share your ideas for the future of the SRL East Precincts.

If you would like to participate in the community engagement activities or provide feedback on the Draft Precinct Vision please go to:

[engage.vic.gov.au/suburban-rail-loop](https://engage.vic.gov.au/suburban-rail-loop)

## Taking your feedback on board

The key steps in the SRL East structure planning and planning scheme amendment process are as follows:





[suburbanrailloop.vic.gov.au](http://suburbanrailloop.vic.gov.au)

