SUBURBAN RAIL LOOP EAST

SRL East Draft Structure Plan – Burwood

Urban Design Report

More Homes For Victorians

VICTORIA State Government

SRL East Draft Structure Plan

Urban Design Report

Burwood

Technical Report R.5

Rev 01 February 2025

aurecon | Jacobs | MOTT MACDONALD M M

SUBURBAN RAIL LOOP

AJM Joint Venture

Document Control Record

222 Exhibition Street
Melbourne VIC 3000
PO Box 23061 Docklands VIC 8012 Australia

DOCUMENT CONTROL			
Project Title	**Suburban Rail Loop**		
Document Title	**SRL East Draft Structure Plan – Urban Design Report – Burwood**		
Document ID	**Technical Report R.5**		
Rev	**Date**	**Revision details/status**	**Author**
01	February 2025	For Exhibition	Mark Sheppard
Current revision	01		

Contents

This document is to be read in conjunction with:

SRL East Structure Plan - Urban Design Report - Attachment A: Supporting Research

SRL East Structure Plan - Urban Design Report - Attachment B: Gehl Public Space and Life study

SRL East Structure Plan - Urban Design Report - Attachment C: Assessment of Solar Access to the Public Realm

Executive summary

Suburban Rail Loop (SRL) East is a city and state-shaping project that will transform Victoria's public transport system and support vibrant suburbs across Melbourne. Realised over decades, SRL will deliver sustained job creation and investment in Melbourne's already thriving middle suburbs, leading to increased demand for floorspace.

Draft Structure Plans (Structure Plans) are being prepared for the neighbourhoods surrounding the new underground stations at Box Hill, Burwood, Glen Waverley, Monash, Clayton and Cheltenham.

The Structure Plans will set a vision and framework to guide growth and change in each neighbourhood, while preserving valued existing character attributes and ensuring high quality environments.

This Urban Design Report will inform the development of the Structure Plan for Burwood.

Recommendations

This report sets out recommendations relating to urban design to consider when developing the Structure Plans, with the objective to achieve the Vision for Burwood and the SRL Urban Design Principles and Objectives. This includes reconciling the provision of growth with the creation of high-quality amenity, defining the attributes of each neighbourhood that will deliver diverse opportunities, and identifying the public realm interventions necessary to create a well-connected, comfortable and welcoming public realm.

The recommendations are organised around three major urban design components - public realm, urban form and built form.

A set of eight design directions were developed to guide the recommendations:

- Design Direction 1: Ensure streets are inviting places that support community life
- Design Direction 2: Promote active transport access
- Design Direction 3: Foster resilient urban environments
- Design Direction 4: Facilitate outdoor recreation
- Design Direction 5: Balance growth and amenity
- Design Direction 6: Establish diverse, liveable and productive neighbourhoods
- Design Direction 7: Support an inviting public realm
- Design Direction 8: Ensure high quality and responsive built form.

Each design direction provides a set of strategies to inform how the design directions can be achieved in the Structure Plan Area.

The **public realm strategies** seek to deliver an environment which invites people to walk, particularly to key destinations such as public transport, activity centres, major employment areas and large open spaces, and which provides outdoor amenity to support higher-density living and working. The initiatives include new links where there is a gap in walkability or general permeability, and new open spaces where a gap in provision has been identified. Additionally, the strategies advocate for a street and open space system with an enhanced environmental performance, creating climate resilient streets and spaces.

The **urban form strategies** seek to deliver higher-density and high-quality development for living and working in response to the increased accessibility brought about by the SRL, while also contributing to a high-quality public realm. The Structure Plan Area comprises a collection of places, each of which has distinct attributes and a distinct desired land use function. The strategies promote different forms of development in each place that will capitalise on its attributes and support its desired land use function, reinforcing their diversity and individual identity and sense of place.

The different place types include:

- A central core of well-spaced towers providing for high-density mixed-use activity, complemented by pedestrian-favoured promenades and urban spaces that support street life and events
- Grand boulevards and avenues with moderately-tall and uniform built form to capitalise on their public transport accessibility and to create a well-framed public realm, complemented by broad footpaths and formal rows of mature trees
- Mixed-use areas comprising medium-rise, adaptable buildings that create a continuous, activated street wall behind small, landscaped setbacks
- Residential neighbourhoods developed with low-medium rise apartment buildings in garden settings and leafy streets, and dissected by 'green streets' that connect them to key destinations.

(These places differ from the Structure Plan neighbourhoods, which are informed by a broader range of considerations.)

The **built form strategies** seek to deliver a vibrant public realm, a high standard of on-site amenity and environmentally responsive built form. A 'mid-rise' scale of development is generally recommended because it strikes an appropriate balance between intensification and amenity by maintaining a relatively-open streetscape and a sense of openness between buildings, enabling solar access and sky views. Mid-rise buildings also represent best practice across a range of functional, contextual, social and environmental criteria. The varied forms of mid-rise development recommended will deliver a diverse range of accommodation types, suitable for the anticipated land uses and household types, and a diverse visual experience. Building setbacks are recommended to enable increased tree canopy cover, which will help to mitigate the urban heat island effect, offer access to nature, bolster biodiversity and facilitate natural stormwater management.

The Vision for Burwood outlines the long-term aspiration for the precinct, including the Structure Plan Area.

The Vision for Burwood:

Burwood will be a thriving urban centre growing responsibly in its natural environment to create a sustainable suburb.

Figure A: Elgar Street seen from Deakin University Burwood campus

Public Realm Outcomes

Applying the public realm design directions and strategies in this report will achieve the public realm outcomes shown in Figure B.

Burwood's public realm is recommended to be anchored by a new pedestrianised environment around the SRL station. The re-naturalisation of the concrete-lined Gardiners Creek will improve Gardiners Creek Reserve and provide a biodiversity corridor linking habitats and recreation nodes.

Burwood Highway, Station Street, Elgar Road and Highbury Road will be enhanced to accommodate increased tree planting and pedestrian amenity.

Green streets and new pedestrian linkages are envisaged to provide a fine-grain network of pedestrian-friendly connections, stitching the Structure Plan Area together.

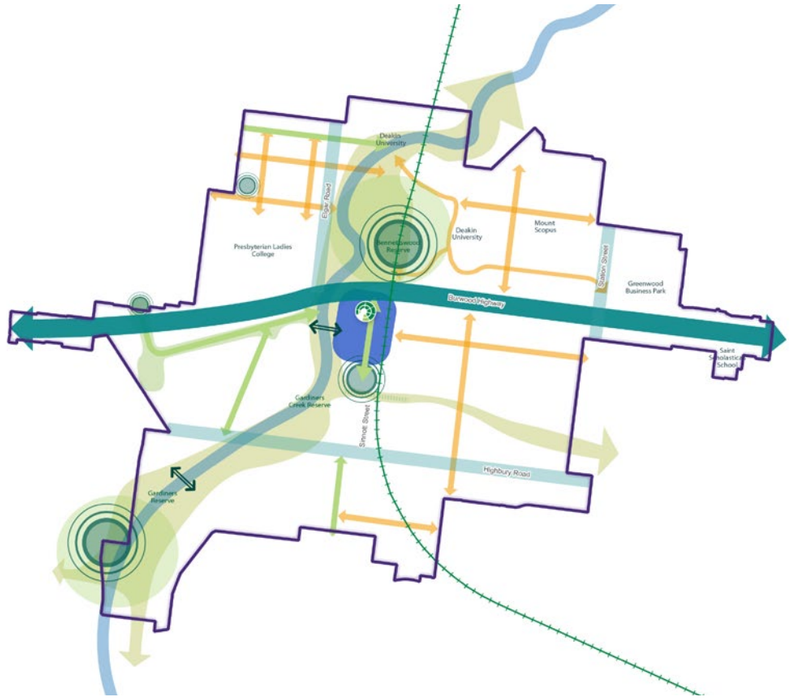
A comprehensive description of the design directions and strategies is provided in Section 3.

Urban Form and Built Form Outcomes

Applying the urban form and built form design directions and strategies in this report will achieve the urban form outcomes shown in Figure C.

Considering the location of large education facilities north of Burwood Highway, most urban form change in Burwood is recommended to occur along major roads and south of Burwood Highway.

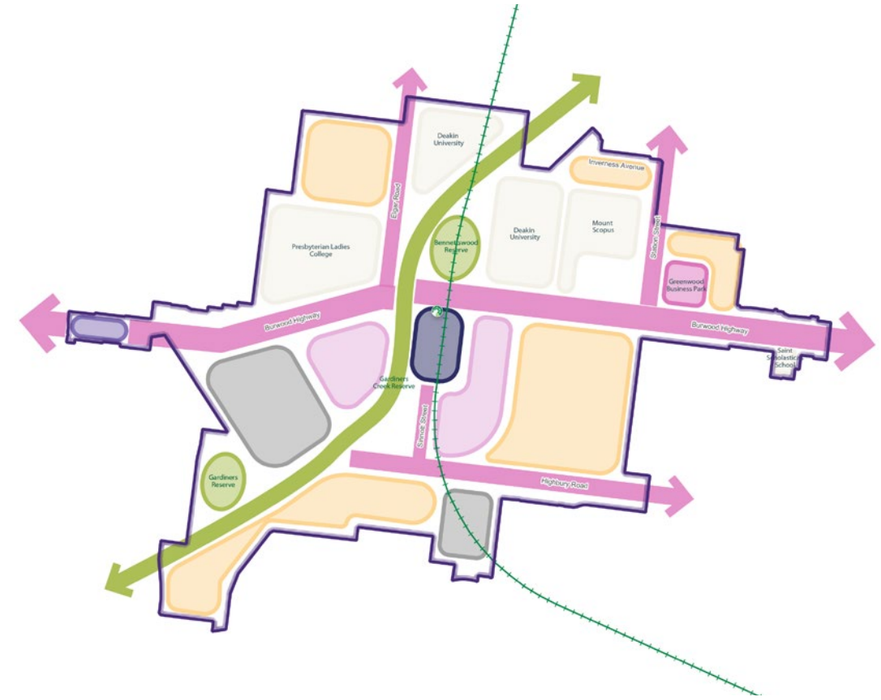
Development will be more intense around the SRL station, transitioning in height and density towards lower-scale residential and employment areas on the periphery of the Structure Plan Area.



Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Pedestrianised urban environment interfacing Gardiners Creek Reserve
- Biodiverse creekline corridor linking habitat and recreation nodes
- Re-naturalised section of Gardiners Creek
- Pedestrian friendly Boulevard
- Tree-lined Avenues
- Green Streets
- New and enhanced network of key links

Figure B: Public realm outcomes



Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Gardiners Creek Reserve
- Central Core
- Main Streets
- Key Movement Corridors
- Urban Neighbourhoods
- Education
- Residential Neighbourhoods
- Enterprise Neighbourhoods
- Public open space

Figure C: Urban form outcomes

1 Introduction

AJM
Joint Venture

1.1 Introduction

Suburban Rail Loop (SRL) is a transformational project that will help shape Melbourne's growth in the decades ahead. It will better connect Victorians to jobs, retail, education, health services and each other – and help Melbourne evolve into a 'city of centres'.

SRL will deliver a 90-kilometre rail line linking every major train service from the Frankston Line to the Werribee Line via Melbourne Airport.

SRL East from Cheltenham to Box Hill will connect major employment, health, education and retail destinations in Melbourne's east and south east. Twin 26-kilometre tunnels will link priority growth suburbs in the municipalities of Bayside, Kingston, Monash and Whitehorse.

SRL East Draft Structure Plan Areas will surround the six new underground stations at Box Hill, Burwood, Glen Waverley, Monash, Clayton and Cheltenham.

1.2 Purpose of this report

This report will inform the development of the Draft Structure Plan (Structure Plan) to guide land use planning and development in the Burwood SRL neighbourhood.

It describes the existing public realm and urban design character of the Structure Plan Area, and identifies issues and opportunities relating to its development.

Recommendations to consider when developing the Structure Plans are made, with the objective to avoid, minimise or manage potential negative impacts of change, and to maximise potential for positive change.

1.3 Structure planning

Structure Plans have been prepared for defined areas surrounding the new SRL East stations to help deliver the vision developed for each SRL East neighbourhood.

The Structure Plans cover defined Structure Plan Areas that can support the most growth and change. These areas cover a walkable catchment that extends from the SRL station entrances. Additional places are included within each defined area as required to make planning guidance more robust and effective, and to align with each community's aspirations and current and future needs.

A Structure Plan is a blueprint to guide how an area develops and changes over a period of time. Structure Plans describe how future growth within the area will be managed in an appropriate and sustainable way to achieve social, economic and environmental objectives. The plans cover a wide range of matters, such as transport connections and car parking, housing and commercial development, community infrastructure, urban design, open space, water and energy management, climate resilience and sustainability.

By tailoring planning decisions to reflect the needs of a defined area, Structure Plans give effect to the policies and objectives set for these areas and cater for changing community needs. They also provide certainty for residents, businesses and developers by identifying the preferred locations and timing of future land uses, development and infrastructure provision.

Structure Plans take a flexible and responsive approach that enables places to evolve over time.

Planning scheme amendments will be required to implement the Structure Plans into the planning schemes of the cities of Bayside, Kingston, Monash and Whitehorse.

1.4 Structure Plan Area

The Burwood Structure Plan Area surrounds the SRL station at Burwood in the City of Monash.

The Structure Plan Area covers a defined area around the SRL station that can support the most growth and change. The area covers a walkable catchment that extends from the SRL station entrance.

The Burwood Structure Plan Area is shown in Figure 1.1.

Figure 1.1: Burwood Structure Plan Area

1.5 Methodology

The methodology for the urban design assessment involved the following steps:

- A study area for the assessment was identified. For this assessment, the study area comprised the SRL Burwood Structure Plan Area, surrounding the station where the most change and development will occur
- Legislation, polices and other documents relevant to the assessment were reviewed. This included:
  - National, state and local government policies, legislation, strategies and guidelines relevant to the affected area
  - SRL East policy and strategies including: SRL East Precinct Visions, SRL East Urban Design Framework, SRL Precinct Development Framework, and SRL East Urban Design Strategy*
  - The community and stakeholder engagement
  - Technical assessments undertaken, including studies on housing, land use, economics, housing, retail, transport, open space, community infrastructure, flooding and water management, aviation, ecology and arboriculture, sustainability and climate response
- Research was conducted into forms of higher-density development and designs for streets and open spaces in higher-density environments
- Urban design context and background analysis, and the identification of issues and opportunities. This included a desk top review and site visits
- Testing of solar access in the public realm and private properties adjoining development
- Based on the assessment, recommendations were developed for public realm, urban form and built form
- Consideration of previous consultation undertaken for the feasibility, design development and environmental and planning approval phases of the SRL project, and engagement undertaken through the development of the Structure Plans
- The urban design peer review and advice was sought on the recommendations made in this report.

** While the SRL East Urban Design Strategy was only developed to guide the use and development of the SRL Rail and Infrastructure Project, this document seeks to ensure that the urban design strategies for the broader Structure Plan Area align, respond and build-on the SRL East Urban Design Strategy.*

1.6 Recommendations

The report outlines the basis for the recommended urban design strategies and initiatives. These are organised around:

A **Public Realm Framework**, **Design Directions** and **Strategies** that seek to deliver an environment which invites people to walk, particularly to key destinations such as public transport, activity centres and major open space areas, and which provides outdoor amenity to support higher density living and working. This includes recommendations for:

- New streets, lanes and pedestrian links to provide convenient walking routes throughout the Structure Plan Area
- Improvements to existing streets, lanes and pedestrian links based on their role in the movement network, to support their appeal and safety for pedestrians, and social activity
- New and upgraded open spaces to provide for the recreation needs of the future community.

An **Urban Form Framework, Design Directions and Strategies** that seek to deliver create a range of distinct, higher density neighbourhoods and high quality development for living and working in response to the increased accessibility brought about by the SRL and the land uses sought in each area, while also contributing to a high quality public realm. This includes recommendations for:

- The types, and forms intensity and land use of new buildings in each part of the Structure Plan Area
- Specific locations within each area where greater or lesser building scale is appropriate. The further design of key interfaces between built form and public realm.

A **Built Form Framework, Design Directions and Strategies**

that seek to ensure high quality development for living and working, and to contribute to high quality public realm amenity. This includes recommendations for:

- The design of buildings where they address the public realm
- The massing of built form at its interface with neighbouring properties
- On-site landscaping.

Outcomes that illustrate how the public realm, urban form and built form strategies can be delivered in each Place Type within the Structure Plan Area.

1.7 Report structure

Section 1. Introduction — *Provides a brief overview of SRL and the purpose, method, recommendations, scope and structure of the Structure Plan Urban Design Report.*

Section 2. Context — *Outlines the context for the urban design recommendations, including the strategic context, SRL urban design principles and objectives, the urban context of the Structure Plan Area and the Vision.*

Section 3. Public realm — *Sets out a Public Realm Framework to support the achievement of the Vision, including a summary of the underpinning public realm analysis, and proposed future public realm and open space network.*

Section 4. Urban form — *Sets out an Urban Form Framework to support the achievement of the Vision, including a summary of the underpinning urban form analysis and proposed future urban form pattern.*

Section 5. Built form — *Sets out a Built Form Framework that identifies the recommended built form outcomes.*

Section 6. Outcomes — *Brings together and elaborates on the public realm and built form outcomes recommended by the Public Realm, Urban Form and Built Form Frameworks for individual places within the Structure Plan Area.*

Section 7. Recommendations summary — *Summarises the urban design initiatives recommended to be incorporated in the Structure Plan.*

Appendices

Appendix A. *Provides an analysis of the existing public realm and urban design characteristics in the Structure Plan Area.*

Appendix B. *Provides an analysis of development conditions in the Structure Plan Area.*

Appendix C. *Provides an analysis of the street network and public realm quality.*

Supporting Documents

Attachment A: Urban Design Supporting research — *Summarises the research undertaken on:*

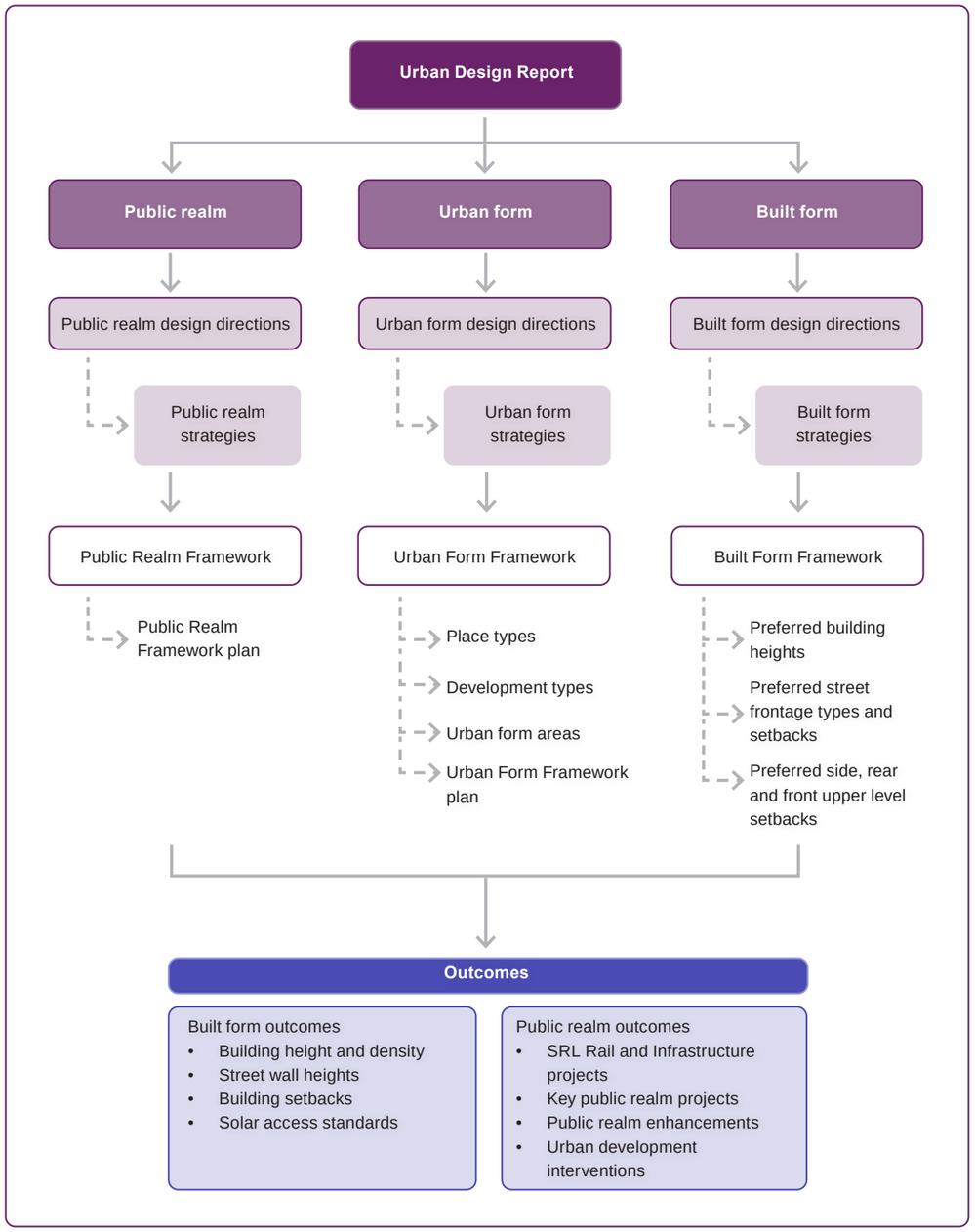
Part 01. *Urban development typologies*

Part 02. *Public realm typologies*

Attachment B: Gehl Public space and Life Study — *Supporting urban design research, containing the Public Space and Life Study produced by Gehl.*

Attachment C: Assessment of solar access to public realm — Summarises testing undertaken of solar access to public realm.

1.8 How to use this report



1.9 What is urban design?

Urban design is the practice of shaping the built environment to improve the quality of design and overall liveability, productivity and connectivity of cities. While built form is a key contributor, urban design is about more than just the appearance of the built environment. Urban design also relates to functional, environmental, economic and social outcomes of a project.

Urban design operates at a variety of scales, from precinct and neighbourhood planning to the design of a station forecourt or public park.

Achieving high-quality urban design requires good processes and guidance that optimise outcomes and value for money. High-quality design is authentic, contextual and site-specific.

Density Done Well

Density can mean different things, in different places. Each location requires consideration of the scale of density appropriate to its specific local context and future role. Different scales of density bring different benefits and present different challenges. Good urban design can help address these challenges, to improve:

- Functionality, character and spirit of public places for individuals and communities
- Levels of comfort, accessibility, safety and inclusiveness of places
- Expression of social and cultural values associated with places and people
- Socio-economic composition, diversity and economic vibrancy of urban areas
- Ecological systems, sustainability and the resilience of urban environments
- Community connectedness, health and wellbeing, and pride of place.

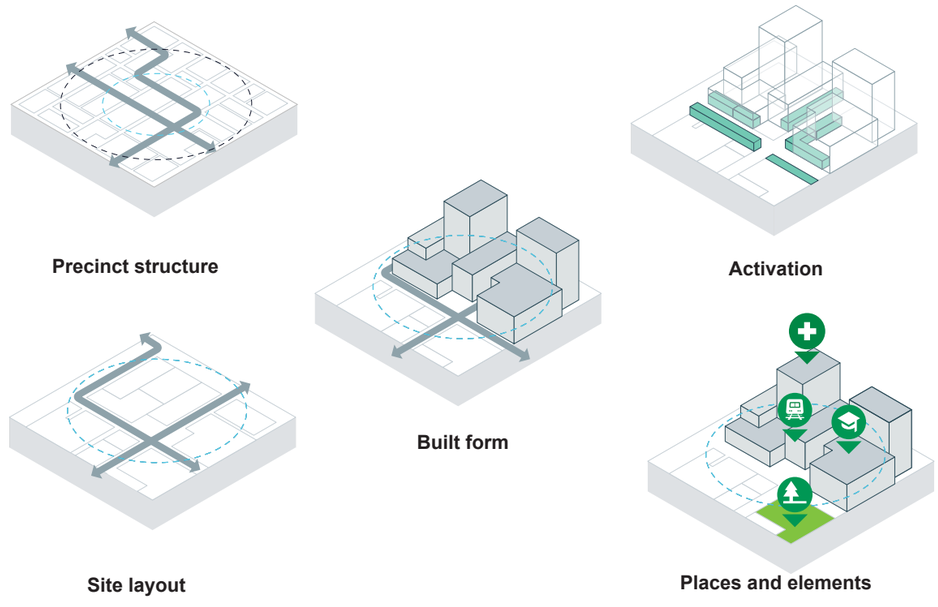


Figure 1.2: How urban design works across different scales of a project

2 Context

AJM
Joint Venture

2.1 Policy context

Plan Melbourne 2017–2050

Plan Melbourne is the Victorian Government's long-term planning strategy for the future development of Melbourne, providing the strategic basis for the planned growth of the city in response to key challenges and opportunities facing Melbourne for the next 30 years. These include a growing population; remaining competitive in a changing economy; housing that is affordable and accessible; keeping up with the growing transport needs; and the need for climate mitigation and adaptation.

Plan Melbourne 2017-2050: Addendum 2019 updates the growth projections for Melbourne and identifies the need for: an additional 1.8 million jobs and 1.6 million dwellings to support Melbourne's growth by 2051; and a transport network able to cope with an extra 11.8 million trips per day by 2050.

The Addendum recognises that Melbourne's public transport network needs to develop to support the distribution of population and employment in line with growth estimates, stating that: '*Melbourne needs a huge, well-planned investment that enables the city to grow while meeting these transport challenges*'.

SRL is recognised as providing opportunity to create a direct rail connection between Melbourne's major employment, health and education precincts and activity centres outside the CBD. The role of 20-minute neighbourhoods in making Melbourne a city of inclusive, vibrant and healthy neighbourhoods is recognised.

The focus of Plan Melbourne is delivering more homes near transport, jobs and essential services in vibrant liveable and sustainable neighbourhoods.

Victoria's Housing Statement 2024–2034

Victoria's Housing Statement 2024–2034 sets an ambitious goal for addressing Victoria's housing needs.

The overall target is to increase housing delivery from 54,000 homes a year to 80,000 homes a year (equivalent to 800,000 homes over the next decade), with 70 per cent provided in established areas and 30 per cent in growth areas.

The Housing Statement focuses on five key areas to achieve these targets and other housing aspirations:

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. ***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.
4. ***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.

Planning Policy Framework

The Victorian Planning Provisions (VPPs) are established under Victoria's Planning and Environment Act 1987 as a state-wide reference document or template that a municipal planning scheme or planning scheme provision must be based on.

The VPPs set out state and regional planning policies relating to settlement, environmental values and risks, natural resource management, built environment and heritage, housing, economic development, transport and infrastructure.

The VPPs specifically reference SRL in:

Clause 11.01-1R (Settlement) – The strategy seeks 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 beyond the central city at an appropriate scale to address the needs of Melbourne's rapidly growing population'.

Clause 72.08 (Background Documents) includes Plan Melbourne 2017-2050: Addendum 2019 as a reference document

Victoria's Infrastructure Strategy 2021–2051

Victoria Infrastructure Strategy 2021–2051 provides a practical roadmap for action over the next 30 years across a broad range of public policy areas including housing, energy, transport and social infrastructure.

The strategy seeks to address existing infrastructure pressures, demand on existing infrastructure, and assist with planning the timing and location of required and necessary new infrastructure.

Strong emphasis is placed on improving public and active transport connections in established areas by improving pedestrian, tram, bus and train infrastructure.

Recommendations focus on improving the connection and integration between these nodes of travel.

SRL will address will help achieve the objectives of the strategy, connecting activity centres, providing economic growth and housing opportunities, and improving access to jobs and services.

Victorian Infrastructure Plan 2021

The Victorian Infrastructure Plan 2021 lays out the infrastructure priorities of the Victorian Government.

The priorities include providing transport infrastructure to better connect people in Melbourne and regional areas to health, education and employment centres via public transport.

Urban Design Guidelines for Victoria 2017

The Urban Design Guidelines for Victoria 2017 support the delivery of functional and enjoyable places for people to live, work, and spend leisure time.

SRL aims to create neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity.

Better Apartment Design Standards for Victoria 2017

The Better Apartment Design Standards 2017 provide guidance for applicants, architects, building designers and planners for designing and assessing apartment developments to ensure their quality and functionality benefits the health and well-being of residents, and improves the environmental performance of apartment buildings.

SRL aims to deliver apartments that provide diverse, well-designed housing options to meet the long-term needs of Burwood's growing community.

2.2 The Vision for Burwood

The Vision for Burwood outlines the long-term aspiration for the precinct including the Structure Plan Area.

The Vision for Burwood:

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

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

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

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

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

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

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

Figure 2.1: Burwood Conceptual Precinct Plan

2.3 Urban design principles and objectives

The SRL Urban Design Strategy sets out what the project must achieve design-wise.

It seeks to provide consistently high-quality urban design so that SRL Structure Plan Area continue to be great places for people to live, work and visit as development and density in them increases.

The SRL Urban Design Strategy sets out three core objectives of ‘productivity’, ‘connectivity’ and ‘liveability’, with a supporting set of principles and objectives to guide an integrated approach to urban design.

The SRL Urban Design Principles and Objectives are set out below.

Productivity

To support population growth and a focus on jobs and investment closer to where people live; strengthen access to, and investment in regional Victoria

Principle 1
Enduring

Places that are functional now and for generations to come

- **Objective 1.1 Legacy**

  Create a design that is enduring and functional for generations to come, is easy to maintain and manage, is adaptable to changing uses with minimal reconstruction, and will age gracefully in concept and detail.
- **Objective 1.2 Future ready**

  Ensure the design catalyses urban renewal, encouraging the evolution of the precincts and changing uses over time.
- **Objective 1.3 Resilient**

  Ensure the infrastructure, buildings and places can survive, adapt and thrive when subjected to stresses and acute shocks such as changes in climate and technology, and extreme events.
- **Objective 1.4 Environmentally sustainable**

  Optimise environmental performance and embed sustainability initiatives into the design response of the infrastructure project and surrounding precinct.

Principle 2
Diverse

Places that are inclusive and offer a diverse range of experiences.

- **Objective 2.1 Strategic alignment**

  Facilitate integrated land use and transport solutions that respond to the precinct ambition and strategic transport and land use planning.
- **Objective 2.2 Functional urban structure**

  Create an urban structure that ensures the adequate provision of public spaces that support a complementary mix of activities.
- **Objective 2.3 Integration with context**

  Ensure new works accommodate travel routes and activities that connect to, integrate with and complement those in the wider precinct.
- **Objective 2.4 Welcoming**

  Design places and movement networks that are welcoming, inclusive and pleasant for the whole community and encourage diverse social and cultural interaction within public spaces.

Connectivity

To support the development of an integrated transport network that increases travel options and access to places, and enhances the passenger experience

Principle 3
Connected

Places that are connected physically and spatially

- **Objective 3.1 Linkages**

  Improve people’s ability to walk, cycle and access public transport within a permeable urban structure that offers safe and efficient links and reduces barriers to movement.
- **Objective 3.2 Transport integration**

  Facilitate seamless intermodal transfers prioritising public transport, walking and cycling networks, and design movement networks for safe interactions between transport modes.
- **Objective 3.3 Legible**

  Reflect walking and cycling desire lines, promote intuitive wayfinding, reduce reliance on signage and minimise visual clutter and obstructions to key views.
- **Objective 3.4 Green network**

  Facilitate green networks that link public and private open space and support urban ecology, biodiversity and cooling.

Principle 4
Accessible

Places that are socially connected, enjoyable and easy to walk and wheel around

- **Objective 4.1 Universally inclusive**

  Enable all people to access, understand, use and enjoy spaces across the project area and surrounding precincts regardless of their age, size, ability or disability. To the greatest extent possible, move beyond baseline accessibility compliance towards support for genuine dignity, equity, social inclusion and independent mobility in the use of public places.
- **Objective 4.2 Twenty-minute neighbourhoods**

  Support and enhance convenient and desirable access to everyday services, facilities and key destinations within a 20-minute walking distance from home.
- **Objective 4.3 Active transport**

  Encourage walking and cycling for transport and recreation with integrated active transport infrastructure that can accommodate future growth and connects seamlessly with surrounding networks and with existing and proposed infrastructure.
- **Objective 4.4 Safer Design**

  Design places that feel safe for the community using them. Increase passive surveillance and decrease barriers to participation in public space by acknowledging and accommodating the specific needs and experiences of all population groups within the community.

Liveability

To create more sustainable and resilient precincts in Melbourne’s suburbs to generate new social and economic opportunities.

Principle 5
Enhancing

Places that enhance the local environment and community

- **Objective 5.1 Heritage**

  Celebrate, respect and respond to Indigenous and non-indigenous cultural heritage, values and local history.
- **Objective 5.2 Responsive**

  Design to respond, connect and build on the unique and valued social, cultural, physical and economic aspects of the precinct.
- **Objective 5.3 Sensitive**

  Sensitively enhance landscape and urban realm outcomes; and minimise negative physical and visual impacts associated with the new infrastructure.
- **Objective 5.4 Healthy**

  Design infrastructure and green networks, spaces and places that support active lifestyles, and encourage social interaction to improve physical and mental health.
- **Objective 5.5 Quality design**

  Create a high-quality design that makes a positive contribution to the local built and natural environment.

Principle 6
Liveable

Places that are comfortable and welcoming

- **Objective 6.1 Amenity**

  Improve urban amenity by realising site specific opportunities to enhance environmental comfort and create pleasant and attractive places that feel safe and are safe for people to move through and spend time in.
- **Objective 6.2 Landscape values**

  Create a coherent and engaging landscape response that embraces natural qualities and community and cultural values.
- **Objective 6.3 User experience**

  Enhance the journey and precinct experience for local communities, visitors and transport users.
- **Objective 6.4 Places for people**

  Create inviting, people-friendly streets, open spaces and public places, and maximise the opportunities to create green places.
- **Objective 6.5 Activation**

  Create activated, memorable and diverse places in the short and long term; manage interfaces and encourage a range of activities to deliver vibrant mixed-use neighbourhoods.

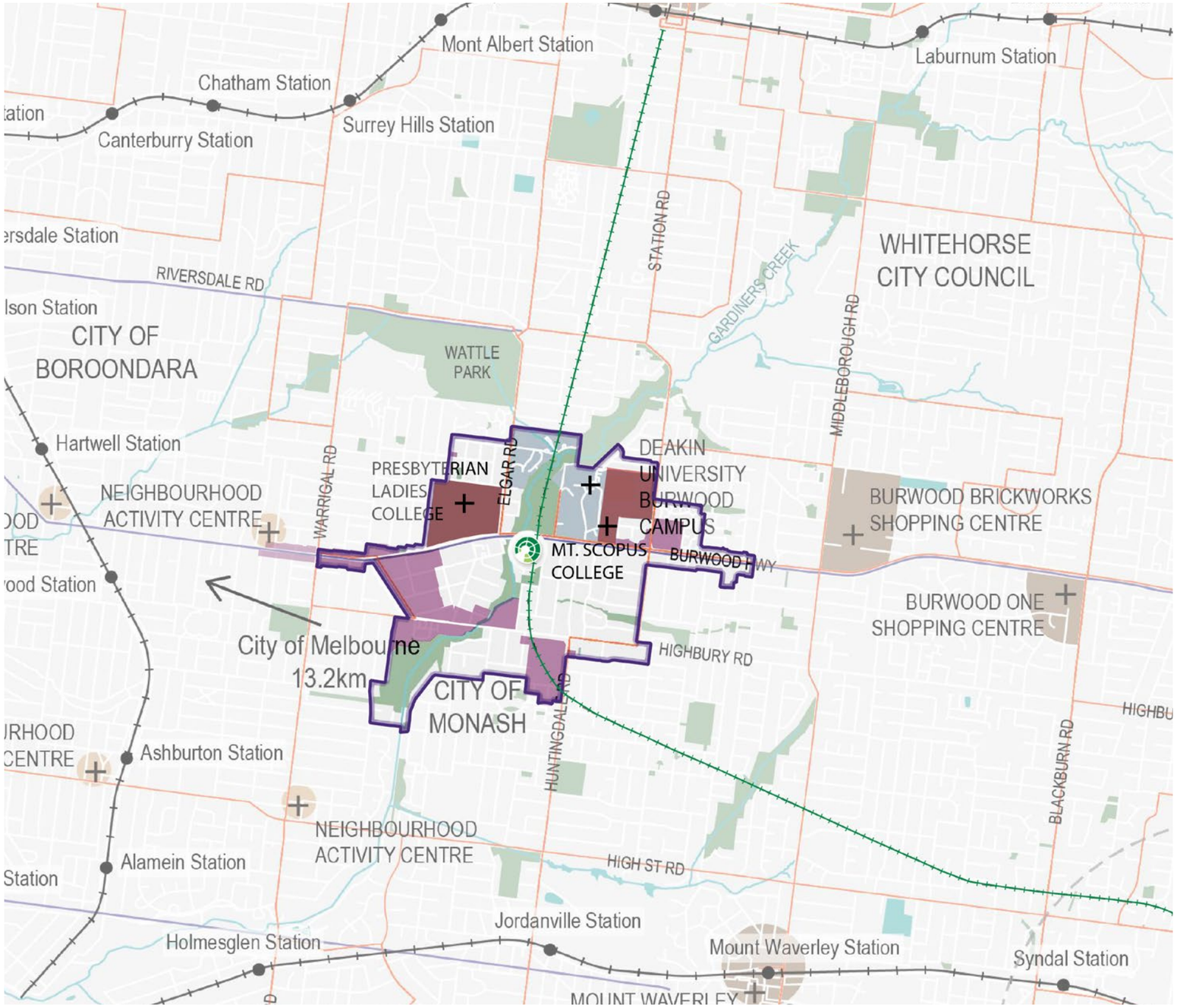
2.4 Urban context

Regional context

The Burwood Structure Plan Area is located approximately 13-kilometre east of Melbourne's CBD and just west of the Burwood Brickworks Shopping Centre. It is in the local government areas of both the City of Monash and the City of Whitehorse.

Gardiners Creek (called Koyongkoot Creek by the Wurundjeri Woi Wurrung) is a regional waterway that runs through the Structure Plan Area, connecting parklands, wildlife and landscapes. The corridor and adjacent parklands provide both passive recreation and key active transport links from Box Hill in the north to the Yarra River and the Capital City Trail to the west. The wider area also benefits from many other open spaces including the regional - Wattle Park. This network creates an attractive environment for cycling or walking through the Structure Plan Area and to the SRL station.

Burwood Highway is a principal vehicle and public transport corridor running through the Structure Plan Area, with Highbury Road providing a secondary role. These roads provide for efficient east-west travel by car, bus or tram to and from key destinations beyond the Structure Plan Area, including Central Melbourne and the activity centres located at the edges of the area.



Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Existing train line
- Existing train station
- Tram line
- Existing bus route
- Property
- Open space
- Water bodies
- School
- Major Activity Centre
- Neighbourhood Activity Centre
- University campus / TAFE
- Employment area

1:30,000 0 300 600 900 1200M N

Figure 2.2: Regional context of Structure Plan Area

2.5 Summary of existing conditions

Urban structure

The Burwood Structure Plan Area features Burwood Highway and Gardiners Creek Reserve, which dominate the area as major movement and recreation spines intersecting where the SRL station location. Whereas Burwood Highway is a east-west vehicular and public transport-focused corridor, Gardiners Creek and associated parkland provide a green link for pedestrian and cyclist movement in the north-south direction.

A unique feature of the Structure Plan Area is the co-location of major education facilities north of Burwood Highway. Their considerable land size, use and restricted public access to Presbyterian Ladies' College and Mt Scopus College, create an urban environment which is quite distinct from the south of Burwood Highway.

Employment areas are located west of Gardiners Creek Reserve, south of Highbury Road and at the intersection of Burwood Highway and Station Street, providing jobs in proximity to the SRL station.

Two activity areas are located on Burwood Highway. A larger area comprised of traditional retail and showrooms to the west and a small traditional retail pocket at the intersection with Station Street.

Areas of high pedestrian activity and attraction include the access points and front interfaces of schools and Deakin University, traditional retail areas along Burwood Highway and recreation facilities within Bennettswood Reserve and Gardiners Reserve.

Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Activity node - place of high pedestrian activity and attraction
- Gardiners Creek open space
- Open space
- Education
- Commercial / retail
- Traditional retail
- Employment
- Highway
- Key street / arterial road
- Large landholding

Figure 2.3: Main urban structure elements of the Structure Plan Area

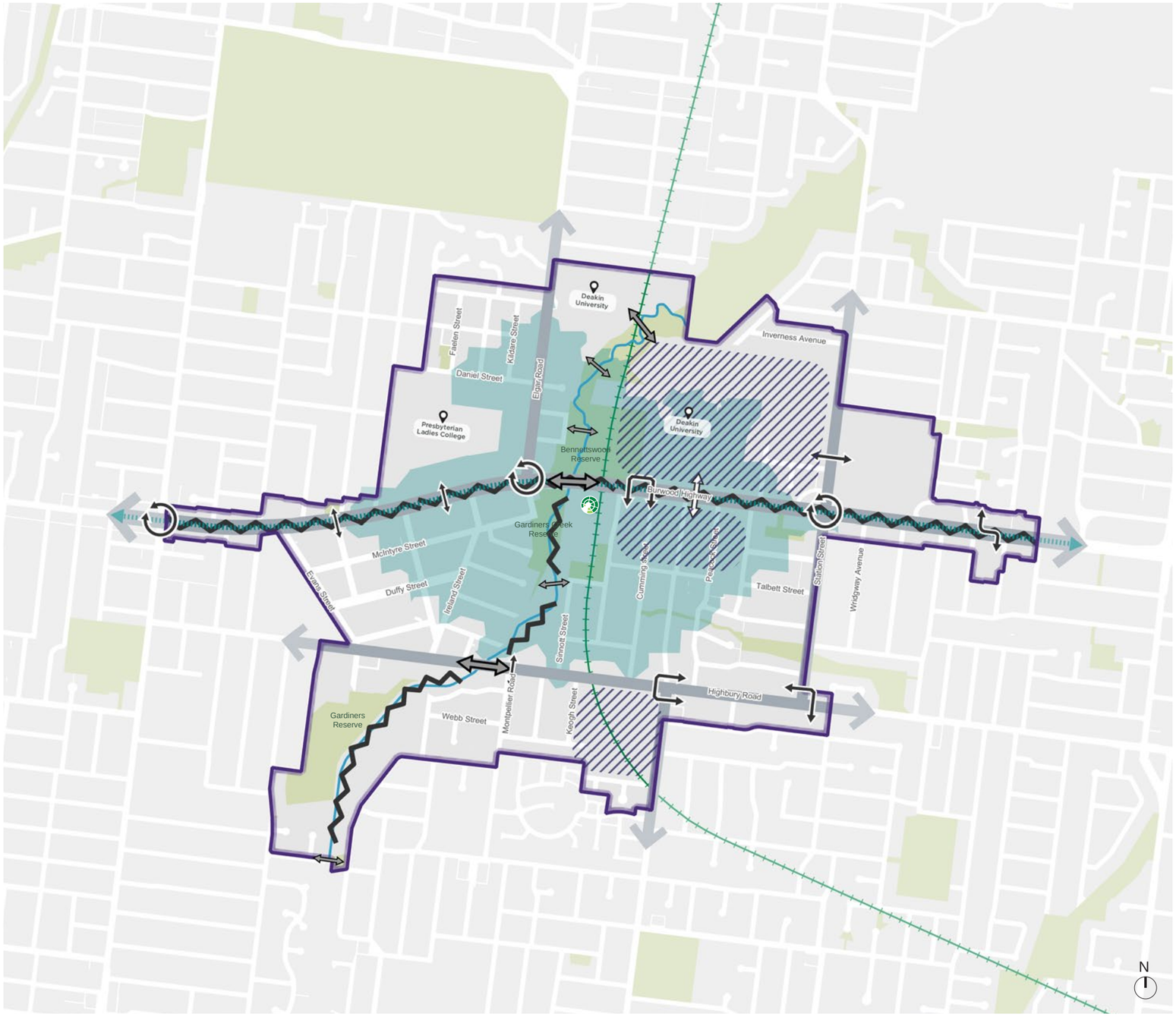
Movement and access

Although the Burwood Structure Plan Area contains movement networks for public transport, private vehicles and active travel, pedestrian movement is significantly impaired by the area's hilly topography, vehicle-dominated roads, large landholdings and Gardiners Creek, which severs the area in the middle, with only a few crossing points.

While Burwood Highway provides public transport (tram and buses) and efficient movement for a large volume of vehicles through the area, the scale of the highway (three lanes in each direction with a tram line in the middle) poses a significant barrier to movement in the north-south direction, particularly for pedestrians and cyclists. Pedestrian crossings are few and sparse, contributing further to the issue.

Highbury Road is an established secondary east-west movement corridor, whereas Station Street, Sinnott Street and Elgar Road provide north-south connections to surrounding neighbourhoods.

Large blocks across the Structure Plan Area also contribute to decreasing overall walkability. Most notably, the Presbyterian Ladies' College site greatly impacts on the walkable catchment from the SRL station entrances, hindering pedestrian access to the north-east. Although located within a large block, the Deakin University campus is publicly accessible and provides a safe route for pedestrians to move from Burwood Highway to Elgar Road, over Gardiners Creek.



Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Clusters of large blocks
- 800-metre walkable catchment from SRL station entrances
- Open space
- Key road connection
- At-grade pedestrian crossing point
- Pedestrian underpass
- Pedestrian bridge
- Barrier
- Tram line

Figure 2.4: Movement and access in Structure Plan Area

Built form

The Burwood Structure Plan Area is predominately characterised by low-density suburban detached housing of 1 to 2 storeys, integrated with medium-density strata-titled development, especially south of Burwood Highway.

To the north, while low-density housing is still present, a clear distinction in built form pattern occurs within education and employment areas. In these areas, built form is taller, building footprints are larger and site coverage is lower, which results in a pattern of visually-prominent, detached buildings sitting on the landscape. Building heights are particularly dominant at Deakin University.

West of Ireland Street and south of Highbury Road, industrial and commercial areas are characterised by large building footprints and high site coverage.

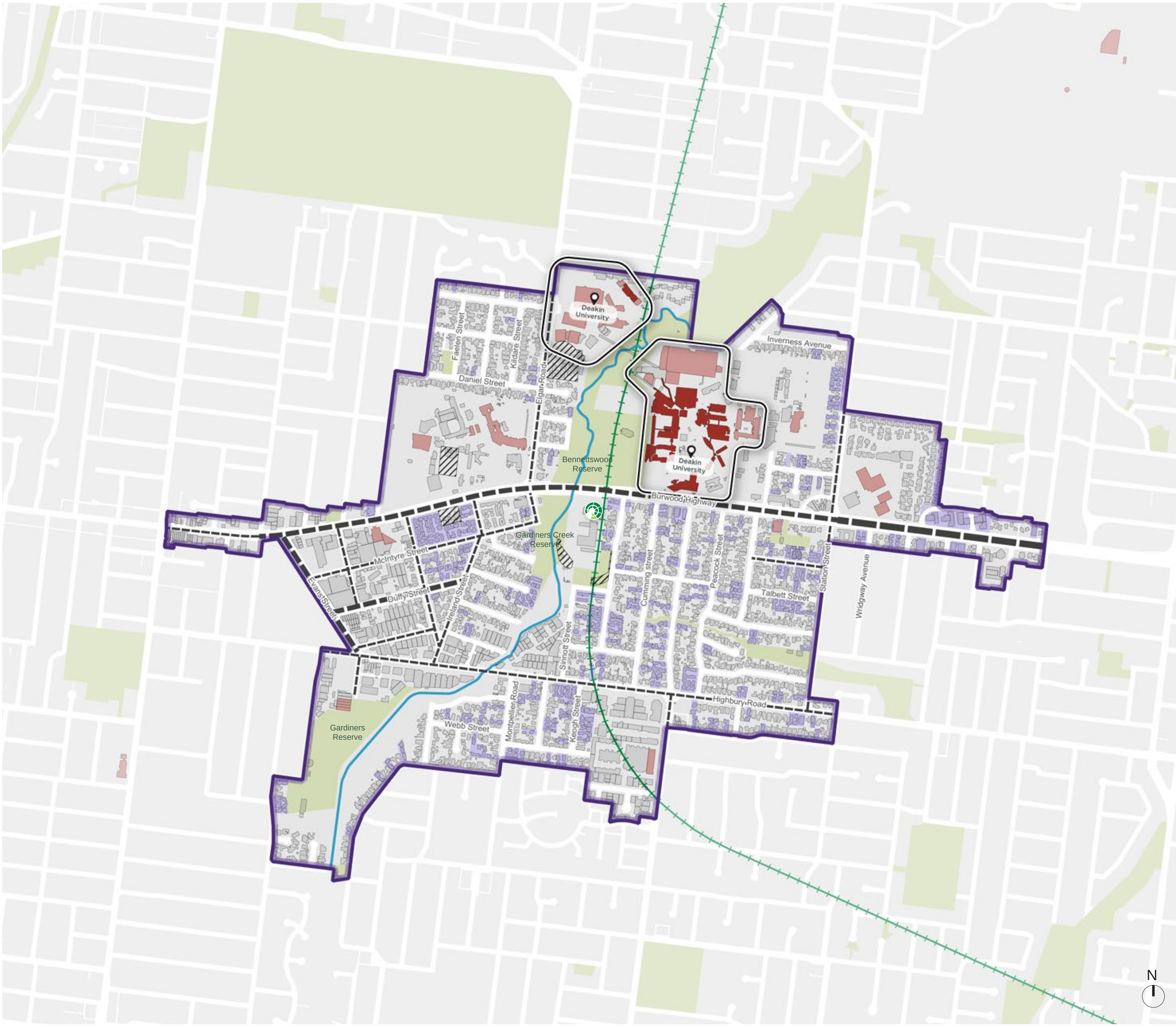


Figure 2.5: Building typologies in Structure Plan Area

1:15,000 — 0 150 300 450 600M

Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Strata-titled lots
- High-rise buildings
- Mid-rise buildings
- Low-rise buildings
- Heritage
- Open space
- Area with predominantly mid to high-rise buildings
- Road width greater than 40 metres
- Road width 30 to 40 metres
- Road width 20 to 30 metres

Topography and vegetation

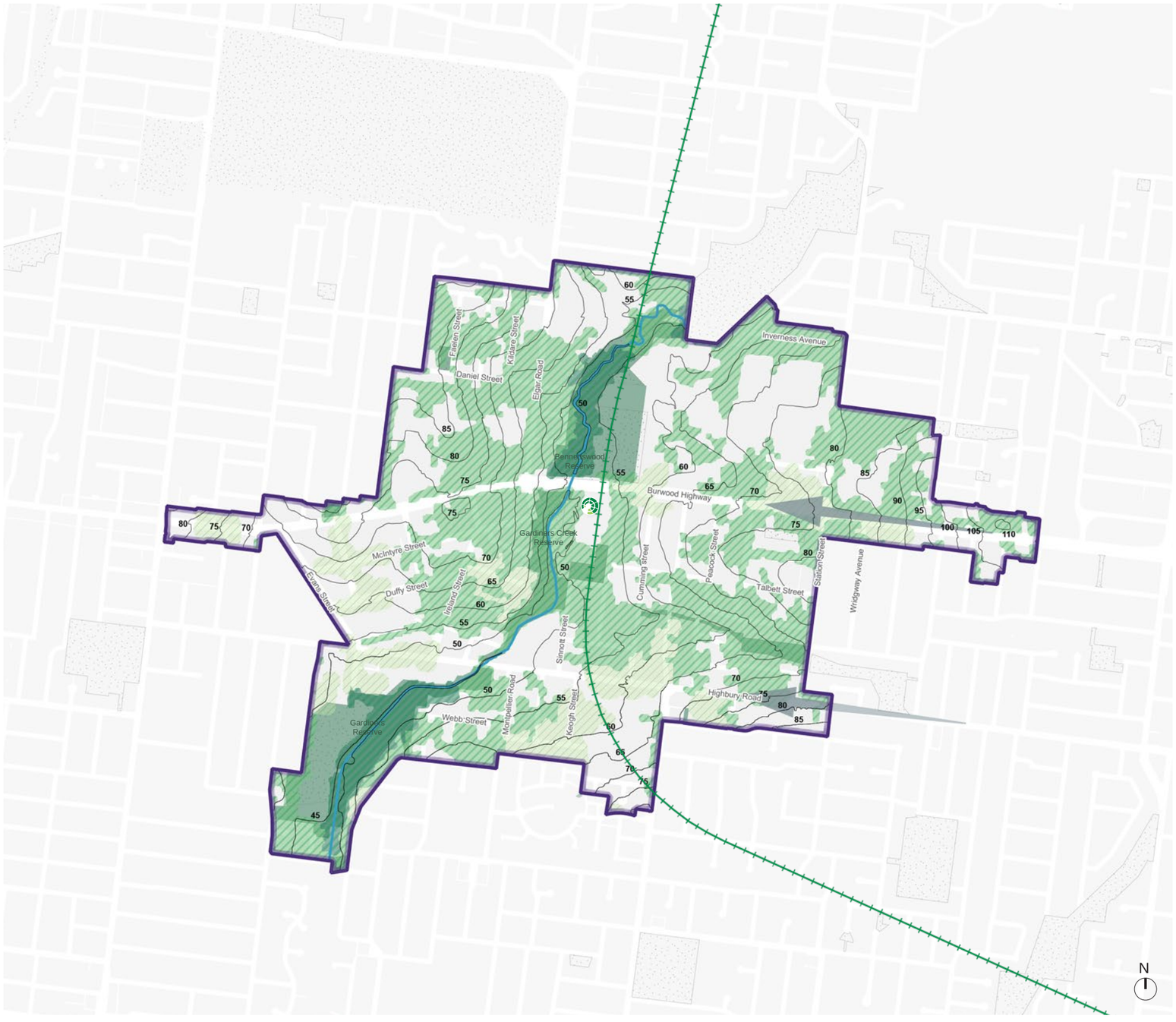
The Burwood Structure Plan Area topography is characterised by the Gardiners Creek valley, which creates a distinct sloped topography in the opposite direction.

West of the creek, the slope is steeper than the east, reducing overall walkability to residential areas. To the east, a relatively flatter area between Gardiners Creek and Station Street creates opportunities for easier pedestrian moment, especially along Highbury Road and Burwood Highway.

The height differences in the peripheral areas to the east result in significant views for residential areas toward Melbourne CBD and the Dandenong Ranges along major roads.

Whereas high levels of tree density are present within Bennettwood and Gardiners Reserves, residential areas present mostly medium tree density, and education and employment areas have low tree density.

Generally, landscape vegetation comprises exotic shrubs, garden beds, lawn areas, and many tall canopy trees in private gardens and regularly planted in local streets.



Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Gardiners Creek
- High tree density
- Medium tree density
- Low tree density
- Open space
- Key view
- Contours every 5 metres

Figure 2.6: Topography and vegetation of Structure Plan Area

Land use

The Burwood Structure Plan Area is primarily characterised by residential land use. However, sizable education and employment uses are also present and contribute to the character of the area.

Whereas major education anchors are located along the north side of Burwood Highway and are clustered around both sides of Bennettswood Reserve, commercial and employment uses are mostly concentrated to the south and south-west.

Although located next to each other and presenting the same land use, the Burwood Village Neighbourhood Activity Centre and the employment precinct clusters diverge in character. Whereas the former comprises mostly retail uses, the latter is focused on commercial and light-industrial activities.

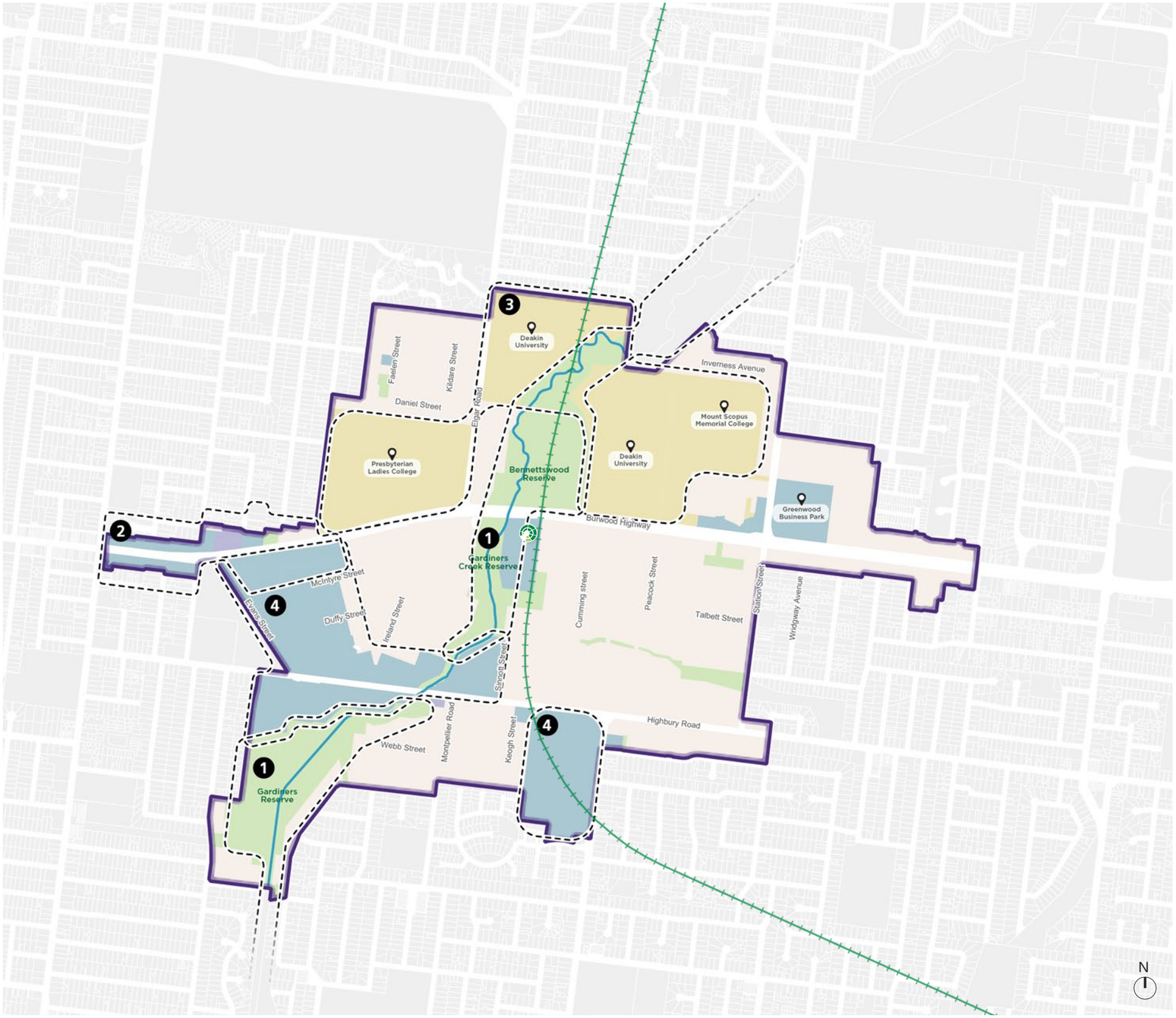


Figure 2.7: Land use in Structure Plan Area

Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Residential
- Commercial / retail
- Education
- Mixed use
- Open space

Land use clusters

1. Gardiners Creek
2. Burwood Village Neighbourhood Activity Centre
3. Education
4. Employment

3 Public Realm

AJM
Joint Venture

3.1 Introduction

This section outlines a Public Realm Framework to achieve the Vision for Burwood It summarises the analysis that underpins the framework, and sets out design directions and strategies.

The Public Realm Framework builds upon strategies and background documentation developed by SRLA and the Victorian Government, as well as the City of Melbourne. These include:

- **Suburban Rail Loop East** – **Urban Design Strategy** (Suburban Rail Loop Authority 2022)
- **Open Space Assessment** (prepared by AJM Joint Venture for Suburban Rail Loop Authority 2024)
  Aboriginal Cultural Heritage Technical Report – **SRL East Structure Plan** (2023)
- **Flooding and Water Management Technical Report** – **SRL East Structure Plan** (2023)
- **Trees for Cooler and Greener Streetscapes:** Guidelines for streetscape planning and Design (Department of Environment, Land, Water and Planning 2019)
- **Future Streets Framework:** To guide the design and Delivery of Streets in the Hoddle Grid (City of Melbourne 2023)
- **Nature in the city:** Thriving Biodiversity and Healthy Ecosystems (City of Melbourne 2017)
- **Living Melbourne:** Our metropolitan urban forest (The Nature Conservancy and Resilient Melbourne, Melbourne 2019)
- **Movement and Place Framework** (Victorian State Government, Department of Transport)
- **Open Space for Everyone** (Victorian State Government, Department of Transport)
- **SRL Public Space and Public Life Study Report** (Gehl, 2023) (see SRL East Structure Plan - Gehl Public Space and Life Study - Attachment B)
- **SRL East Transport Technical Report** (Suburban Rail Loop Authority, 2024).

An analysis of the existing public realm in the Structure Plan Area was undertaken (see Appendix A), along with extensive research of best practice public realm typologies and mechanisms to deliver successful high-density places (see SRL East Structure Plan - Urban Design Supporting Research - Attachment A).

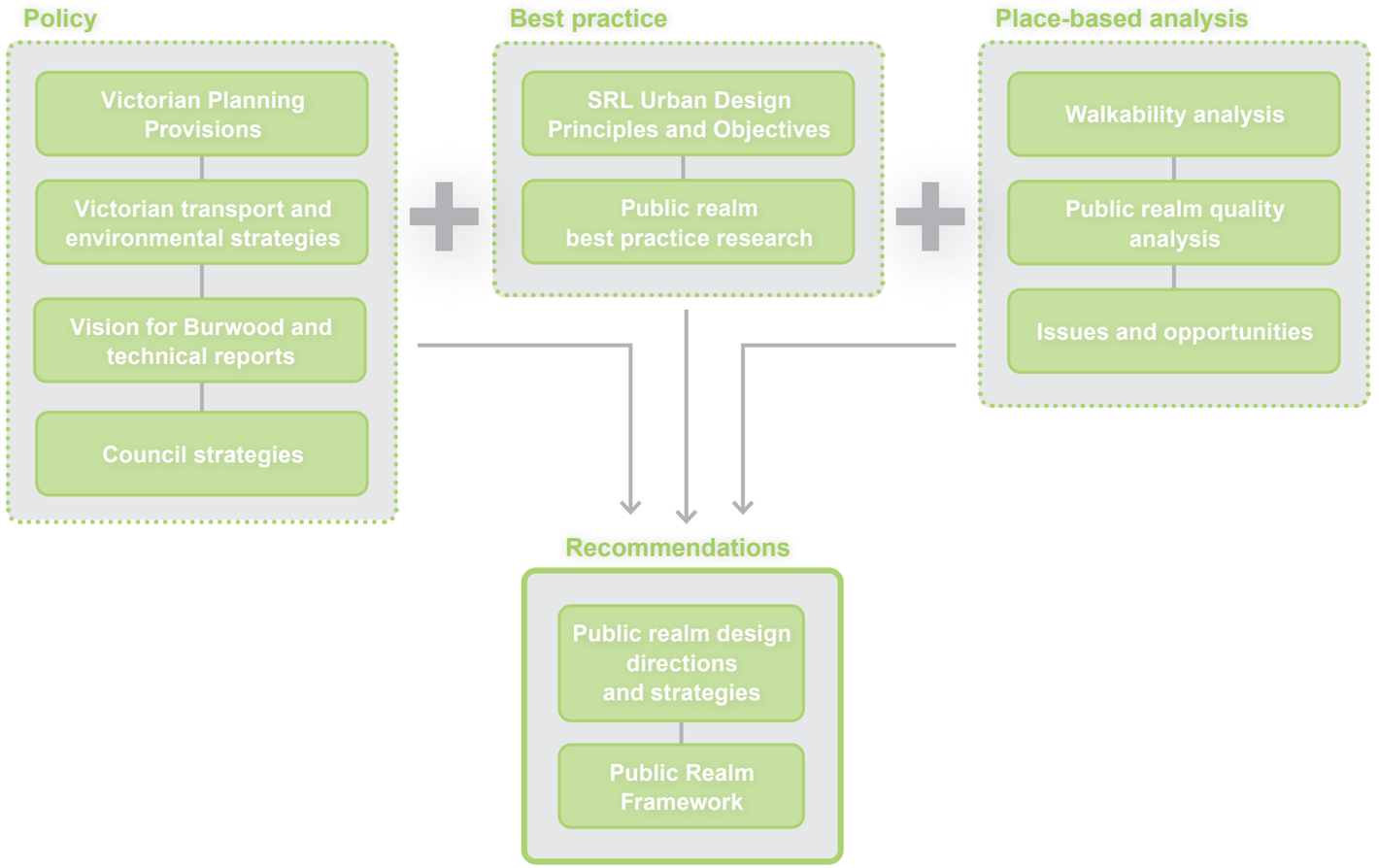


Figure 3.1: Methodology for developing the Public Realm Framework

3.2 Summary of analysis

Extensive analysis has been conducted to identify the issues to be addressed and opportunities to be realised in delivering a public realm that supports the vision for the Burwood Structure Plan Area.

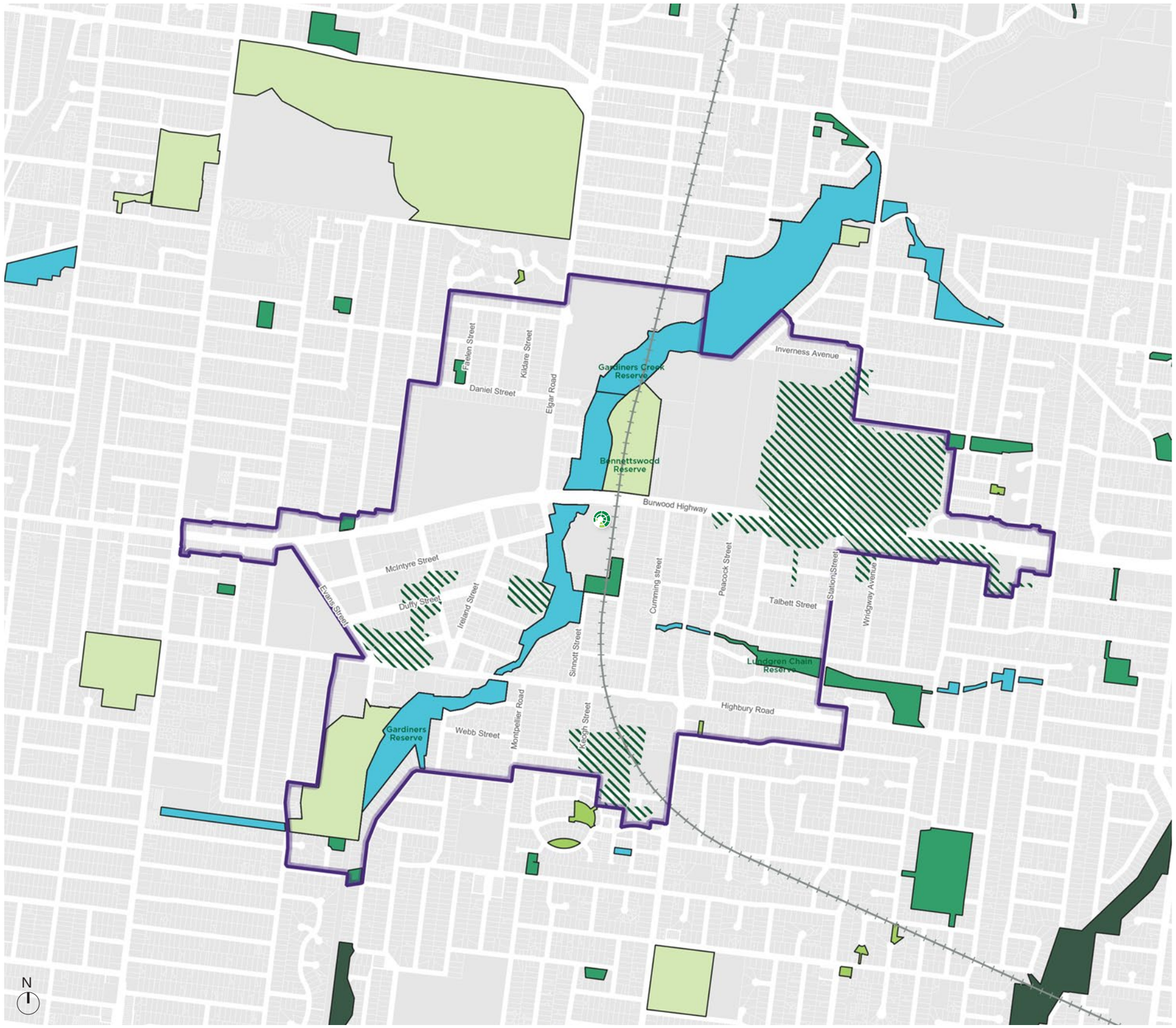
This section presents a non-exhaustive summary of this analysis. It focuses on the structural elements that should be addressed to deliver a public realm that encourages active and public transport, catering for the projected development growth within the Structure Plan Area. These elements include walkability, permeability and open space access and distribution.

The Public Space and Public Life Study - Urban Baseline Study (Gehl, 2023) also informed this report (refer SRL East Structure Plan - Gehl Public Space and Life Study - Attachment B). The Gehl study uses a similar method and has similar findings.

Open space distribution and walkable access

Within 1.6 kilometres of the SRL station, there are 36 individual public open spaces with a combined area of 1,052,000 square metres. These parks are primarily owned and/or managed by Monash and Whitehorse City Councils, and include Pocket, Neighbourhood, Community, and seven District catchment parks. The Burwood Structure Plan Area has the highest provision of access to open space of all SRL Structure Plan Areas. The centre of the Structure Plan Area has good access to open space due to the linear parklands that run north-south along the Gardiners Creek corridor while other public open space is scattered across the area. Some provision gaps relate to poor accessibility due to street design. Cul-de-sacs reduce permeability of neighbourhoods, and large street blocks require long walks around the block to reach open space.

Figure 3.2 provides an overview of the public open space that exists in the Structure Plan Area and the gaps in access to open space. These gaps may be addressed by improving access or providing new open space.



Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Community park
- Conservation park
- Landscape park
- Linear park
- Sports park
- Gap in 400-metre walkable access to public space

Note: Categorisation of open space sourced from SRL Open Space Assessment.

Note: This analysis does not include planned or proposed open spaces. Refer Public Realm Framework plan (Fig 3.15) for proposed open space.

Figure 3.2: Gaps in walking access to open spaces in the Structure Plan Area

Walkability and strategic linkages

Good pedestrian connectivity to public transport (including the SRL station) and public open spaces is critical for achieving the vision for and unlocking the development potential of the Structure Plan Area.

The walkability analysis shown in Figure 3.3 identifies the areas with poor pedestrian access to the SRL station and the gaps in the walkable catchment to public open spaces, as well as the indicative links required to address these issues.

Local permeability and optimal block sizes

Good permeability supports active transport and access to public transport within the Structure Plan Area. Appropriate standards of permeability are outlined in section 3.3 – Public Realm Design Directions, under Design Direction 2: Promote active transport access.

To achieve good permeability, the commercial / retail core should have a maximum block length of 100 metres. All other areas should have a maximum block length of 180 metres. The permeability analysis identifies blocks that do not achieve these standards, and therefore through-block links should be considered.

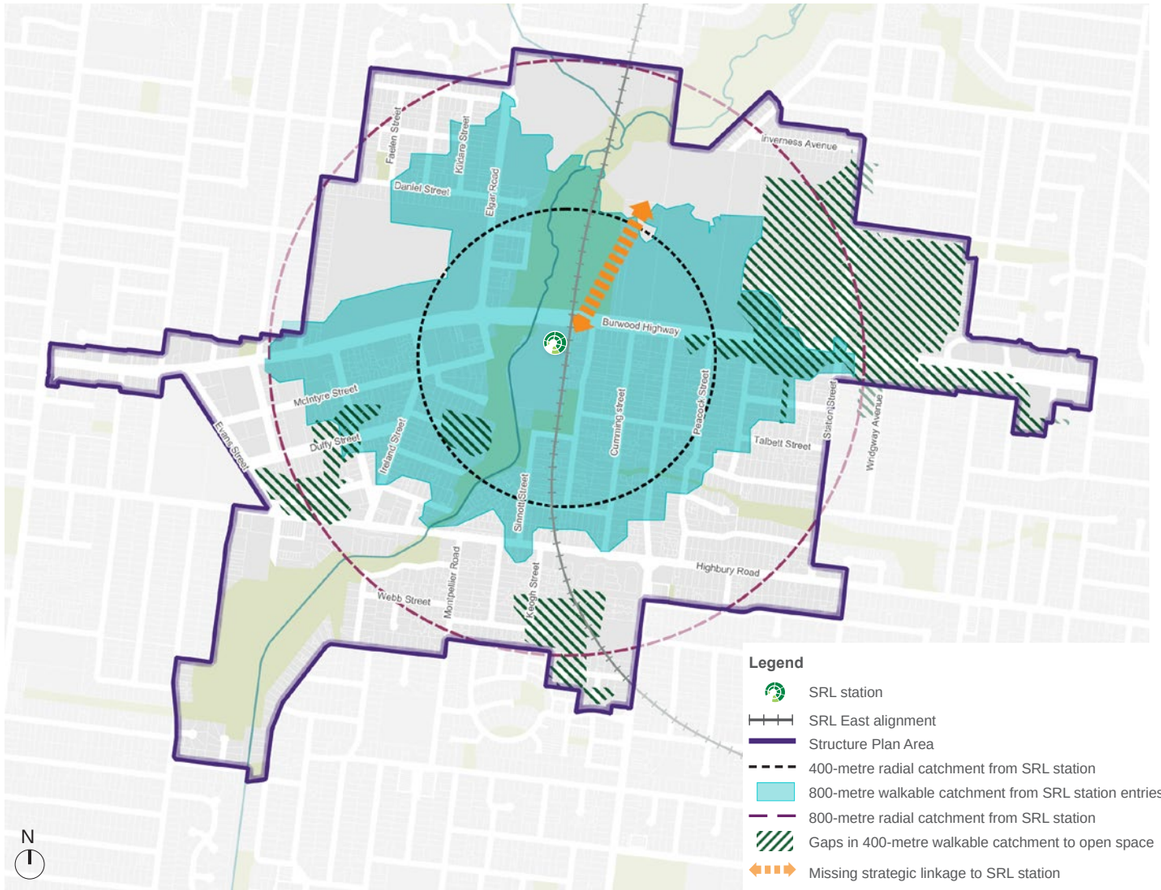


Figure 3.3: Walkability analysis

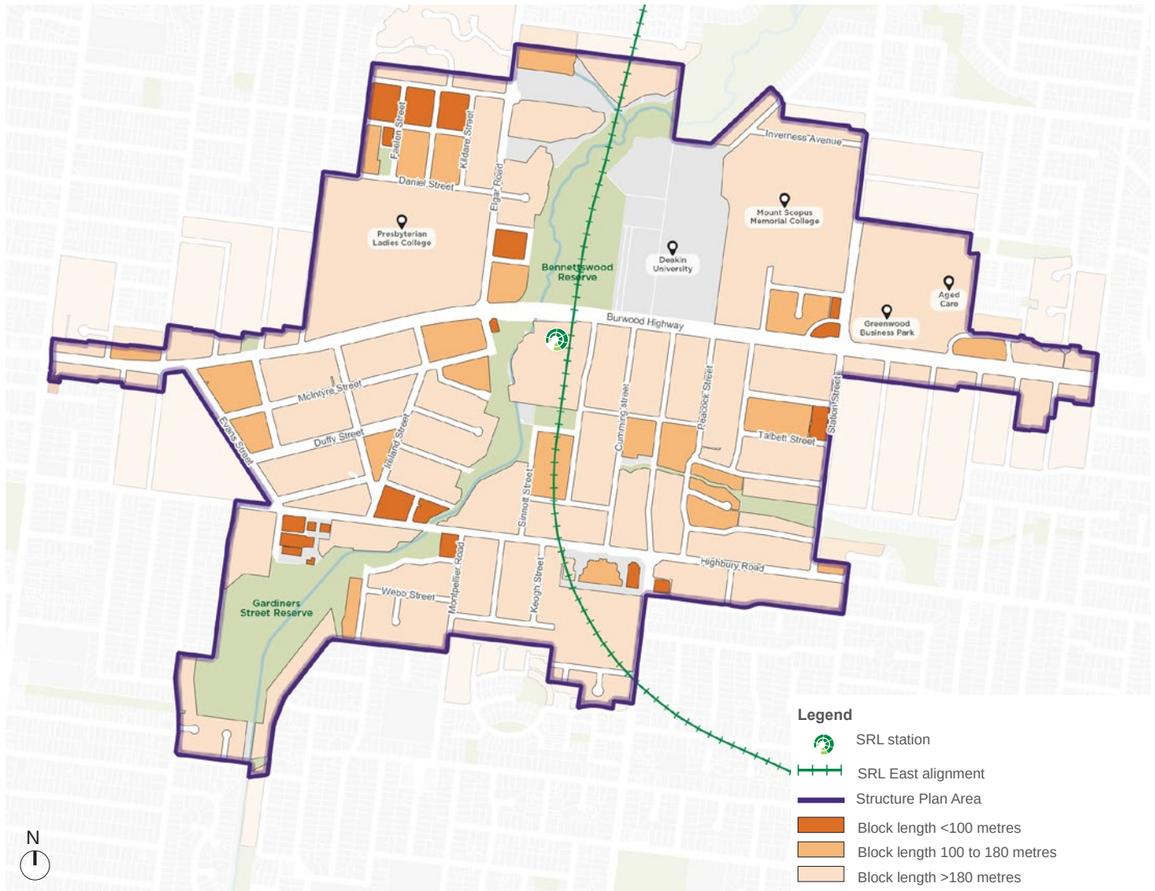


Figure 3.4: Permeability analysis

Public realm quality

An assessment of the quality of the pedestrian experience on all streets within the Structure Plan Area has been undertaken. Figure 3.5 summarises the findings of this assessment. It provides a general indication of the public realm quality within the area, and the variation between streets.

However, it should be noted that this qualitative assessment does not reflect the role of each street in the Public Realm Framework, which was identified subsequently. Therefore, further work is required before street improvement requirements can be determined.

More detail of the public realm quality assessment is provided in Appendix C.

The Gehl 'Public Space and Public Life Study' uses a similar method and has similar findings. For more details of this study refer to SRL East Structure Plan - Gehl Public Space and Life Study -Attachment B.

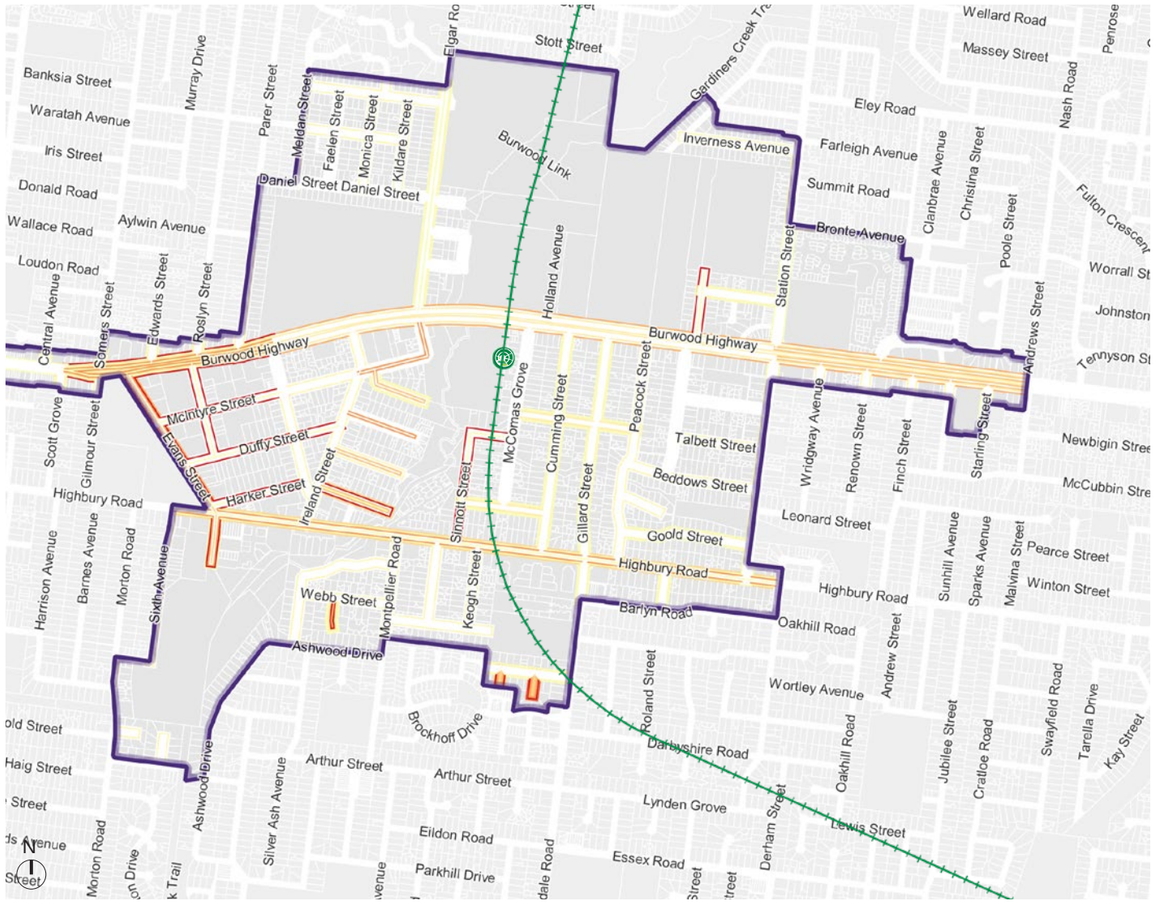


Figure 3.5: Street quality assessment summary

Issues and opportunities

Public realm issues and opportunities in the Burwood Structure Plan Area identified in the assessment are summarised below and shown in Figure 3.6.

Leverage existing creek corridor and connecting parklands to enhance them as environmental, recreational and movement assets, with improved interfaces and connections.

Increase fine-grain connectivity to areas with poor permeability.

Overcome Burwood Highway as a barrier and improve pedestrian amenity and landscape quality along the corridor.

Improve connectivity between the SRL station, Deakin University, Gardiners Creek corridor and adjacent open spaces.

Improve quality of public realm.

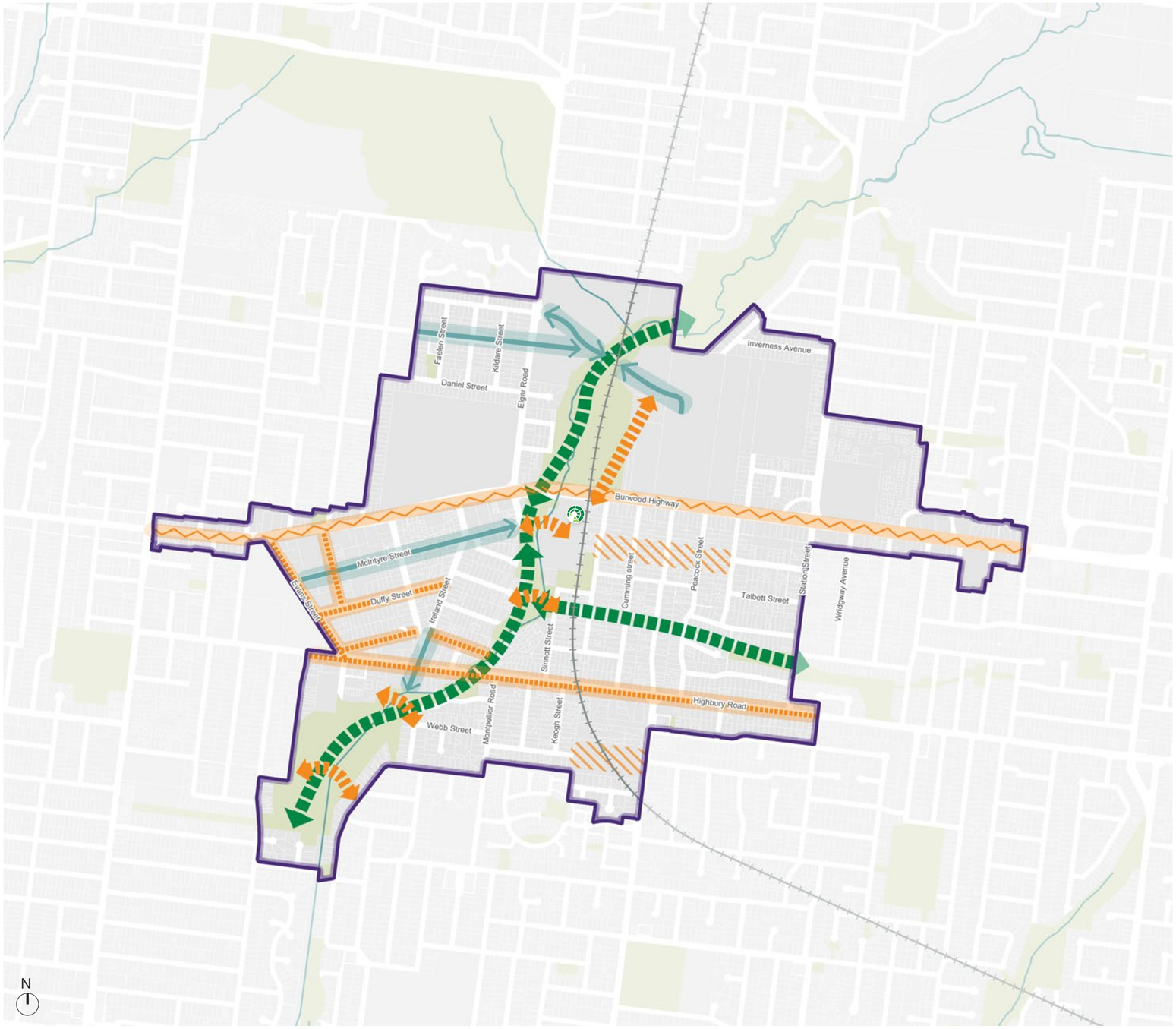


Figure 3.6: Issues and opportunities

3.3 Public realm design directions

The public realm design directions are proposed to achieve the Vision for Burwood.

The design directions informed the development of the Public Realm Framework in Section 3.4 and the public realm outcomes identified in Section 6.

The order of the design directions does not imply an order of priority.

Design Direction 1: Ensure streets are inviting places that support community life

Why is this important?

Attractive streets are important for a thriving public life and to encourage healthy active lifestyles – and to draw residents, workers, visitors, businesses, developers and investors to the Structure Plan Area.

People are more likely to inhabit the public realm and choose to cycle or walk if streets are welcoming, safe, attractive and comfortable. A well inhabited public realm is self-reinforcing, with the presence of people further contributing to its appeal, and the success of commercial enterprises.

Streets also provide the address and setting for development, so their quality influences the appeal of the area to attract investors and developers. Again, this is self-reinforcing – as density increases, so does public realm use and footfall, which in-turn further increase the attractiveness for development to locate to the area.

Safety

In order for streets to be inviting for walking and social life, they need to be safe and provide a feeling of safety. Safeguarding pedestrian safety includes ensuring pedestrians are protected from traffic movement and have safe and convenient opportunities to cross streets. Pedestrians also need to have a perception of safety from crime and antisocial behaviour during the day and night.

Street experience

Streets not only provide a means to travel to a destination, they also provide for a social and experiential journey. The opportunity for social interaction and an interesting experience is part of the attraction of a successful urban area, and reinforces the appeal of walking over other travel modes. This includes space for people to stand and linger, sit or gather, and an engaging sensory experience.

Distinct streetscapes

Distinct streetscapes are more memorable. This supports the legibility and appeal of a successful urban area for pedestrians and cyclists.

A memorable and appealing street has a range of qualities which may include:

- A human scale
- Street trees and landscaping
- Protection from sun in summer, rain and wind
- Clean and well maintained surfaces and street furniture
- A pleasant sensory experience.

Alignment with SRL Urban Design Framework:

Design Direction 1 will help to achieve the following SRL Urban Design Objectives (see Section 2.3):

- Objective UD1.1 Legacy
- Objective UD1.2 Future ready
- Objective UD2.3 Integration with context
- Objective UD2.4 Welcoming
- Objective UD3.1 Linkages
- Objective UD4.1 Universally inclusive
- Objective UD4.4 Safer design
- Objective UD5.1 Heritage
- Objective UD5.2 Responsive
- Objective UD5.4 Healthy
- Objective UD5.5 Quality design
- Objective UD6.1 Amenity
- Objective UD6.4 Places for people
- Objective UD6.5 Activation

What is happening now in Burwood?

The western section of Burwood Highway within the Burwood Village Neighbourhood Activity Centre is the only street within the Burwood Structure Plan Area which successfully supports and encourages public life and activity. Toorak Road, just west of the Structure Plan Area continues the activity of Burwood Highway west in the form of a fine-grain shopping strip.

The Barry Road mixed-use area provides a small pocket of pedestrian activity.

Many of the existing streets do not provide the level of pedestrian, cycle or public transport priority, or place function desired. In particular:

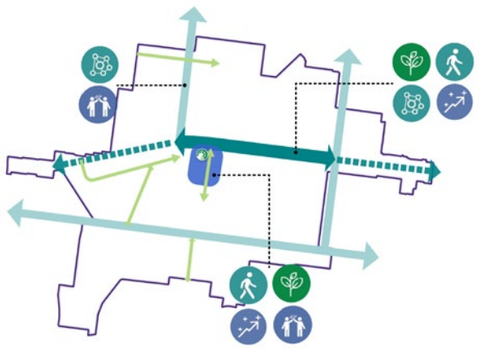
- Burwood Highway is dominated by vehicle traffic, detracting from its appeal for walking and cycling. This is especially problematic between Gardiners Creek and Station Street, where there is little interaction between Deakin University, Barry Road mixed use area and Greenwood Business Park
- The local streets do not provide inviting pedestrian links to key destinations such as the SRL station and larger parks.

"A rather quiet precinct with an inward facing university, but with great potential for attractive, lively, and green public spaces"
- SRL Public Space and Public Life Study Report (Gehl, 2023)

How can this direction be achieved in Burwood?

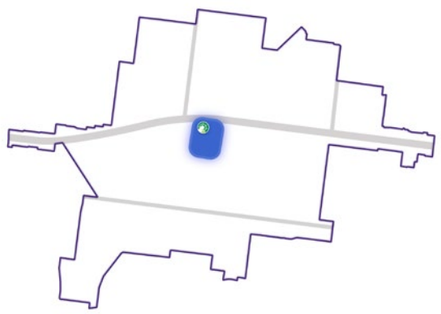
Strategy PR1: Street hierarchy and identity

Establish a street hierarchy which supports each street's movement and place function, and place identity.



Strategy PR3: Activity Streets

Prioritise pedestrian movement and activity in streets and lanes within the commercial / retail core, and ensure they provide distinctive and attractive places for public life.



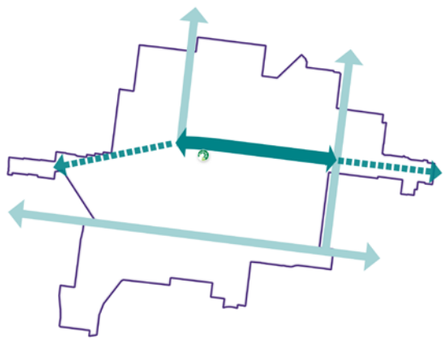
Strategy PR5: Streets

Establish a minimum standard for all streets to ensure they provide a safe and inviting environment which is appropriate for the future needs of the community.

All streets within the Structure Plan Area should provide a minimum level of amenity to respond to the significant increase in population and their role and function. For example, they should have footpaths on both sides of the road, appropriate lighting and canopy tree planting wherever possible.

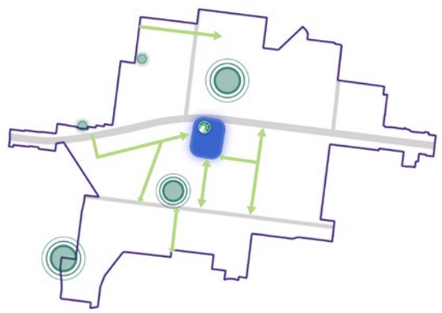
Strategy PR2: Boulevards and Avenues

Optimise main roads for pedestrian movement and amenity while maintaining access by other travel modes, ensuring distinct and attractive setting for public life and development.



Strategy PR4: Green Streets

Provide a network of safe and inviting leafy streets for walking and cycling into the commercial and retail centres and to other key destinations.



Design Direction 2: Promote active transport access

Why is this important?

An inviting environment for walking, wheeling and cycling is critical to a successful urban area.

Key factors for encouraging walking, wheeling and cycling include direct connections to major destinations and key places of employment, general permeability to support everyday movement by foot and bike, and a safe and inviting public realm. The quality of the public realm is addressed by Design Direction 1: Ensure streets are inviting places that support community life.

Missing links to key destinations

The street network should provide legible, safe and convenient links to key destinations, including public transport nodes, activity nodes, employment areas, health and education facilities, key open spaces and community areas. Where areas lack such links, they should be introduced.

Connections to existing open space

In order to improve the liveability of neighbourhoods with poor access to open space, new links to existing open spaces should be created. The Public Realm Framework in Section 3.4 identifies where new links are recommended.

Permeability

Addressing barriers to active transport involves enhancing the permeability of the existing block structure. The appropriate standard of permeability in an activity centre is generally defined by block lengths no greater than 100 metres — for example, City of Melbourne DDO1 and DDO61. In higher-density urban areas outside activity centres, a maximum block length of 180 metres is considered appropriate. This is the mid-point of the range of block lengths promoted by the Urban Design Guidelines for Victoria (120 to 240 metres), approximately mid-way between the 100 metre block length for activity centres identified above and the maximum 240 metres required by Clause 56 of the Victorian Planning Provisions for typical subdivisions, and consistent with the maximum block length recommended by the NSW Movement and Place – Network Planning in Precincts Guide.

Links created by private development

Private development that incorporates new links should be designed to provide direct, attractive and well-lit public connections. They should be safe and free of entrapment areas, and be located at ground level. Passive surveillance should be maximised from both ground floor and upper levels Consideration should be given to the function of the link and it's implementation to maintain safety and amenity.

Public realm quality

A successful walking, wheeling and cycling network also depends on the quality of the connections. Connections should be safe, attractive and designed for the specific purpose, as outlined in Design Direction 1: Ensure streets are inviting places that support community life.

What is happening now in Burwood?

Within the Burwood Structure Plan Area, walking, wheeling and cycling access is indirect, inconvenient and unsafe from some areas to key destinations including Deakin University, Burwood Village Neighbourhood Activity Centre, Presbyterian Ladies' College, Mount Scopus Memorial College and the Gardiners Creek Corridor.

Burwood Highway dissects the Structure Plan Area in an east-west direction with its wide road reserve and central tram line. Despite this width, it contains few trees. The resulting 'highway' character creates a relatively hostile environment and a barrier for pedestrians and cyclists.

The Gardiners Creek corridor provides a north-south active transport route, although at times the path is narrow and isolated, and also a barrier to east-west movement.

A number of areas have large block sizes, impacting the permeability of the area and discouraging walking and cycling.

Burwood Highway "offers very poor conditions for pedestrians, and crossing the 6 lanes is difficult and dangerous." - SRL Public Space and Public Life Study Report (Gehl, 2023).

Alignment with SRL Urban Design Framework:

Design Direction 2 will help to achieve the following SRL Urban Design Objectives (see Section 2.3):

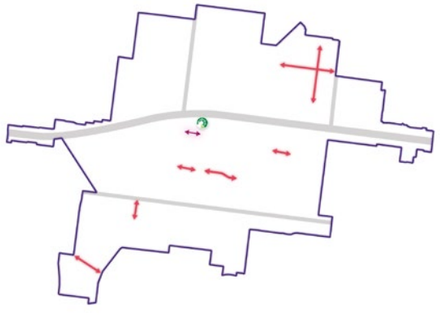
- Objective UD1.1 Legacy
- Objective UD1.2 Future ready
- Objective UD1.3 Resilient
- Objective UD1.4 Environmentally sustainable
- Objective UD2.1 Strategic alignment
- Objective UD2.3 Integration with context
- Objective UD3.1 Linkages
- Objective UD3.2 Transport integration
- Objective UD3.3 Legible
- Objective UD3.4 Green network
- Objective UD4.2 Twenty-minute neighbourhoods
- Objective UD4.3 Active transport

How can this direction be achieved in Burwood?

Strategy PR6: Critical and important links

Create new links to improve access to key destinations.

Critical and important links should be designed to provide direct, attractive, well-lit public connections, be safe and free of entrapment areas, reduce barriers to movement, and be located at ground level. Consideration should be given to the function and implementation of the link to support user safety and amenity.



Strategy PR7: Local links

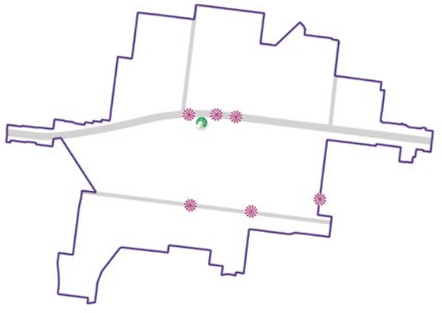
Require the provision of new mid-block links to enhance pedestrian permeability.

Local links should be designed to provide direct, attractive, well-lit public connections, be safe and free of entrapment areas, reduce barriers to movement, and be located at ground level. Consideration should be given to the function and implementation of the link to support user safety and amenity.

Strategy PR8: Pedestrian crossings

Introduce new controlled pedestrian crossings and improve existing crossings where needed to support walking, wheeling and cycling.

Opportunities to enhance pedestrian crossings or provide new crossings should be explored to reduce barriers to movement and create a convenient, safe and accessible active transport network.



Design Direction 3: Foster resilient urban environments

Why is this important?

A healthy ecosystem is a critical component of healthy, liveable and resilient urban environments.

The street and open space system presents an opportunity to improve the environmental performance of the Structure Plan Area by thinking about it as part of the broader eco-system. This includes:

- Increased tree canopy and vegetation cover to reduce the urban heat island effect
- Landscaping to provide habitat and wildlife corridors and/or support urban biodiversity
- Water sensitive urban design treatments to sustainably treat and re-use water and to improve health of trees and vegetation
- Strengthening the metropolitan Melbourne open space network.

As urbanised environments are densified, urban forests play a critical role in mitigating the urban heat island effect, and contribute valuable ecological amenity such as water filtration, shade and habitat value. The SRL East Climate Response Plan has identified a tree canopy cover target of 30 per cent. Street tree planting is valuable in defining a sense of place and identity as well as providing thermal comfort for human and non-human communities. The management and conservation of trees in urban settings creates healthy and resilient ecosystems for a changing climate.

Corridors of diverse flora and fauna are essential to biodiversity. Protecting, enhancing and providing habitat in existing and new corridors can foster connection between people, plants and animals, and prevent habitat fragmentation. Biodiversity Sensitive Urban Design principles should be integrated within the network of streetscapes and open spaces to provide for diverse animal species, including shelter (such as dense, protective shrubs), food (such as flowers, fruits, seeds, pollen, nectar), nesting sites (such as tree cavities), and water.

Water Sensitive Urban Design (WSUD) works to mitigate the impact of urbanisation on the surrounding environment and waterways. WSUD strategies treat and reduce stormwater flows, improve cooling, reduce potable water demand, increase soil moisture, and passively irrigate planting in urban environments. Embedding water sensitive design strategies across all public realm scales and typologies is critical to reducing flood risk, stormwater runoff, reducing the urban heat island effect, and improving the health and performance of trees and vegetation.

There is also opportunity in the Structure Plan Area to strengthen the metropolitan Melbourne open space network as critical green infrastructure. These open spaces provide a network of natural systems that support urban ecosystems across a broader area, while mitigating the impacts of urban heat.

Increasing canopy coverage within the private realm is discussed in Design Direction 8.

What is happening now in Burwood?

Gardiners Creek cuts a relatively steep valley through the middle of the Burwood Structure Plan Area. The associated parkland is heavily treed, creating a highly attractive and pleasant green ‘oasis’ from the surrounding urban area. The creek has a natural form north of Burwood Highway and is within a concrete lined channel to the south.

The open spaces scattered throughout the Structure Plan Area feature large canopy trees, whilst street trees vary in size and species.

More recent subdivisions for townhouse developments on smaller lots generally have a lower level of canopy cover due to high building site coverage.

“A green precinct with lots of trees per capita” - SRL Public Space and Public Life Study Report (Gehl, 2023).

Alignment with SRL Urban Design Framework:

Design Direction 3 will help to achieve the following SRL Urban Design Objectives (see Section 2.3):

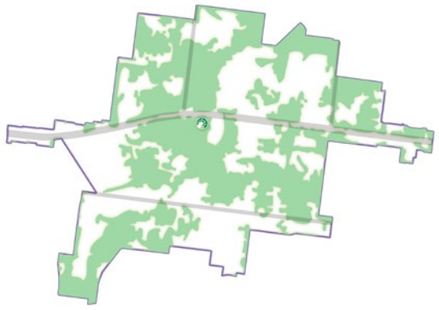
- Objective UD1.3 Resilient
- Objective UD1.4 Environmentally sustainable
- Objective UD3.4 Green network
- Objective UD5.2 Responsive
- Objective UD5.4 Healthy
- Objective UD6.2 Landscape values

How can this direction be achieved in Burwood?

Strategy PR9: Public realm landscaping

Optimising tree canopy cover and other planting in streets and public open spaces that support cooling, greening and urban biodiversity.

The existing leafy streetscape character should be maintained and enhanced, particularly in areas which are a further distance from the SRL station. Streets and public open space should contribute to a broader ecosystem while providing local amenity and urban heat island relief.



Strategy PR10: Water Sensitive Urban Design

Incorporate water sensitive urban design treatments into streets and public open spaces to optimise sustainable water management outcomes.

Streets and public open spaces should contribute to treating and reducing stormwater flows, improving cooling, reducing potable water demand, increasing soil moisture, and passively irrigating urban planting.

Design Direction 4: Facilitate outdoor recreation

Why is this important?

Access to distinctive and high quality open space increases the attractiveness of the Structure Plan Area to live and work.

A collection of diverse open spaces is required to fulfill the full range of human and environmental needs in the Structure Plan Area. This includes provision for recreation, social engagement, connectivity, biodiversity, habitat and integrated water management. In denser urban areas such as this, it is important to optimise the functionality of open spaces. This includes consideration of multi-purpose spaces.

The quality of open space enhances amenity and recreational opportunities. The programming, amenities and facilities provided by open spaces serve different people with the community with higher quality spaces supporting a large proportion of community need. Therefore, existing open spaces should be optimised to ensure they are providing the amenity and recreational needs required for the existing and future population.

When connected into a network, the value of a collection of public open spaces is greater than the sum of its parts, offering increased public realm opportunities and benefits than those provided by the spaces in isolation. A holistic network provides a diversity of experiences, landscape opportunities and outcomes which ensures that the public realm serves as many purposes as possible.

What is happening now in Burwood?

Reserves throughout the Structure Plan Area provide space for informal and formal sport and active recreation, including leisure routes for active travel and sports ovals. These facilities are predominantly located along the Gardiners Creek corridor.

The SRL Open Space Assessment (2023) identifies that while there are some areas that do not have walkable (400-metre) proximity to public open space, overall there is a moderate to high walkable access to public open spaces within 400 metres within the Structure Plan Area. This is illustrated in Section 3.2: Summary of analysis.

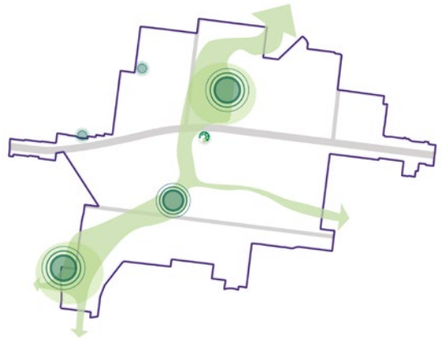
Gardiner's Creek "a beautiful reserve that feels unsafe when alone and in particular at night, due to a lack of people staying, lighting, and minimal flows of people passing by."
- SRL Public Space and Public Life Study Report (Gehl, 2023).

How can this direction be achieved in Burwood?

Strategy PR11: Enhance existing open spaces

Enhance the functionality, character and safety of existing public open spaces.

Open spaces should service and cater for the diverse needs of the existing and future community. These open spaces should have improved safety through passive surveillance, activation and lighting.



Strategy PR12: Connections to open space

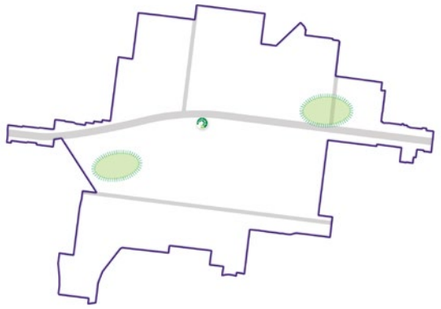
Create new connections that improve accessibility to open space and create a network of spaces.

Opportunities for new connections through redevelopment of abutting properties should be explored.

Strategy PR13: New open spaces

Introduce new open spaces where required.

New open spaces should provide suitable opportunities for the community and address identified gap areas.



Alignment with SRL Urban Design Framework:

Design Direction 4 will help to achieve the following SRL Urban Design Objectives (see Section 2.3):

- Objective UD1.1 Legacy
- Objective UD1.2 Future ready
- Objective UD1.4 Environmentally sustainable
- Objective UD2.1 Strategic alignment
- Objective UD2.2 Functional urban structure
- Objective UD2.4 Welcoming
- Objective UD3.4 Green network
- Objective UD4.1 Universally inclusive
- Objective UD4.2 Twenty-minute neighbourhoods
- Objective UD4.4 Safer design
- Objective UD5.2 Responsive
- Objective UD5.4 Healthy
- Objective UD5.5 Quality design
- Objective UD6.1 Amenity
- Objective UD6.2 Landscape values
- Objective UD6.4 Places for people
- Objective UD6.5 Activation

3.4 Public Realm Framework

The Public Realm Framework has been developed by applying the relevant public realm design directions presented in Section 3.3. The key features of the framework are outlined below.

Public Realm Outcomes

Figure 3.7 outlines the broad strategic intent behind the public realm strategies proposed in this report. These are further detailed in the Public Realm Framework plan, Figure 3.15.

The actions needed to realise these strategies are detailed within Section 6.

Key Moves

- A new street network and public spaces to the south of Burwood Highway created as part of the SRL rail project will enhance walking and cycling through the SRL station environs
- Gardiners Creek and its adjacent and connecting parklands will continue to play an important role in the identity of the area with sections of the creek to be naturalised, and environmental and landscape qualities will be enhanced
- High-quality connections over the creek at regular intervals to the south of Burwood Highway will connect the neighbourhoods to the east and west
- Enhance Burwood Highway as a major east-west connector.

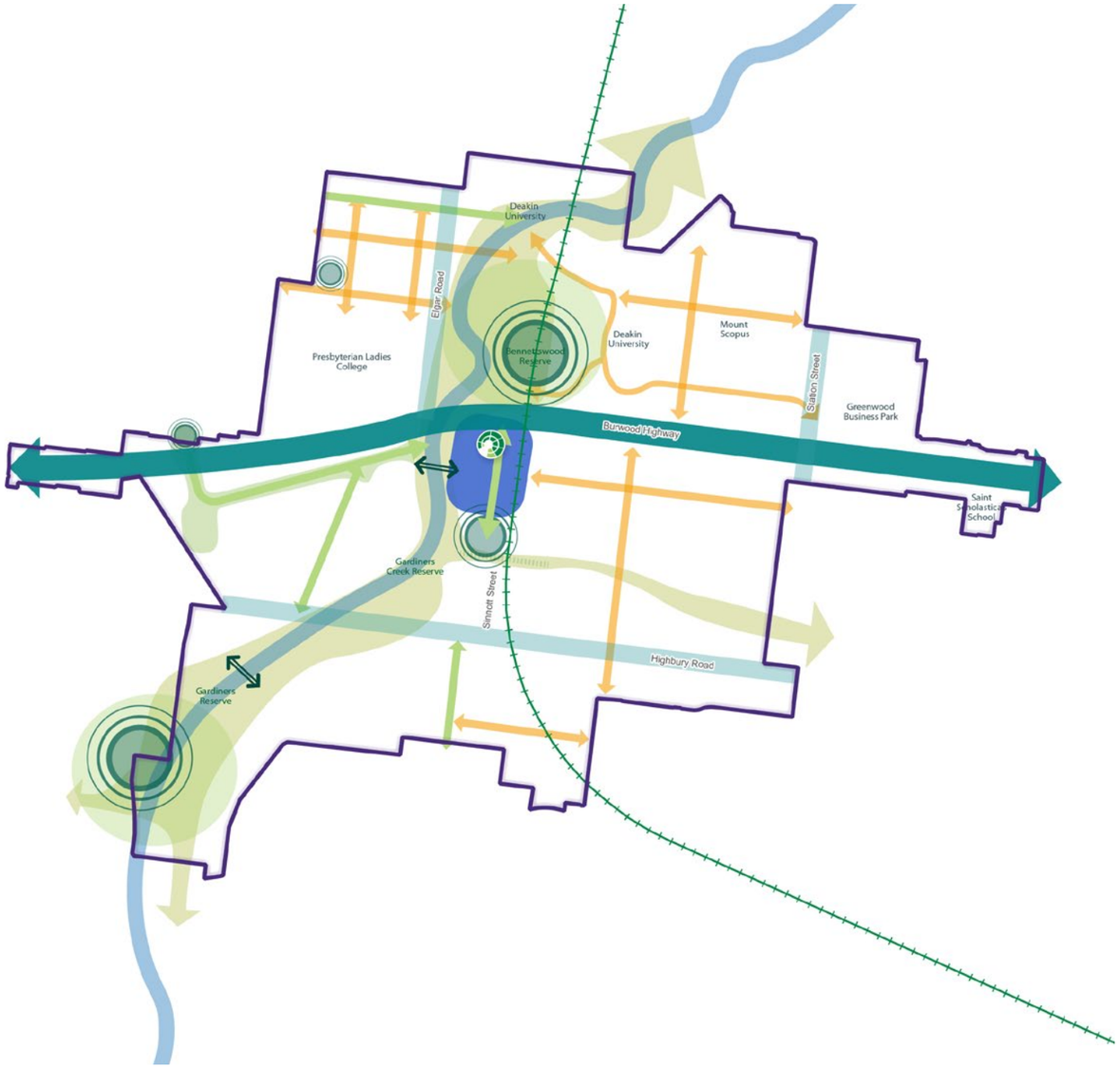


Figure 3.7: Public Realm Outcomes

The following indicative sections illustrate the street typologies envisaged in the Public Realm Framework. Precedent case studies for each typology can be found in SRL East Structure Plan - Urban Design Supporting Research - Attachment A.

Sections are typical and indicative only to communicate intended outcomes and to establish a hierarchy of streets. The final arrangement and design of the streets and associated infrastructure (including carparking, paths, landscaping etc) would be subject to further resolution that would consider the local context, site constraints, and other technical and relevant authority requirements.

Boulevard

Wide, generous primary road and public transport corridor that serves multiple uses and provides strong landscape and pedestrian outcomes including canopy trees and pedestrian crossing opportunities.

Figure 3.8: Indicative section, Boulevard

- Canopy tree planting and expanded understorey planting
- Multi-modal transport opportunities
- Pedestrian pathways, refuge and crossing points
- Opportunities for public art
- Potential threshold zones that promote pedestrian crossing / land use relationships
- High quality furniture zones at regular intervals for pedestrians to pause and rest

Avenue

Wide and tree-lined ‘connector’ street that accommodates active and/or public transport with nodes of pedestrian amenity to create places for people to move and dwell.

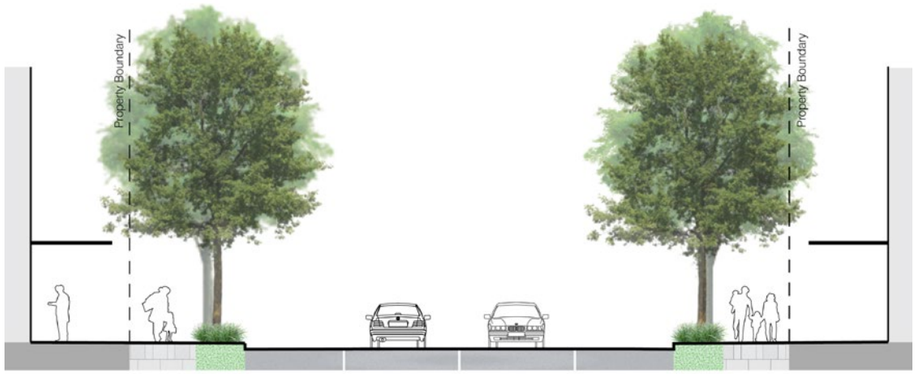


Figure 3.9: Indicative section, Avenue

- Public transport connectivity (bus stops / waiting zones)
- High amenity public transport waiting facilities for users
- Potential active transport link
- Streetscape and landscape outcomes
- Generous pedestrian zones
- Wayfinding, regular seating points and leafy shade

Activity Street

Highly urbanised street that supports public life and provides an attractive and comfortable pedestrian experience, with generous pedestrian circulation space, streetscape treatments that encourage activation of street frontages and provide durable, high quality materials.

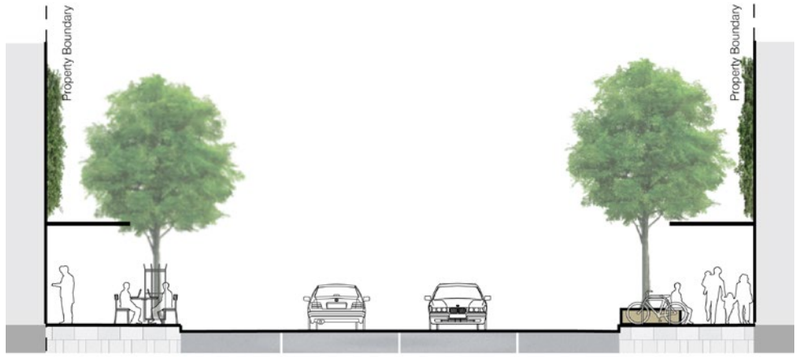


Figure 3.10: Indicative section, Activity Street - Type A

Figure 3.11: Indicative section, Activity Street - Type B (Flush Kerb)

- High quality paving
- Street trees
- Expanded areas for outdoor dining and activity
- Awnings, shelter and lighting
- Understorey planting and rain gardens
- Public street infrastructure (such as seating, lighting, drinking fountains, signage, creative and interpretive elements)
- PTV shelters and seating
- Micro mobility infrastructure storage (such as bicycle hoops)

Green Street

A broad classification for a collective network of local streets that should be prioritised for improvement due to their significance for sustainable travel and their ability to support pedestrian experience to key destinations (such as recreational facilities, public transport stops and stations and key employment areas), environmental outcomes, and bike and public transport routes.

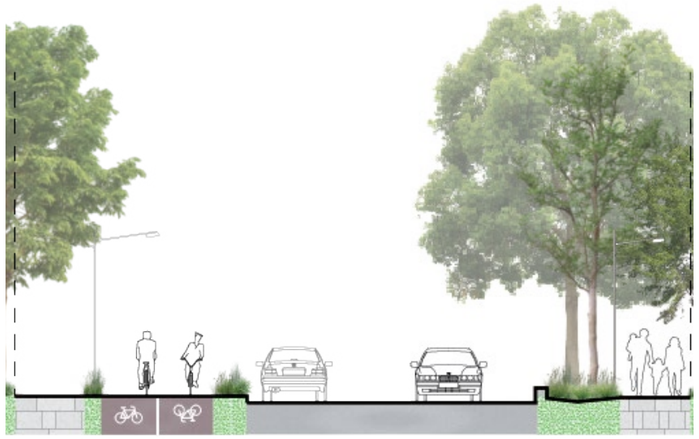


Figure 3.12: Indicative section, Green Street - Type C - Cycling

- Street trees and biodiverse understorey planting WSUD initiatives
- Active transport (walking and cycling) paths and connections
- Activity nodes and pause points with seating
- Street lighting to one side to light the full street
- Separation between transport modes
- Micro mobility infrastructure storage (such as bicycle hoops)
- Bus stop shelters and seating
- Indented parking for pick-up and drop off

Key links

New or improved links that provide connections to key destinations, or through large urban blocks or impermeable corridors (such as railway lines or arterial roads). These links typically have limited or no vehicular access, may include provision for cycling and seek to prioritise pedestrian circulation.

Critical links: connections that provide direct pedestrian access to the SRL station.

Important links: connections that reduce gaps in walking access to key destinations such as areas of employment or major open spaces and may support a biodiversity corridor.

Local links: connections that generally improve permeability and local walking access, particularly where there are long blocks or barriers preventing through movement.

Key links in the Public Realm Framework plan can be either ‘fixed’ or ‘flexible’.

Fixed key links are where the location of the link has been established and it is unlikely to change. Whereas for flexible key links the exact location is still to be determined and may adjust to respond to an opportunity or circumstance, provided the link delivers on the intended outcome – whether this is to connect to a key destination (critical or important link) or to improve general permeability and walkability (local link).

Figure 3.13: Indicative section, Pedestrian link- Type A - Urban amenity

Figure 3.14: Indicative section, Pedestrian Link Type C - Shared path

- CPTED, clear sight lines, lighting and wayfinding
- Generous pedestrian and shared-use paths
- Support activation through outdoor dining and urban furniture
- WSUD and biodiverse vegetation

Public Realm Framework

The Public Realm Framework shows the key elements of the public realm strategy.

Figure 3.15 shows the recommended new and improve pedestrian links and crossings in the Structure Plan Area, along with proposed new open spaces.

Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Boulevard
- Avenue
- Activity Street
- Green Street
- *Work with land manager / owner to improve links and access through site*
- Critical key link (new) - fixed
- Critical key link (new) - flexible
- Important key link (new) - flexible
- Local key link (new) – flexible
- Existing open space
- Open space (new) - SRL East
- Open space (new) - planned / proposed
- Temporary open space
- Existing Gardiners Creek crossing
- Open space (new) - investigation area
- Potential expansion of Gardiners Creek corridor
- Pedestrian crossings (new or upgraded)
- Pedestrian crossings (new or upgraded) - SRL East

Transport legend *

- Upgraded strategic corridor
- Active transport - C1, C2, C3
- Major active transport link

*Refer to the Structure Plan Transport Plan for more detail

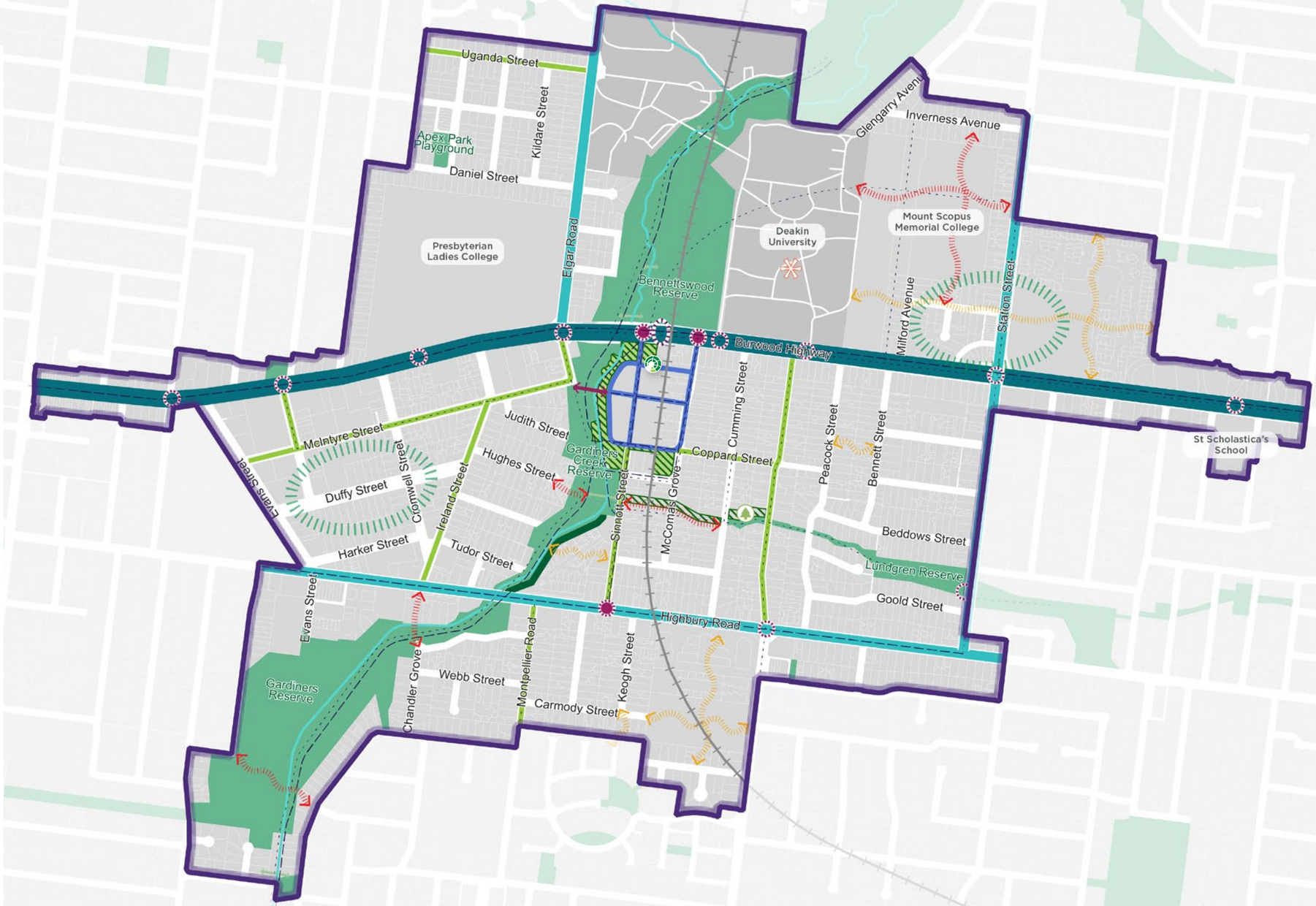


Figure 3.15: Recommended improvements to the public realm

4 Urban Form

AJM
Joint Venture

4.1 Introduction

This section outlines an Urban Form Framework to achieve the Vision for Burwood. It summarises the analysis that underpins the framework, and sets out design directions and strategies.

The design directions, strategies and Urban Form Framework was informed by the SRL Urban Design Framework and the Vision for Burwood. This was supplemented by an analysis of the existing development conditions (see Appendix A) and extensive research into best practice urban development typologies provided in the Urban Design Report - SRL East Structure Plan - Urban Design Supporting Research - Attachment A.

The Urban Form Framework was developed concurrently with the Public Realm Framework, and Built Form Framework and each informs the other.

The methodology for developing the Urban Form Framework is summarised in Figure 4.1.

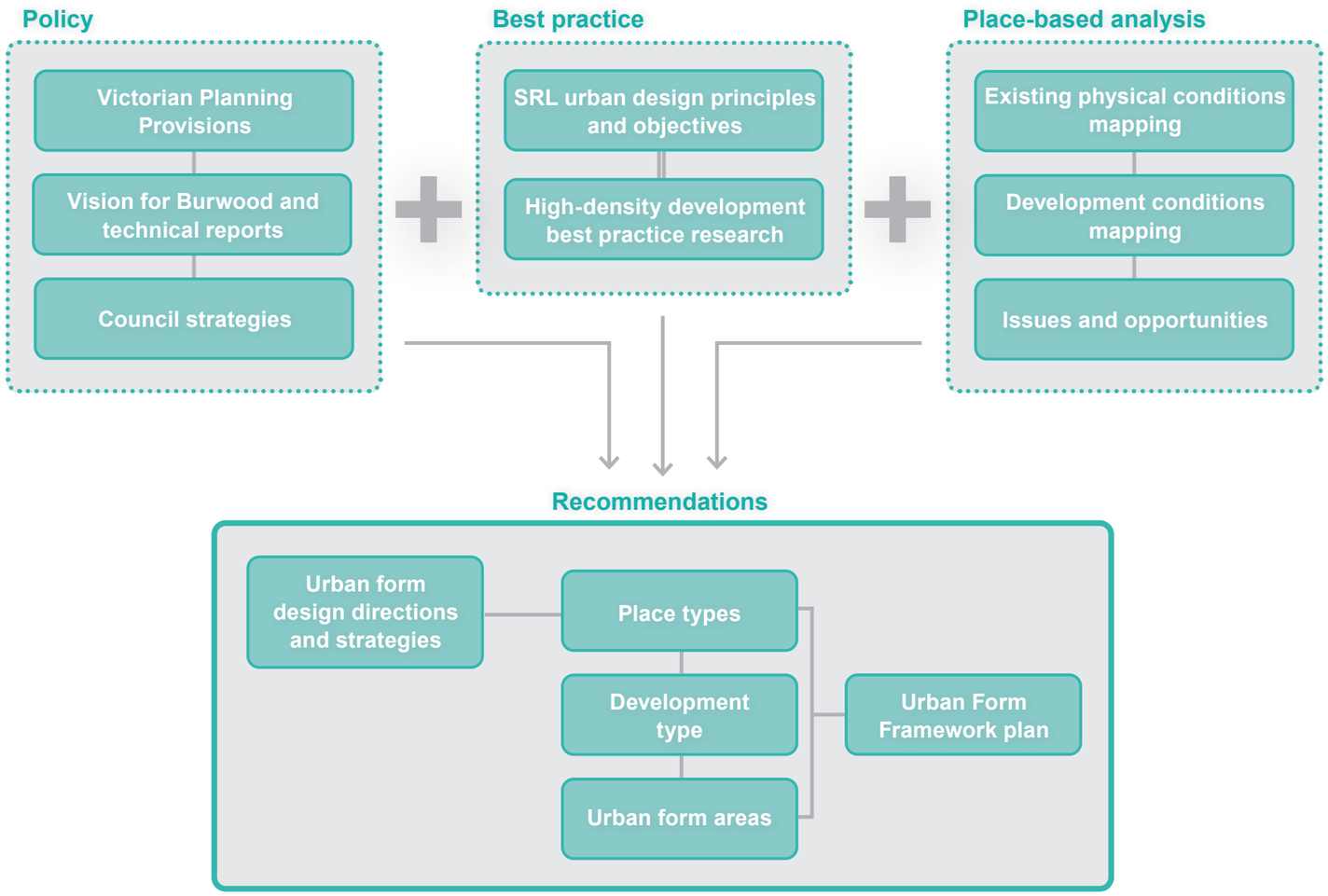


Figure 4.1: Methodology for developing the Urban Form Framework

4.2 Summary of analysis

Extensive analysis was undertaken to identify opportunities and constraints in achieving an urban form that supports the Vision for Burwood.

Opportunities

Figure 4.2 summarises the opportunities for urban form areas identified by the urban form analysis.

Opportunities for Burwood include:

1. Existing commercial/retail and employment area in proximity to the SRL station will continue to grow
2. Education, research and employment cluster provide a unique activity anchor, which attracts people from beyond the Structure Plan Area
3. Traditional retail and employment cluster presents redevelopment opportunities toward higher intensity use and built form

Residential hinterland with an established landscape character and moderate tree density

Open space

Low rise residential area with lot sizes suitable for mid-rise building typologies including apartments on amalgamated lots and townhouses on single lots

Wide roads, which can accommodate mid-high density development and enhanced pedestrian infrastructure:

- Road width greater than 40 metres
- Road width 30 to 40 metres
- Road width 20 to 30 metres

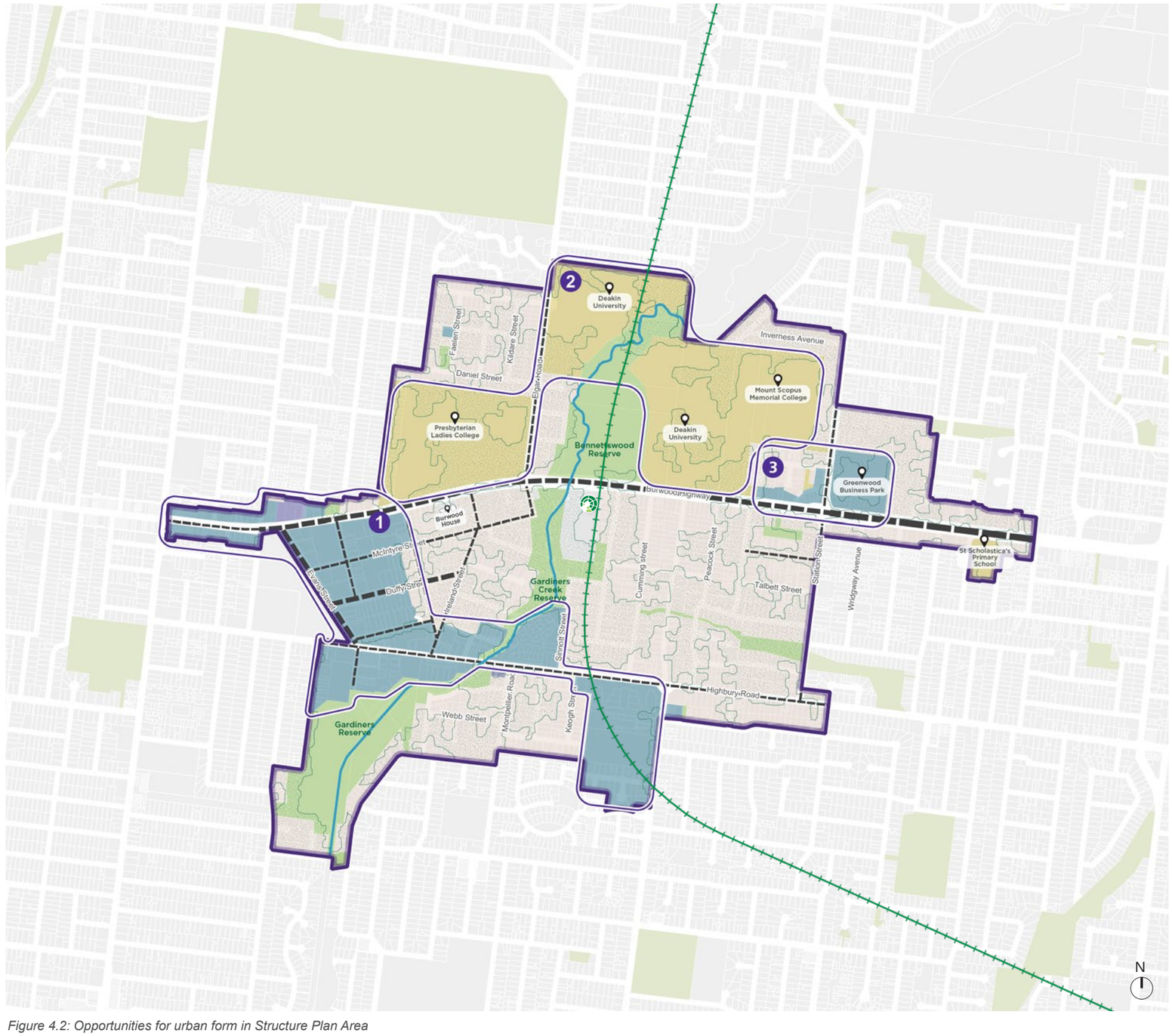


Figure 4.2: Opportunities for urban form in Structure Plan Area

Constraints

Constraints to change in urban form may relate to the lot pattern, lot ownership, existing development height or age, or character overlays associated with a specific property or group of properties. Combined, these constraints play a role in shaping the feasibility, nature of development and built form character that can be achieved within the Structure Plan Area in the future.

Constraints to change in urban form have been categorised in order of significance (low to high) as follows:

- Lot size and ownership
- Character overlays
- Building heights
- Recently developed buildings.

The Structure Plan Area presents two very distinct sets of constraints to urban form change north and south of Burwood Highway. To the north, three major education-use landholdings are likely to limit change. East of Station Street, the Greenwood Business Park and Fountain Court retirement village exhibit a complex arrangement of long-term tenancies, posing constraints to future redevelopment.

To the south, several large parcels with a high number of strata titles result in constraints to urban form character change, especially within industrial land. East of Gardiners Creek, a number of 2 to 3 strata-titled residential properties across a large area result in a more moderate level of constraint.

Areas of low constraint to urban form change include the residential area west of Gardiners Creek, areas west of Cromwell Street, north of Presbyterian Ladies' College and the southern end of Station Street. Most of the area east of Cromwell Street and north of Highbury Road is affected by SLO9, which might affect the potential for future urban form change.

Note: A range of constraints were identified across the Structure Plan Area. The more development constraints have been included on this page. Where a property is affected by multiple constraints, only the greater constraint is shown here. Further detail on the development constraints identified can be found in Appendix B.

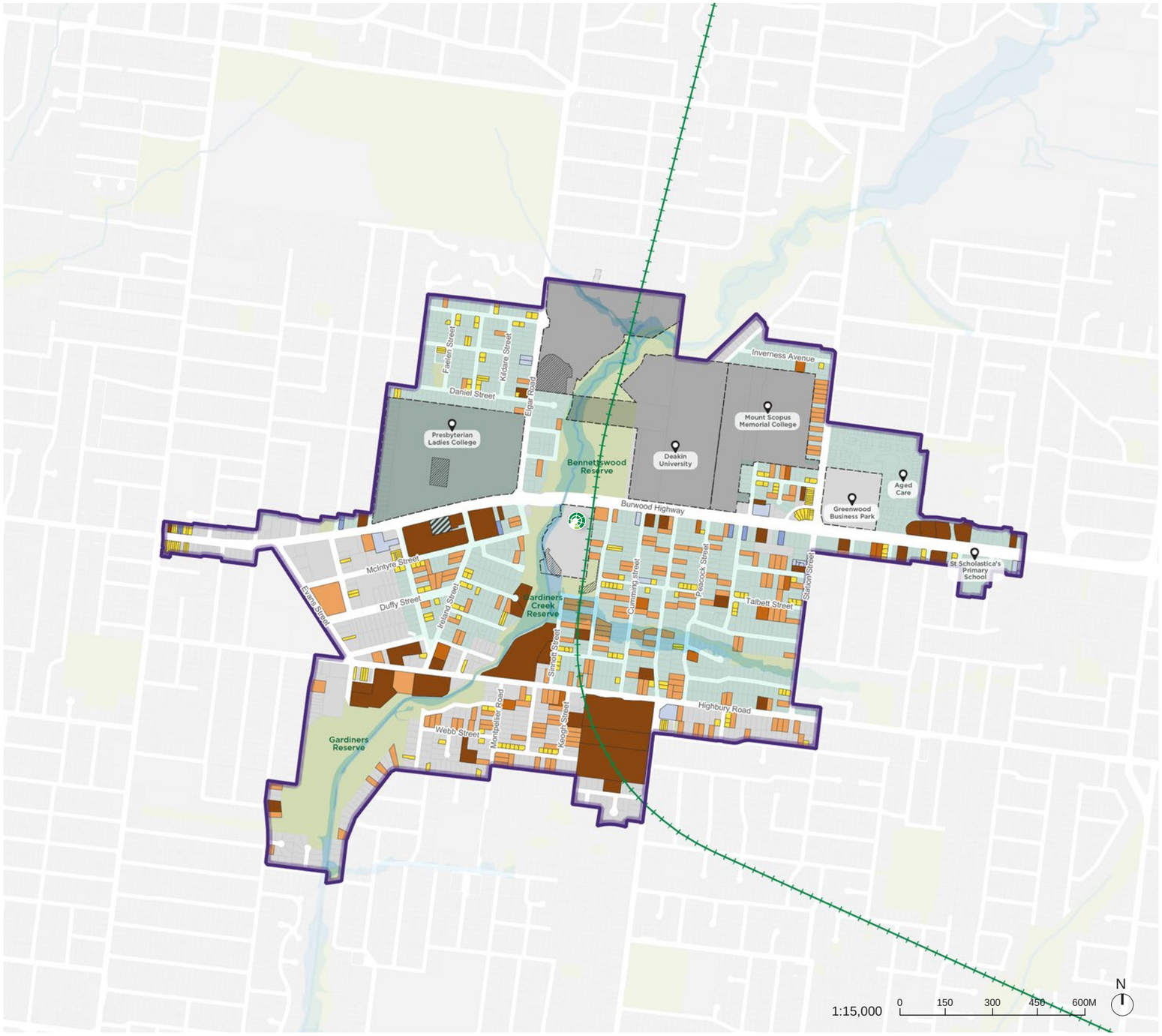


Figure 4.3: Constraints to change in urban form character in Structure Plan Area

Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Heritage Overlay
- Victorian Heritage Register
- Significant Landscape Overlay
- Large landholders
- Large landholders - Health and education land use
- Small lots (0 to 400 square metres)
- Special Building Overlay
- 2 to 3 residential strata titles
- 4 to 5 residential strata titles
- More than 6 residential strata titles
- Recent developments / unbuilt approvals < 8 storey
- Recent Developments / unbuilt approvals < 4 storey

4.3 Urban form design directions

This section outlines the urban form design directions to achieve the Vision for Burwood.

The design directions informed the development of the Urban Form Framework in Section 4.4 and the built form outcomes identified in Section 6.

The order of the design directions does not imply an order of priority.

Design Direction 5: Provide for growth in a form that delivers high amenity environments

Why is this important?

Substantial change

SRL will significantly amplify accessibility to employment, services, education and community facilities across Melbourne. Therefore, a substantial increase in residential development is warranted to enable more people to have good access to jobs and services. A significant increase in employment, health and/or education facilities close to the SRL station is also merited to improve accessibility to jobs and services for people elsewhere on Melbourne's rail network, further reinforcing the justification for increased residential density within the Structure Plan area.

Denser areas with a mix of uses have an improved environmental performance, because they reduce travel distances and encourage sustainable modes of travel. They also increase support for local businesses, and make better use of existing infrastructure.

Increased residential density helps to create 20-minute neighbourhoods with local services within walking distance, supporting liveability and better health (as sought by Plan Melbourne 2017-2050). Denser areas offer a more vibrant environment and a more diverse range of opportunities for cultural and recreational experiences.

A significant increase in residential, employment, commercial and education uses within the Structure Plan Area is supported by Clause 11.01-1R of the Whitehorse City Council and Monash City Council Planning Schemes, which states that 'the Suburban Rail Loop will facilitate substantial growth and change in major employment, health and education precincts and activity centres beyond the central city at an appropriate scale to address the needs of Melbourne's rapidly growing population'.

The level of growth envisaged in the Structure Plan Area represents a transformative change in character. A significant uplift in development potential is also necessary to stimulate redevelopment.

Therefore, in general, existing character should not act as a constraint on the level of growth proposed. However, the built form design directions outlined in Section 5 seek to manage the transition over time between the existing and proposed future characters.

Development capacity

Demand for additional dwellings and jobs within the Structure Plan Area has been forecast to 2041. Consistent with orderly planning, the Structure Plan should provide for at least this level of growth, subject to acceptable amenity outcomes.

More specifically, the development capacity provided for by the Structure Plan should not be limited to the need to accommodate these forecasts for the following reasons:

- Demand is likely to continue to grow after 2041. If the Structure Plan sets built form parameters which limit growth to that needed to accommodate the forecast growth to 2041, it may not be possible to accommodate further demand given the likely predominance of strata-titled buildings that are difficult to redevelop
- Demand forecasting is an imperfect science - past experience indicates that the actual demand may be greater than forecast.
- There is uncertainty about the rate of redevelopment and number of properties that will occur between now and 2024. If the Structure Plan relies on all properties being redeveloped to provide for the forecast demand but this does not occur, the demand will not be able to be accommodated
- It is State planning policy to encourage intensification close to public transport, jobs and other services to promote public transport and active transport over car dependency for a range of environmental, economic and social reasons.

Building scale

Given the Structure Plan Area's very high level of accessibility to education, jobs and public transport, and the benefits of urban density, it should generally have a level of intensification greater than that intended for the surrounding residential hinterland or close to most other passenger stations or activity centres within Melbourne (other than Central Melbourne and the other SRL Structure Plan Areas), which are less well served by jobs and public transport.

Residential zones generally support building heights of 2 to 4 storeys, and phase 2 of the *Future Homes* initiative is planned to support heights of 5 storeys in the General Residential Zone within 800 metres of a passenger station or any activity centre. Therefore, in general, building heights within the Structure Plan Area should be at least 6 storeys to capitalise on the planned accessibility to jobs and public transport. Exceptions to this may include areas with heritage values, an identified special character, areas relatively distant or disconnected from the SRL station, or where development is relatively constrained.

Building form

As noted above, greater density has a range of benefits. However, if designed poorly, it can adversely affect the public and private amenity of an area, and therefore its attractiveness as a place to live, work and play. Tall buildings cause longer shadows and tend to have greater wind effects. Bulky buildings reduce access to daylight and sky views. These effects are increased in relatively narrow streets.

Therefore, higher-density development needs to be shaped to ensure a high standard of amenity.

What is happening now in Burwood?

The character of the Burwood Structure Plan Area is dominated by 1 to 2 storey detached dwellings. Unit developments and contemporary infill townhouses are common, and scattered throughout the area.

The residential areas are punctuated by the education precinct at the core, which contains taller built form ranging in height from 2 to 8 storeys, and occasional apartment buildings up to 5 storeys along major roads.

Most streets within the Structure Plan Area are 15 to 20 metres wide (road reserve width), and typical lot sizes are 15 to 20 metres wide and 30 to 45 metres deep.

Alignment with SRL Urban Design Framework:

Design Direction 5 will help to achieve the following SRL Urban Design Objectives (see Section 2.3):

- Objective UD1.1 Legacy
- Objective UD1.2 Future ready
- Objective UD1.3 Resilient
- Objective UD1.4 Environmentally sustainable
- Objective UD5.2 Responsive
- Objective UD5.3 Sensitive
- Objective UD5.5 Quality design

How can this direction be achieved in Burwood?

Strategy UF1: Substantial change

Provide for higher-density development throughout the Structure Plan Area, except in isolated, sensitive or constrained areas.

Strategy UF2: Mid-rise development

Promote mid-rise development throughout the Structure Plan Area, except immediately around the SRL station where high-rise buildings are preferred.

Higher-density development within the Structure Plan Area will deliver growth in this extremely well-serviced location, and the environmental, economic, liveability and health benefits of urban density.

In order to reflect the greater accessibility of this location to jobs and services, building heights should be generally greater than 5 storeys. However, a lower height may be appropriate in isolated, sensitive or constrained areas as follows:

1. Isolated areas are those more than approximately 10 minutes by foot or local public transport from a train station or major employment, health or education campus, which are considered to have lesser accessibility to public transport or jobs, and therefore less suitability for intensification. Exceptions to this include properties:
   - Fronting a large open space, whose amenity benefits should be capitalised upon
   - Large enough to form a distinct character pocket.
2. Sensitive areas are pockets of land with particular sensitivities that limit the appropriateness of greater height, including:
   - On the north side of a narrow open space
   - Affected by a Heritage Overlay and in the outer parts of the Structure Plan Area
   - Affected by a Neighbourhood Character Overlay
   - Adjacent to properties zoned GRZ or NRZ outside the Structure Plan Area.
3. Constrained areas are those where comprehensive redevelopment is relatively unlikely due to a high proportion of:
   - Properties with more than 3 strata-titled lots
   - Small or narrow lots.

Most streets within the Structure Plan Area are 15 to 20 metres wide (road reserve width), and typical lot sizes are 15 to 20 metres wide and 30 to 45 metres deep. Mid-rise buildings (those between 5 and 12 storeys) are the most appropriate way to provide for substantial growth in these circumstances because they can deliver higher densities while maintaining good public realm and internal amenity.

In particular, the typical street widths and lot sizes can accommodate mid-rise buildings without unreasonable shadow, visual and wind impacts[1]. Mid-rise buildings can also be sited and shaped in a way that manages their impact on the existing character of low-rise areas[2,3].

Mid-rise buildings have a range of other attributes that would complement the opportunities provided by higher-rise and lower-rise buildings. These include:

- Research indicates that mid-rise residential buildings have positive outcomes in terms of social connectedness and well-being[4,5]
- Mid-rise buildings are said to be suitable for families, because parents are able to supervise children's outdoor play[6]
- Mid-rise development is less expensive to build than taller buildings per square metre of sellable or leaseable area, likely because of the lesser requirements for structure and services[7]
- Mid-rise residential development is more likely to be owner-occupier standard than speculative investor-grade housing
- Mid-rise apartments offer a distinctly different housing choice, compared with high-rise buildings and townhouses[8,9]
- Fewer properties need to be amalgamated to create a mid-rise development site than a high-rise development site
- The same number of dwellings is spread across more mid-rise than high-rise buildings, increasing competition between developers and choice for purchasers and renters
- There is a greater number of developers and builders who can create mid-rise than high-rise buildings, increasing the capacity of the industry to deliver the desired number of dwellings and increasing competition between them

Adopting a mid-rise development pattern across the Structure Plan Area would result in the same amount of growth being spread over a larger area. Given that the factors listed above are strongest for residential buildings, and commercial buildings have a stronger need to be close to the SRL station and activity centre, the mid-rise preference is not recommended to be applied in the vicinity of the SRL station.

Mid-rise buildings range from 5 to 12 storeys. Therefore, a general preference for this form of development does not preclude the potential for distinct characters within the Structure Plan Area.

Mid-rise precedents

1. *Ewing, R., & Cervero, R. (2010). Travel and the Built Environment: A Meta-Analysis. Journal of the American Planning Association, 76(3), 265-294*
2. *SRL Housing Recommendations Report*
3. *Congress for the New Urbanism. (2001). Charter of the New Urbanism. McGraw-Hill*
4. *Gehl, J. (2010). Cities for People. Island Press.*
5. *Gifford, R. (2007). The Consequences of Living in High-Rise Buildings. Architectural Science Review, 50(1), 2-17*
6. *Heenan, Dr R. (2017). Healthy Higher Density Living for Kids. NSW Government & City of Parramatta*
7. *Urban Land Institute. (2013). The Economics of Mid-Rise versus High-Rise Construction.*
8. *SRL Housing Needs Assessment*
9. *Glaeser, E. L. (2011). Triumph of the City: How Our Greatest Invention Makes Us Richer, Smarter, Greener, Healthier, and Happier. Penguin Press*

Design Direction 6: Establish diverse, liveable and productive neighbourhoods

Why is this important?

Clusters of buildings with similar scale and massing contribute to distinct place identities. The variation between these identities enhances the experience and legibility of the broader urban area. Varied building types also contributes to a diverse range of housing and business accommodation types, creating a more mixed and balanced community.

As noted in Strategy UF2: Mid-rise development, mid-rise buildings generally range from 5 to 12 storeys and are no greater than 15 storeys. Therefore, a general preference for this form of development need not result in uniform character outside the area around the SRL station. Distinct characters can be created by adopting a more specific height range within the mid-range scale, along with particular building siting and setback parameters (and land use mixes).

These built form choices should be based on the particular characteristics of the area and factors such as:

- Accessibility to public transport, jobs and services
- Housing choice, affordability and diversity
- Desired land use, including an aspiration to connect distinct activity nodes
- Accessibility to parkland
- Valued existing character including urban structure and topography.

In summary, specific built form attributes should be promoted in different parts of the Structure Plan Area, to create places with distinct identities, contribute to legibility, facilitate housing and business accommodation diversity across the whole area, and to support the land use and transport aspirations for those urban form areas.

Main streets

Although the aspiration to accommodate growth generally outweighs that to maintain the existing character, activity centres featuring fine-grain main streets are an exception. This is because their narrow lots present a particular challenge for viable floorplates, disincentivising redevelopment compared with other locations. Their fine-grain subdivision pattern also creates a distinctive character of small tenancies that support local, independent retailers. This character contributes to a more engaging public realm and is generally highly valued by local communities.

Existing small retail strips have a different character and present an opportunity to be comprehensively redeveloped due to their relatively small size. Therefore, these areas are proposed to have bespoke outcomes that complement their surrounding retail character

The challenges of redeveloping narrow lots mean that it is likely that many such lots in a strip will remain undeveloped for the foreseeable future. Therefore, the form of development that is promoted in such areas should complement the existing fine-grain, low-rise character.

Public transport oriented development

Denser development supports greater use of public transport that is within easy reach. However it can also change the character of an area and the amenity its public realm and private spaces.

In each part of the Structure Plan Area, there is a need to strike a balance between providing for growth and moderating change to amenity and character. This balance should be weighted towards growth in the central core and SRL station environs, where access to jobs and services is greatest, and the need for sensitivity to existing character within and immediately outside the Structure Plan Area is least.

In contrast, it should be weighted towards maintaining the existing amenity and complementing the existing character towards the edges of the Structure Plan Area (without ignoring the need for growth). The areas between the core and edge should have a more balanced weighting.

This pattern creates the classic cone form of increasing building scale towards the centre of the Structure Plan Area, which contributes to the legibility of the broader area. The gradient of this cone should respond to the scale of public transport, jobs and services in the core, such as reaching taller buildings in centres with more than one rail line and/or a particularly significant number of jobs, such as Box Hill / Monash / Clayton and lower buildings in centres with only one rail line and/or a lesser number of jobs, such as Burwood.

Main roads generally carry public transport and are wider than local streets. Public transport provides a high level of accessibility to jobs and services. Greater width enables taller buildings to be accommodated without overwhelming the street. Therefore, denser buildings should be provided for along main roads. A mix of commercial and residential uses is appropriate to capitalise on the higher level of accessibility, along with adaptable buildings able to respond to changes in market demand for different uses. Denser, mixed-use buildings will contribute to a distinct 'boulevard' character.

Land use facilitation

Different forms of development facilitate different land use outcomes. For example:

- Taller buildings contribute to more vibrant environments, suited to commercial uses, and lower buildings support quieter places with higher environmental amenity, suited to residential uses
- Larger floorplates support commercial uses and narrower floorplates support residential uses
- Some industrial uses require large to very large floorplates with generous loading areas
- Buildings that are built close to the street frontage support commercial uses (notably those forming a continuous street wall for retail uses) and those that are set back from the street and freestanding provide more privacy and amenity for residential uses.

Demand for different uses varies over time, and is not possible to predict with any accuracy. Designing adaptable buildings that can accommodate a land use change over time is one possible solution. Adaptable buildings facilitate changes in use without the need for redevelopment, which is environmentally and financially costly. Adaptability is supported by a modest street setback, ground floor facades oriented towards the street, generous floor-to-floor dimensions to support commercial uses, and relatively shallow floorplates to provide good internal residential amenity.

Areas immediately adjacent to the commercial / retail core with an existing medium-density character are most suited to accommodate mixed-use and adaptable buildings, because they are contiguous with existing commercial activity and because the change in built form character is less abrupt than it would be in lower-density areas.

Diversity of housing

As discussed in Design Direction 5, residential typologies need to provide a diversity of housing options, allowing for future residents to have access to suitable 'right sized' and affordable accommodation. Accommodating for these diverse housing options will result in different areas requiring a different place identity.

Employment neighbourhoods

Areas with a high concentration of employment uses require careful consideration of the ambitions and expectations of these industries to ensure the built form and public realm support them. To attract and foster technology-led life science, health and education sectors, these neighbourhoods need to be sustainable, connected and desirable places. These areas need to support the needs of all-hour workers by ensuring a safe and attractive public realm at night and day. The public realm and built form should also foster incidental social connections and transfer of knowledge between workers.

Alignment with SRL Urban Design Framework:

Design Direction 6 will help to achieve the following SRL Urban Design Objectives (see Section 2.3):

- Objective UD1.1 Legacy
- Objective UD1.2 Future ready
- Objective UD1.4 Environmentally sustainable
- Objective UD2.1 Strategic alignment
- Objective UD2.2 Functional urban structure
- Objective UD2.3 Integration with context
- Objective UD2.4 Welcoming
- Objective UD3.1 Linkages
- Objective UD3.2 Transport integration
- Objective UD3.3 Legible
- Objective UD3.4 Green network
- Objective UD4.2 Twenty-minute neighbourhoods
- Objective UD5.2 Responsive
- Objective UD6.1 Amenity
- Objective UD6.3 User experience
- Objective UD6.5 Activation

What is happening now in Burwood?

Gardiners Creek Reserve is one of the primary organising elements of the Burwood Structure Plan Area. Educational and industrial areas are scattered along it and result in dispersal of pedestrian activity.

Burwood Highway is a major movement and public transport corridor. The interfacing land uses of residential to the south and Deakin University to the north are distinct from each other and don't interact across Burwood Highway.

Deakin University is a key employment area which is comprised of taller built form with a generous public realm.

The industrial area to the west of Gardiners Creek provides local jobs and services.

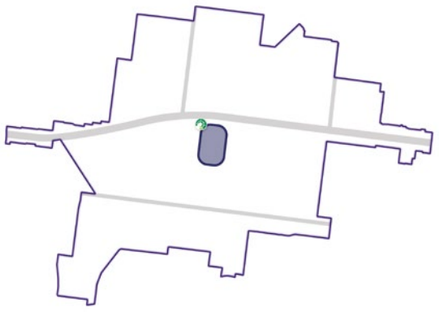
The remainder of the Structure Plan Area is predominantly low-rise detached dwellings in a garden setting.

How can this direction be achieved in Burwood?

Strategy UF3: Vibrant core

Promote higher-density mixed-use development in the Structure Plan Area core.

Taller built form should be facilitated within the commercial / retail core to complement the existing and desired built form intensity of the area, while supporting a range of land use types.

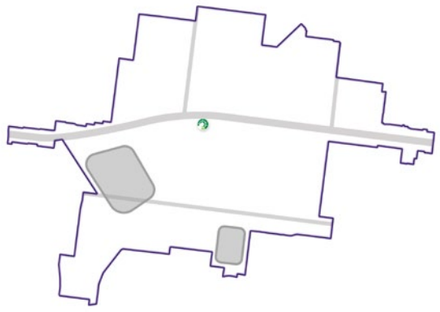


High-rise precedents

Strategy UF4: Enterprise neighbourhoods

Provide for fine-grain and large lot enterprise land uses.

The enterprise neighbourhood should support the moderate intensification of jobs growth, providing space for enterprise businesses in small or large footprint buildings. The landscape character and street level activation of this area should be enhanced.

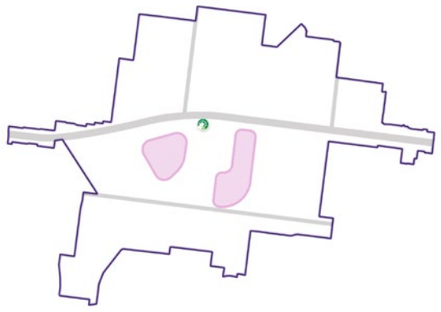


Enterprise neighbourhood precedent

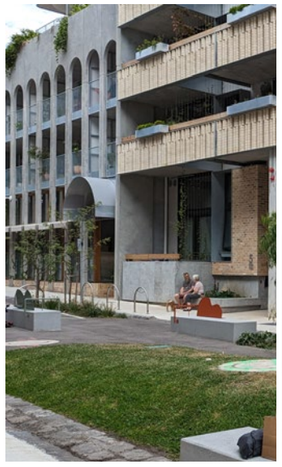
Strategy UF5: Mixed-use neighbourhoods

Facilitate mid-rise mixed-use neighbourhoods adjacent to the urban core or nearby transport nodes.

An adaptable building typology which can accommodate a range of land uses and has a commercial-capable ground floor design should be provided in mixed-use neighbourhoods.



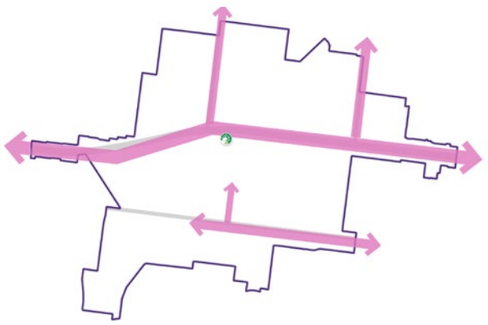
Mixed-use precedents



Strategy UF6: Boulevards and Avenues

Facilitate continuous, mixed-use, mid-rise built form along main roads.

Buildings should strongly frame the wide roads, and provide an adaptable building typology with commerical-capable ground floors.

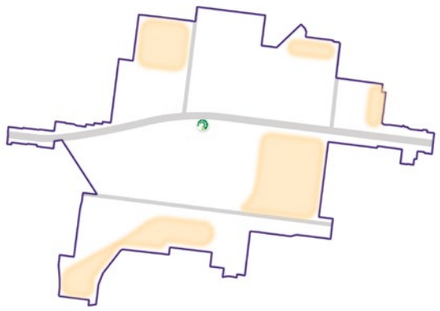


Boulevards and avenue precedent

Strategy UF7: Residential neighbourhoods

Promote low to mid-rise apartment buildings and townhouses in a garden setting in most residential neighbourhoods.

Buildings should promote the existing garden setting and feature front, side and rear landscape setbacks, on single and consolidated lots

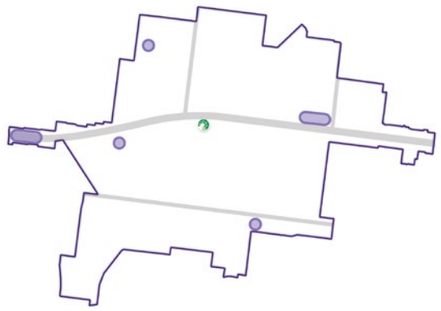


Residential precedent

Strategy UF8: Main streets and existing small retail strips

Complement the fine-grain, low-rise character of local shopping strips.

Main street buildings and buildings located within existing small retail strips should complement the existing scale and rhythm of the streetscape, maintain amenity to the public realm and support a retail ground floor.

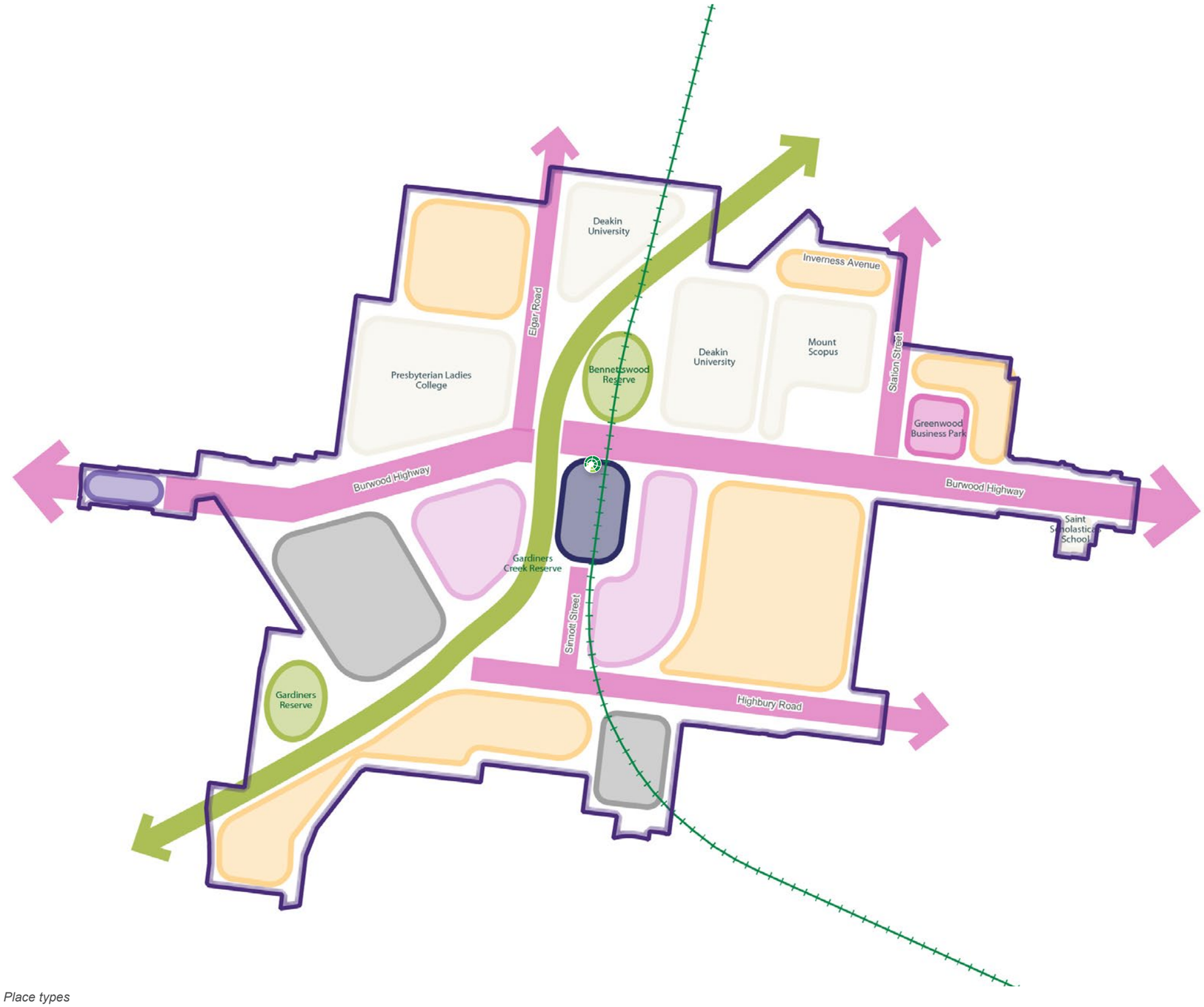


Main streets and existing small retail strips precedent

Place types

As a result of the urban form design directions and strategies, a pattern of distinct place types has emerged within the Structure Plan Area.

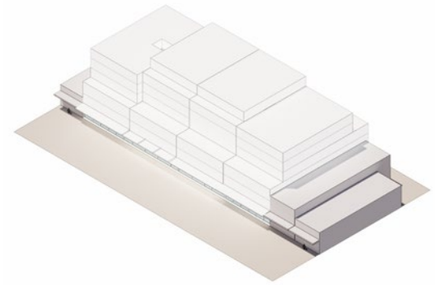
Each place type represents a different urban form outcome which capitalises on its existing attributes and supports its desired land use function, reinforcing their collective diversity, individual identity and sense of place.



Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Gardiners Creek Reserve
- Central Core
- Main Streets
- Key Movement Corridors
- Urban Neighbourhoods
- Education
- Residential Neighbourhoods
- Enterprise Neighbourhoods
- Public open space

Figure 4.4: Place types



Development types

A range of development types was explored for each place type based on their specific opportunities and constraints, and desired land use outcomes.

While the development types were employed to develop the Urban Form Framework for the Structure Plan Area, the proposed typologies are indicative and, in reality, a range of built form outcomes is likely to occur.

The development types were informed by research into best practice development typologies, contained in SRL East Structure Plan - Urban Design Supporting Research - Attachment A.

Place type: Central Core

The development type recommended in the Central Core is the high-rise podium-tower. Medium-high rise towers in the form of podium-tower buildings can deliver the level of intensification envisaged for the Central Core. Smaller lots will require lot amalgamation to enable the development of podium-tower buildings.

Provided it is appropriately-scaled, the podium provides a street-edge form that facilitates good public realm amenity in terms of human scale, sky views, sun and wind conditions, and complements the existing character, which generally comprises low-rise street walls. Best practice podium-tower design includes active street facades with any above-ground car parking ‘sleeved’ behind other uses, and well-separated towers with generous setbacks.

A mix of uses is necessary to deliver the desired vibrancy and activation. The podium-tower format enables a range of retail types in the podium and office and/or residential uses above.

Place type: Main Streets

The development type recommended in the Main Street place type is shoptop infill.

This development type provides for employment and housing growth and increased vibrancy, particularly outside retail hours, while complementing the existing character and providing a high level of pedestrian amenity.

It relies on the amalgamation of up to three typical lots, to create a feasible site width.

The proposed type incorporates a 2 to 3-storey, zero-setback, boundary-to-boundary street wall that will complement the existing vibrant and memorable character created by low-rise, continuous, active streetscapes.

The street wall is articulated to reflect the existing fine-grain character and activated by commercial ground floor uses.

Above the street wall, upper levels are set back to ensure an appropriate balance between openness and enclosure in the street, along with good solar access.

The proposed use-mix varies with the role and function of the urban form area.

Place type: Residential Neighbourhoods

The development types recommended in the Residential Neighbourhoods are the garden apartments, which are apartments on amalgamated lots, generally equal or greater than 24 metres in width, and townhouses on single lots, generally less than 24 metres in width.

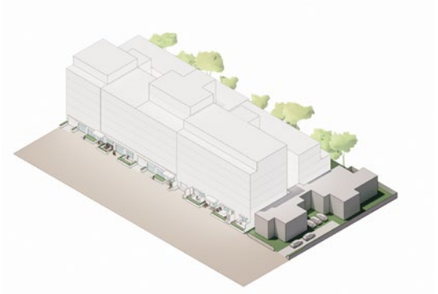
The garden apartment development type provides for the same type of development on amalgamated lots as proposed in Phase 2 of the Future Homes program or, going back further, the art deco apartment boom of the 1920s and 30s, but with a slightly increased density, which is considered appropriate because these areas are within walking distance of a higher order (SRL) station. However, the density is limited to mediate the transition in character and provide a different housing choice than that offered in other urban form areas. In particular, approximately 20 per cent of the apartments will have generous ground level gardens, making them suitable for families.

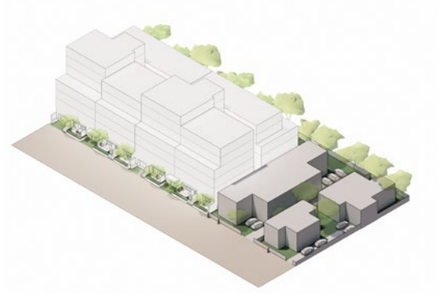
The development of 4 to 6-storey garden apartments rely on the amalgamation of two typical lots, generally equal or greater than 24 metres in width, which is necessary to deliver higher-density while providing good-quality internal amenity and providing a well-landscaped perimeter.

Importantly, lot amalgamation enables generous side and rear setbacks which will provide for high-quality on-site amenity and significant contribution to tree canopy cover. This typology provides a 35 per cent deep soil area across the front, sides and rear of the lot.

The substantial provision for canopy trees in front, side and rear setbacks will retain and strengthen the leafy character that predominates in these areas. These trees will significantly mitigate the visual presence of taller buildings on the existing streetscape and backyard character of these areas

The development of 3-storey townhouses with lesser side setbacks are appropriate on typical single lots, generally less than 24 metres in width. Low front fences and front doors and windows facing the street will provide passive surveillance of the street.





Place type: Key Movement Corridors and Urban Neighbourhoods

The development type recommended in the Key Movement Corridors and Urban Neighborhoods is urban infill. These highly adaptable buildings are able to accommodate commercial and / or residential uses. They deliver moderately high density along main roads, in accordance with Strategy UF6: Boulevards and Avenues, without the potentially adverse impacts of taller buildings on local character and amenity. Importantly, this development type can be developed on the vast majority of the lots found in these urban form areas without the need for lot amalgamation.

Urban infill development provides a vibrant and memorable urban character, good private amenity and protection of neighbouring amenity to the rear, adaptability for mixed and changing uses, and reasonable space for tree canopy cover. The minimal front setback and lack of side setbacks ensure a well-activated and strongly-framed public realm. The strong relationship with the street also supports commercial uses at ground or upper levels where desired.

The primary orientation of accommodation to the street and middle of the block enables differing uses to comfortably exist side-by-side where relevant. Generous rear setbacks ensure good amenity for accommodation facing towards the middle of the block, including adjacent properties to the rear, and space for tree planting.

As the Key Movement Corridors and Urban Neighbourhoods evolve through new urban infill development, they will experience a substantial change in character. As noted in Design Direction 5, this is considered to be an inevitable outcome of the vision for transformational change. This kind of transition in character is consistent with other transforming areas such as Brunswick Activity Centre, Cremorne and Box Hill between Whitehorse Road and the hospital. Low-rise dwellings will no longer represent the preferred character, and will increasingly become anomalies.

The sheer on-boundary side walls of urban infill development will change the amenity of any neighbouring low-rise dwellings to the side However, the lack of side setbacks is necessary to enable viable development of appropriate density on single lots and avoid constraining development on neighbouring properties to the side, in accordance with Strategy BF11: Building Orientation. The introduction of side setbacks to protect the existing amenity and character would mean that lot amalgamation is required to achieve a viable floorplate, and greater height is needed to maintain the density envisaged by Strategies UF5: Mixed-use neighbourhoods and UF6: Boulevards and Avenues.

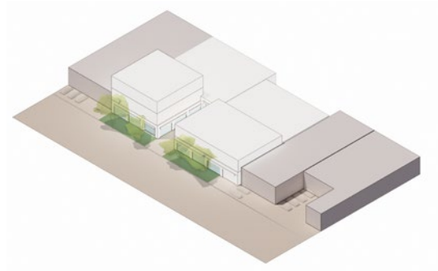
The majority of lots in this place type are occupied by detached dwellings whose primary orientation is towards the street and a rear garden, rather than towards side boundaries. Therefore, the impact of sheer on-boundary side walls will be generally limited to the secondary rooms that face side boundaries.

Urban Infill development is proposed to have a generous rear setback, which will limit its impact on the amenity and equitable development of neighbouring rear gardens. The rear setbacks of existing and future development will ultimately combine to form a large green space in the middle of the block.

The building height and upper level street setbacks vary based on street width to ensure an appropriate balance between openness and enclosure in the street, along with reasonable solar access. In the Key Movement Corridors, urban infill provides a taller street wall, with upper levels maintaining a 1:1 ratio with the street. In the Urban Neighbourhoods, it provides a street wall equal to the street width, with upper levels setback to maintain an open character.

This development type includes a landscaped front setback as well as a generous, landscaped rear setback, resulting in a combined 10 to 15 per cent deep soil area.

The proposed use-mix varies with the role and function of the urban form area.



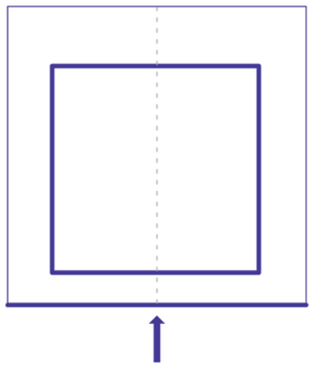
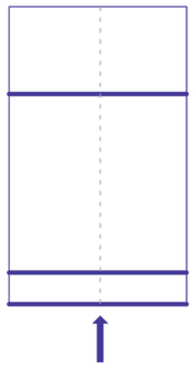
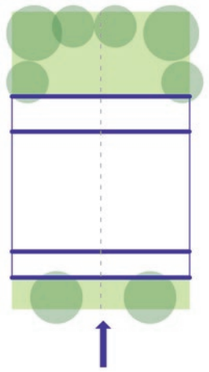
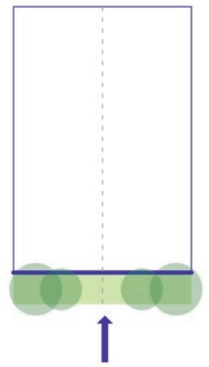
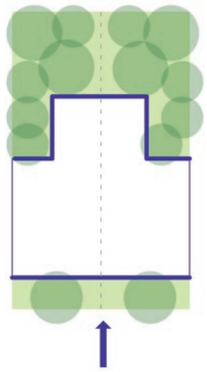
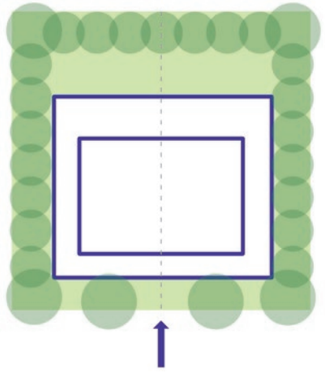
Place type: Enterprise Neighbourhoods

A range of development types are envisaged in Enterprise Neighbourhoods. In order to host a wide range of employment uses. This may include a freestanding building on larger or amalgamated lots, or a boundary-to-boundary infill building on narrower lots.

Importantly, buildings in these areas should position loading and servicing activities away from the street frontage, and instead address the street with their most active uses and incorporate a modest landscaped setback. This will contribute to a more inviting streetscape, attracting new businesses to the area. This typology provides a 5 to 10 per cent deep soil area at the front of the lot.

Development type typology outcomes

The following diagram provides a comparison of the general outcomes achieved by each development type.

	Place type: Central Core	Place type: Main Streets	Place type: Key Movement Corridor and Urban Neighbourhoods	Place type: Enterprise Neighbourhoods	Place type: Residential Neighbourhoods	
						
Height	10 to 11 storeys	7 storeys	6 to 8 storeys	2 to 6 storeys	2 to 3 storeys	4 to 6 storeys
Density	5.6:1	4:1	3.5:1	2.5:1	1.2:1	2:1
Deep soil area and canopy trees	0 per cent	0 per cent	10 to 15 per cent	5 to 10 per cent	20 to 25 per cent	35 per cent
Use mix	Mixed-use	Mixed-use	Mixed-use	Commercial	Residential	Residential
Application	Commercial / retail core / SRL station area	Mixed-use or retail streets	Mixed-use or higher-density residential area	Employment area	Residential area - single lot	Residential area - amalgamated lots

4.4 Urban Form Framework

The Urban Form Framework outlines the future urban form and land use attributes for the Structure Plan Area. It has been developed by refining the pattern of place types into collections of more precise urban form areas within the Structure Plan Area based on:

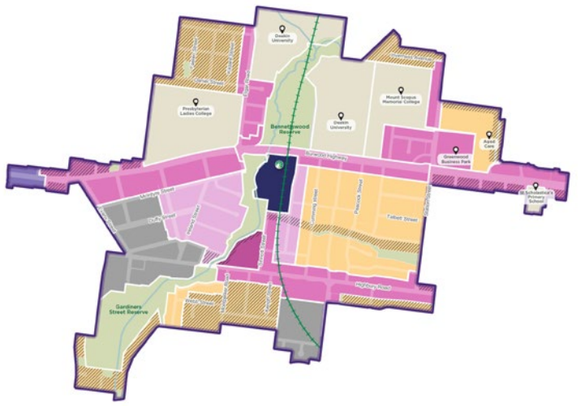
- Existing urban structure such as key movement corridors, barriers and key anchors (see Section 2.5)
- Existing character attributes
- Areas with a similar level of constraints to urban form change (see Figure 4.3)
- Existing land use pattern
- Burwood Vision
- Land use directions.

The urban form areas are outlined on the following pages.

Place types

Urban form areas

Urban Form Framework plan



4.5 Urban form areas

Figure 4.5 identifies the future urban form areas and the following pages describe their attributes, grouped by place types.

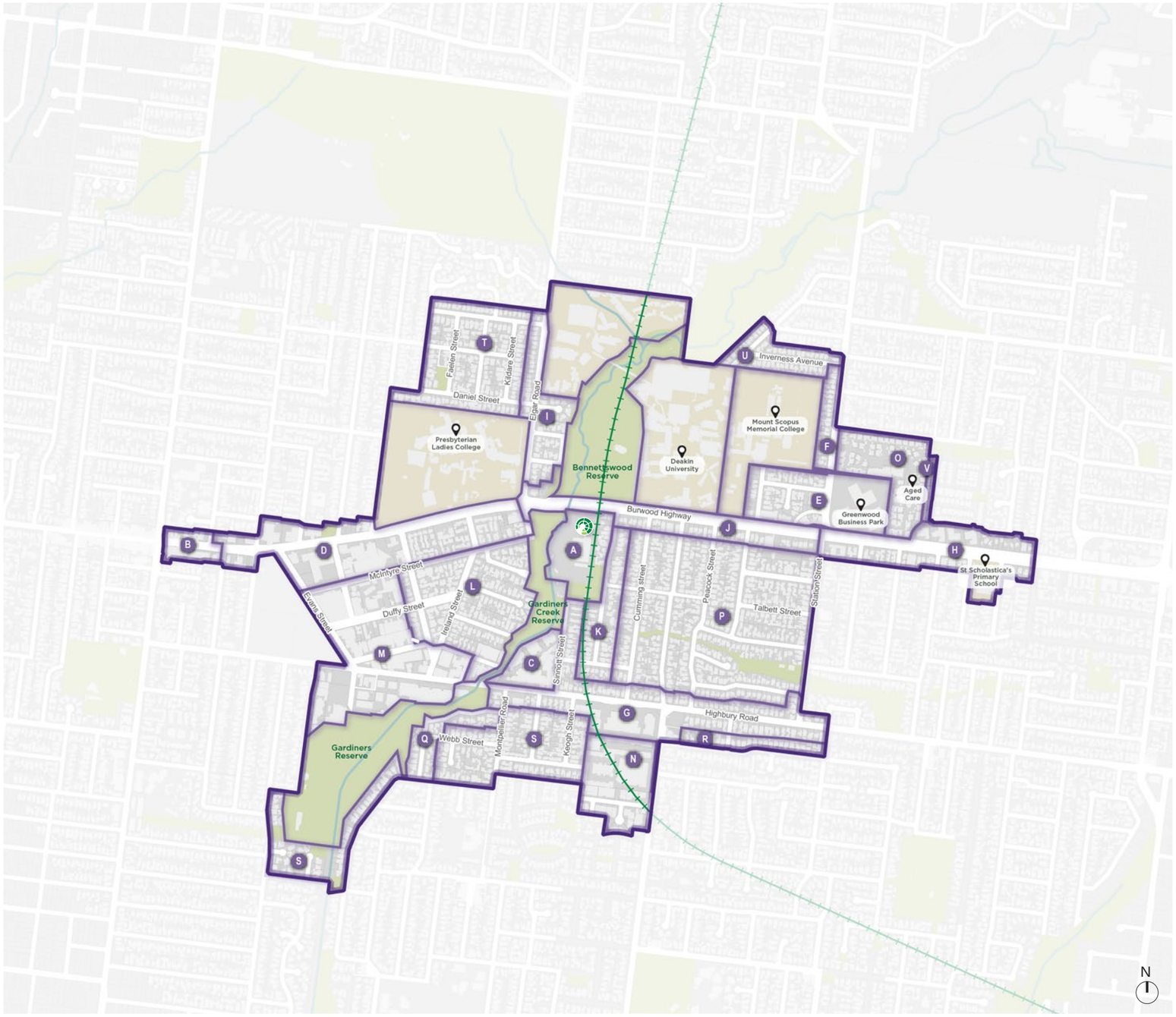


Figure 4.5: Future urban form areas

Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Urban form area
- Civic areas - Victorian or local government or institutional land not envisaged for substantial change

Place type: Central Core

The urban form area within the Central Core is the most accessible and contains the SRL station. The Central Core will provide for high-density employment and retail uses, and will capitalise on the high level of accessibility and services available. Podium-tower development type is recommended for tis area.

A Core Area

The Core Area is the most accessible part of the Structure Plan Area. It contains the SRL station, the station development areas (Strategic Sites) and is serviced by the tram route along Burwood Highway. It lies in the Gardiners Creek valley and features a direct frontage to Gardiners Creek Reserve and trail. It is also close to Deakin University. The majority of the area has been acquired for the construction of SRL with remaining detached dwellings surrounding Sinnott Street Reserve. The row of detached dwellings along McComas Grove is included to provide sufficient land to develop an activity centre. These properties have relatively little unit development or other development constraints, presenting the opportunity for wholesale character change through widespread redevelopment. This urban form area is predominantly zoned PUZ and GRZ.

Place type: Main Streets

The urban form area comprises the traditional retail strip and commercial properties along the western end of Burwood Highway. Shoptop infill development type is recommended in this area to provide mid-density uses while ensuring the ‘Main Street’ character is maintained.

B Burwood Local Activity Centre

Burwood Local Activity Centre comprises narrow commercial properties fronting Burwood Highway at the western edge of the Structure Plan Area. It is currently characterised by small, 1 to 2-storey shops built boundary-to-boundary. The width and accessibility of Burwood Highway including the presence of public transport present an opportunity for increased scale. However, the narrow width and small size of the majority of the properties will constrain redevelopment. The land is currently zoned C1Z.

Place type: Key Movement Corridors

The urban form areas within Key Movement Corridors have varying degrees of accessibility, and comprise a mix of low-rise commercial development and detached residential dwellings set along grand boulevards and avenues. To frame the public realm and provide adaptable buildings, the urban infill development type is recommended.

C Sinnott Street South

Sinnott Street South is an industrial area immediately south of the Core Area with a broad interface to Gardiners Creek Reserve. It comprises one large industrial strata title, with few development constraints. The proximity of the future SRL station may support redevelopment for higher-order employment uses. Development in this site should capitalise on its strategic location and provide an increase in the scale of built form, as well as improved access to, and amenity of, the Gardiners Creek Reserve. The land is currently zoned INZ.

D Burwood Highway West

Burwood Highway West comprises land fronting the western end of the Burwood Highway corridor where it passes through the Structure Plan Area. It links the Toorak Road neighbourhood activity centre and the Core Area. The area is currently characterised by a mix of low-rise commercial buildings towards the west, including large-format retail uses, and low-rise residential units and detached dwellings towards the east. The public transport and width of Burwood Highway, and proximity to the SRL station, create a distinct opportunity for taller buildings. The commercial properties and those with detached dwellings have relatively few development constraints, presenting the opportunity for wholesale character change through widespread redevelopment. However, the strata-titled nature of the residential units will constrain redevelopment. The commercial properties are currently zoned C2Z and MUZ, and the residential properties are zoned RGZ.

E Greenwood Business Park

This urban form area lies immediately east of Deakin University. It comprises the Greenwood Business Park, the neighbourhood activity centre on the corner of Burwood Highway and Station Street, and a number of detached dwellings to the north-west. There are relatively few development constraints west of Station Street. The Greenwood Business Park is in single ownership, although leases and the existing scale and configuration of its buildings will require redevelopment to be carefully staged. Together, this offers the potential for redevelopment to support the growth, commercialisation and/or student life of Deakin University. The dwellings are currently zoned GRZ and the commercial land is zoned C1Z.

F Station Street

Station Street comprises properties fronting Station Street in the northeastern corner of the Structure Plan Area. It is currently characterised by low-rise residential units. The main road character of Station Street presents the potential for an increase in scale, although the strata-titling presents some development constraint. This area is currently zoned GRZ.

G Highbury Road

Highbury Road comprises properties fronting Highbury Road east of Gardiners Creek Reserve. Properties along Sinnott Street are included to create a strong connection between the Core Area and the southern part of the Structure Plan Area, including the Gardiners Creek Employment area. The area is currently characterised by a mix of industrial development, residential units and detached dwellings. The main road character presents the potential for an increase in scale. The strata-titling of the industrial development and residential units presents some development constraint, while the detached dwellings have few development constraints, presenting the opportunity for redevelopment to create a more consistent medium-density character. This area is currently predominantly zoned INZ and GRZ.

Place type: Key Movement Corridors

H Burwood Highway East

Burwood Highway East comprises land fronting the eastern end of the Burwood Highway corridor where it passes through the Structure Plan Area. The area is currently characterised by a mix of detached dwellings, residential units and low-rise apartment buildings. The width and accessibility of Burwood Highway including the presence of public transport present an opportunity for increased scale. The detached dwellings have few development constraints, presenting the opportunity for redevelopment to create a more consistent medium-density character. The land is currently zoned RGZ.

I Elgar Road

Elgar Road comprises properties fronting Elgar Road leading north from the Core Area. It is currently characterised by detached dwellings in garden settings. The land on the east side of the road slopes down to Gardiners Creek Reserve to the east. The main road character of Elgar Road presents the potential for an increase in scale. The detached dwellings have few development constraints, presenting the opportunity for wholesale character change through widespread redevelopment. This area is currently zoned GRZ.

J Burwood Highway Central

Burwood Highway Central contains Burwood Highway which carries a tram route lining the SRL station with bus routes along Station Street. This part of the highway is addressed by a series of key anchors, including Deakin University, the Station Street activity centre and the Greenwood Business Park. The area includes properties on its south side currently characterised by detached dwellings and zoned RGZ. The width and accessibility of the highway, and proximity to the SRL station, present a distinct opportunity for an increase in scale. There are relatively few development constraints, presenting the opportunity for wholesale change through widespread redevelopment to contribute to a new, higher density character along both sides of the highway.

Place type: Urban Neighbourhoods

The urban form areas within Urban Neighbourhoods are residential-focused, mixed-use neighbourhoods close to the commercial / retail core and / or public transport. To create a continuous, activated street wall which complements the scale of the street, with a landscape setback and mid-rise building form, the urban infill development type is recommended.

K McComas Grove

McComas Grove comprises properties on both sides of McComas Grove, immediately east of the Core Area and SRL station. It is currently characterised by a mix of detached dwellings in garden settings. The proximity of the future SRL station and activity centre support an increase in density, which would help to moderate the change in scale between the Core Area and surrounding residential hinterland. The detached dwellings have few development constraints, presenting the opportunity for redevelopment to create a more consistent medium-density character. The land is currently zoned GRZ.

L Gardiners Creek West

Gardiners Creek West is a broad residential neighbourhood that slopes down to Gardiners Creek opposite the Core Area and SRL station. It is bound by industrial land to the west and south, and the rear of properties fronting Burwood Highway/ unit developments to the north. It is currently characterised by detached dwellings in garden settings with some residential units. The proximity of the future SRL station and activity centre, and the Gardiners Creek Reserve, support an increase in density. The detached dwellings have few development constraints, presenting the opportunity for redevelopment to create a more consistent medium-density character. The land is currently zoned GRZ.

Place type: Enterprise Neighbourhoods

The urban form areas within Enterprise Neighbourhoods are comprised of low-medium rise light-industrial buildings with front setbacks set along local streets. To support a wide range of employment uses, a specific development type is not recommended. However, buildings should enhance the public realm through front setbacks and by locating loading and servicing activities away from the street.

M Gardiners Creek Employment

Gardiners Creek Employment is an industrial area in the west of the Structure Plan Area. It is bound by Burwood Cemetery to the west, commercial properties Burwood Highway to the north, residential land to the east and the Gardiners Creek Reserve to the south. It comprises a range of lot sizes, developed for low-rise buildings, with few development constraints. The proximity of the future SRL station may support redevelopment for higher-order employment uses. The land is currently zoned INZ.

N Employment South

Employment South comprises the Hallmarc Business Park and Burwood Industrial Park fronting Huntingdale Road in the south of the Structure Plan Area. It is bound by residential land to the east and west, and industrial properties to the north and south. The two estates' common property distinguishes them from the industrial urban form area immediately south, while the land to the north is distinguished by its frontage to Highbury Road. The land is currently zoned INZ.

Place type: Residential Neighbourhoods

The urban form areas within Residential Neighbourhoods are comprised of low-rise residential areas in the outer parts of the Structure Plan Area. To maintain the 'leafy' character whilst providing for increased residential density, the garden apartment development type is recommended. In places with specific character attributes requiring protection, or at the edge of the Structure Plan Area, a 4-storey garden apartment development type is recommended.

O Aged Care

The Fountain Court Retirement Village is characterised by detached dwellings in a leafy setting. It is a very large site that offers the potential for staged redevelopment for higher density buildings. It is currently zoned GRZ.

P Residential East

Residential East is a broad residential neighbourhood between the Burwood Highway, Station Street, Highbury Road and McComas Grove corridors. It features the Lundgren Chain Reserve, which runs through it from east to west. The area is currently characterised by detached dwellings in a garden setting. It has relatively little unit development or other development constraints. This presents the opportunity for wholesale character change through widespread redevelopment in response to the proximity of the SRL station and associated activity centre. It is currently largely zoned GRZ.

Q Gardiners Creek Residential

Gardiners Creek Residential comprises residential properties fronting the Gardiners Creek Reserve in the southwestern corner of the Structure Plan Area, and the industrial land fronting Gardiners Creek Reserve on the corner of Highbury Road and Sinnott Street. The residential land is currently characterised by detached dwellings in garden settings, with few development constraints. The frontage to the Gardiners Creek Reserve supports an increase in density and, in the case of the industrial land, rezoning to enable higher density residential use. Redevelopment would present opportunities for new pedestrian links to the parkland. The land is currently zoned NRZ and INZ.

R Highbury Road South

Highbury Road South is a narrow residential pocket between properties facing Highbury Road and residential areas outside the Structure Plan Area. It is currently characterised by detached dwellings in garden settings that have few development constraints. However, due to its interface with low-scale residential to the south, redevelopment in this area should be of moderate scale to create a more consistent low to medium-density character. It is currently zoned GRZ.

S Residential South

Residential South is a residential pocket south of the Highbury Road corridor and bound by land fronting Gardiners Creek Reserve to the west and industrial land to the east. It is currently characterised by unit developments, whose strata-titling presents some development constraint, and detached dwellings in garden settings. The areas of detached dwellings have few development constraints, presenting the opportunity for redevelopment to create a more consistent medium-density character. It is currently zoned GRZ and NRZ.

T Residential Northwest

Residential Northwest is a residential pocket north of Presbyterian Ladies' College and west of the Elgar Road corridor. It lies on higher ground centred on Apex Park and nearby shops, and close to Wattle Park and Gardiners Creek Reserve. The area is currently characterised by detached dwellings in a garden setting. It has relatively little unit development or other development constraints. This presents the opportunity for wholesale character change through widespread redevelopment in response to the proximity of the SRL station and associated activity centre. It is currently largely zoned GRZ.

U Inverness Avenue

Inverness Avenue is a residential pocket north of Mount Scopus College, interfacing Gardiners Creek Reserve to the west. It is currently characterised by detached dwellings in garden settings that have few development constraints, presenting the opportunity for redevelopment to create a more consistent medium-density character. It is currently zoned GRZ.

V Aged Care East

Aged Care East is a narrow residential pocket between Fountain Court Aged Care and residential areas outside the Structure Plan Area. It is currently characterised by detached dwellings in garden settings that have few development constraints. However, due to its interface with low-scale residential to the east, redevelopment in this area should be of moderate scale to create a more consistent low to medium-density character. It is currently zoned GRZ.

Urban Form Framework plan

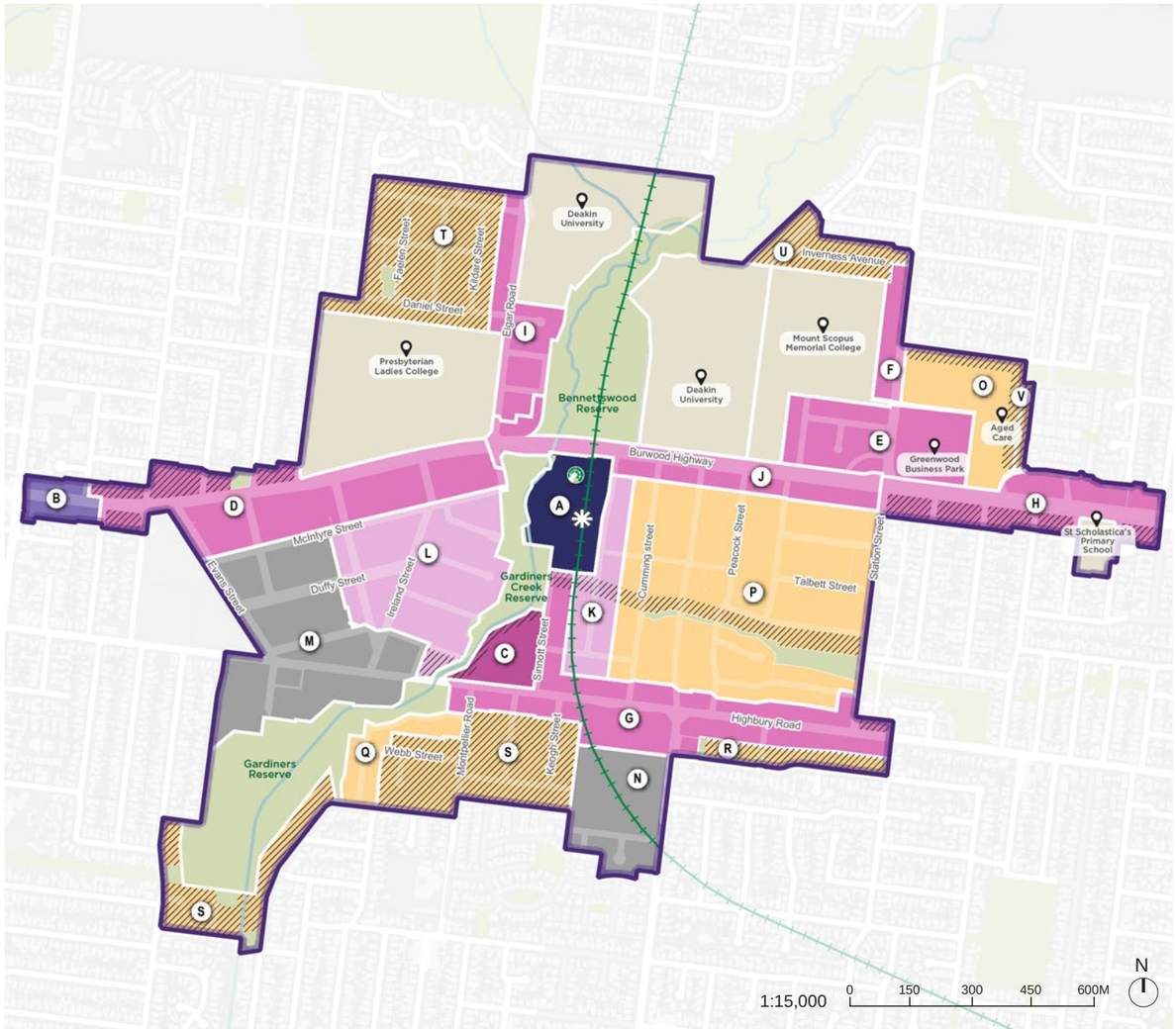


Figure 4.6: Urban Form Framework

Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Strategic Sites - station development area
- Civic areas - Victorian or local government or institutional land not envisaged for substantial change
- Sensitive / constrained / isolated areas [5]

Legend	Place type	Urban form area	Indicative density [1]	Indicative building height [2]	Land use mix [3]
	Central Core	A - Core Area	FAR 2.2 [4]	41 metres (10 to 11 storeys)	Commercial
	Main Streets	B - Burwood Local Activity Centre	FAR 4	25 metres (7 storeys)	Commercial
	Key Movement Corridors	C - Sinnott Street South	FAR 3.5	27 to 41 metres (7 to 11 storeys)	Mixed-use
		D - Burwood Highway West		27 metres (7 to 8 storeys)	Mixed-use / employment
		E - Greenwood Business Park			Mixed-use / commercial
		F - Station Street			Housing
		G - Highbury Road			Mixed-use / emplyment / commercial / housing
		H - Burwood Highway East			Housing
		I - Elgar Road			Housing
		J - Burwood Highway Central			Mixed-use / civic, community and cultural
	Urban Neighbourhoods	K - McComas Grove	FAR 3	24 metres (6 to 7 storeys)	Mixed-use
		L - Gardiner Creek West			Housing
	Enterprise Neighbourhood	M - Gardiners Creek Employment	-	24 metres (6 storeys)	Employment
		N - Employment South			
	Residential Neighbourhoods	O - Aged Care	Garden apts. FAR 2	Garden apartments 21 metres (6 storeys)	Housing
		P - Residential East			
		Q - Gardiner Creek Residential	Townhouses FAR 1.2	Townhouses 11 metres (3 storeys)	
		R - Highbury Road South	Garden apts. FAR 1.5	Garden apartments 14 metres (4 storeys)	
		S - Residential South			
		T - Residential Northwest	Townhouses FAR 1.2	Townhouses 11 metres (3 storeys)	
		U - Inverness Avenue			
		V - Aged Care East			

Figure 4.7: Urban Form Framework table

1. *Indicative densities, which may vary based on specific circumstances. Densities are provided to indicate the intensity of development, not because they are proposed to be translated into planning controls.*
2. *Indicative heights, which may vary based on specific circumstances. Refer to Section 5.3 for preferred building heights.*
3. *Based on the Land use scenario and Capacity analysis work.*
4. *Central Core FAR based on an allowance of 30 per cent of the site area for internal roads and open space.*
5. *These areas are described in Strategy UF1: Substantial change.*

5 Built Form

AJM
Joint Venture

5.1 Introduction

This section sets out a Built Form Framework to achieve the Vision for Burwood, and summarises the design directions and strategies.

The Built Form Framework and strategies were informed by the SRL Urban Design Framework and the Vision for Burwood. This was supplemented by an analysis of the existing development conditions (see Appendix A) and extensive research into best-practice urban development typologies provided in SRL East Structure Plan - Urban Design Supporting Research - Attachment A.

The Built Form Framework was developed concurrently with the Public Realm Framework and each informs the other.

The methodology for developing the Built Form Framework is summarised in Figure 5.1.

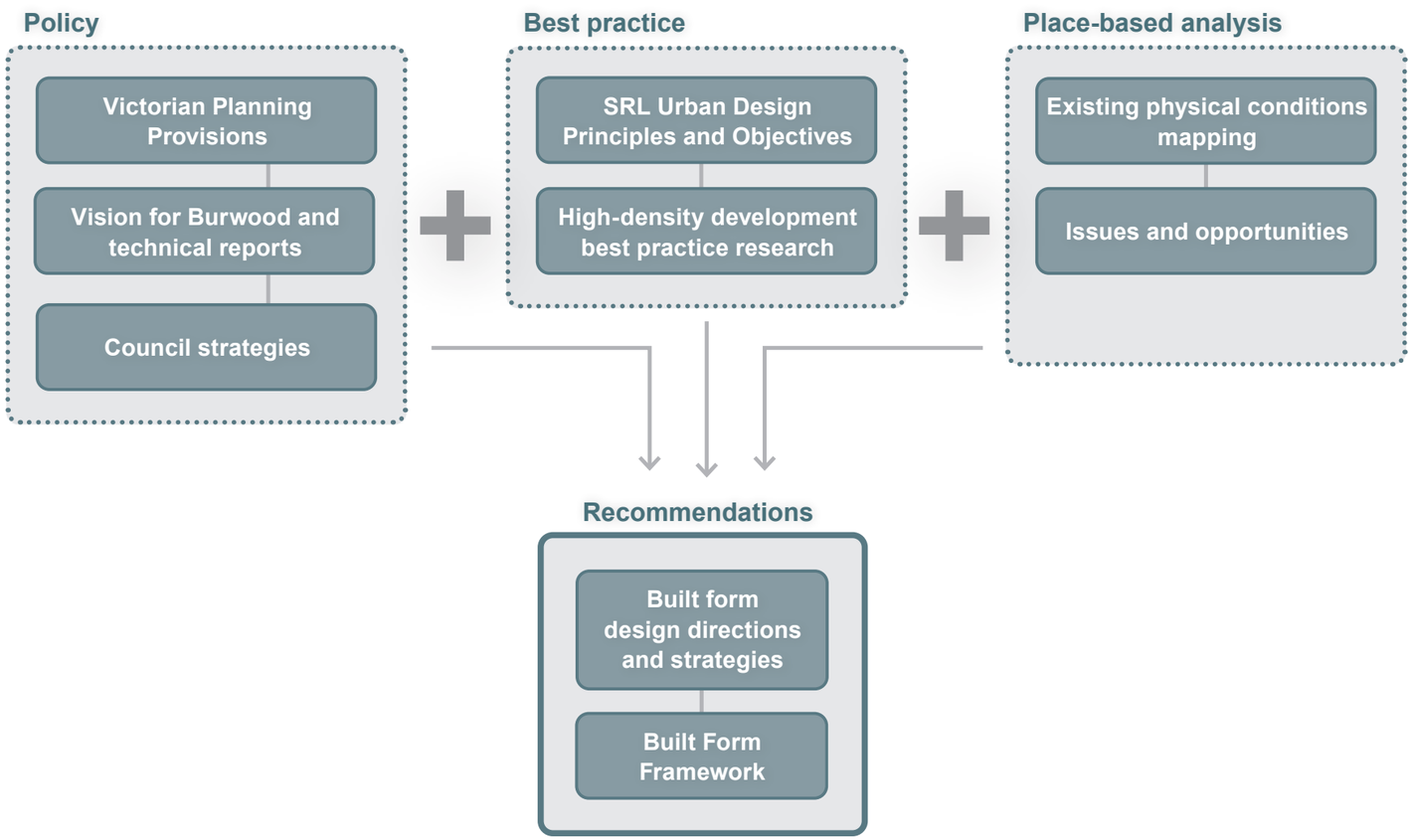


Figure 5.1: Methodology for developing the Built Form Framework

5.2 Built form design directions

This section outlines the urban form design directions proposed to achieve the Vision for Burwood.

The design directions informed the development of the Built Form Framework in Section 5.3 and the built form outcomes in Section 6.

The order of the design directions does not imply an order of priority.

Design Direction 7: An inviting public realm

Why is this important?

Built form should support an inviting and engaging public realm through the distribution of its mass and street edge detail.

Distribution of mass

Development shapes the public realm and strongly influences its amenity. The siting, height and massing of buildings can positively influence the amenity of the adjoining public realm by:

- Framing streets and open spaces, which makes them more memorable
- Maintaining a sense of openness including sky views
- Maintaining solar access to pedestrian spaces.

Continuous street walls provide a more engaging street wall.

Where taller buildings are needed to deliver the desired density, a sense of openness and reasonable access to daylight and sunlight should be achieved.

Engaging facades

Lower-level building facades should contain detail that is visually engaging to enhance the pedestrian experience.

Active building frontages are also key to an inviting and safe public realm. The level of activation that is appropriate varies between employment areas and residential areas.

This includes consideration of:

- Building alignment
- Building massing and composition including rhythm and grain
- Design detail and building facade materials.

Buildings in high pedestrian activity areas should have the highest level of activation, given their pedestrian density.

Employment areas tend to have lower levels of pedestrian activity, so a lesser level of activation is acceptable. However consideration should be given to employment areas needing to support 24-hour workers.

Residential areas benefit from a quieter environment. However, it is important that they provide passive surveillance to contribute to the safety of the public realm. ‘Back of house’ uses such as car parking and car park entries, building services cabinets and loading areas should be positioned away from the primary frontage.

Solar access in the public realm

Sunshine is an important component of people’s attraction to and enjoyment of public space[1,2,] as well as their health and wellbeing[3]. It is essential for plants, enabling sunny open spaces to contribute to cooling, greening and biodiversity in accordance with Strategy PR9 - Public Realm Landscaping[4]. Sunshine is also said to boost local business by attracting more foot traffic[5].

An increase in urban density reduces people’s access to sun in their private spaces. Therefore, it is important to complement this with good solar access to key public open spaces in higher density areas.

However, maintaining sunlight in the public realm imposes a limit on the potential for taller buildings to provide for growth. Therefore, a balance needs to be struck between these two aspirations, partly by targeting solar access protection to places and times where it is most important.

The different types of public realm, and the importance of solar access in each of them, are as follows:

- **Primary public open space(s) in the Central Core:** This category of spaces includes the centrally located space(s) that will provide the primary forum for public events such as festivals, performances, parades, markets, and so on. Year-round sunshine is important to ensure that the primary open space(s) in the Central Core attract people to support events and informal public activity
- **Activity Streets:** These streets generally lie within the Central Core and are where the highest level of public life is sought. Sunshine is important in the pedestrian areas in Activity Streets to support public life
- **Main Street footpaths:** Main Street footpaths are the primary streets within the Main Street place type. These streets are intensively used by pedestrians walking to shops and services, window-shopping and outdoor dining
- **Medium-large parks (>1ha):** Medium-large parks are those greater than 1ha. These have a District or Community catchment classification. Sunlight is important in these spaces as they provide an important year-round recreation function, including for sports activities
- **Small and narrow parks outside the Central Core and Central Flanks:** This category includes a large number of open spaces smaller than 1ha, mainly in residential neighbourhoods. As Community Parks, they provide an important year-round recreation role for residents (particularly smaller children and their parents/ carers).

What is happening now in Burwood?

Most of the Burwood Structure Plan Area is characterised by low-density detached housing of 1 to 2 storeys. This type of built form is generally setback significantly from the street, providing a small degree of passive surveillance to the street and a low level of street activation. Its contribution to the public realm is through architectural style and vegetation, rather than framing the streets.

The Deakin University buildings along Burwood Highway don’t provide an active frontage to this interface.

Low-rise dwellings along Burwood Highway generally have tall front fences, or large grade separations which limits interactions between dwellings and the street.

Additionally, the low-rise dwellings interfacing Gardiners Creek corridor don’t activate this interface. There are occasional fences onto the open space, although passive surveillance of these spaces is limited.

“A walk around Burwood highlights the lack of activity at ground level” - SRL Public Space and Public Life Study Report (Gehl, 2023).

Alignment with SRL Urban Design Framework:

Design Direction 7 will help to achieve the following SRL urban design objectives (See section 2.3):

- Objective UD2.4 Welcoming
- Objective UD4.4 Safer design
- Objective UD5.1 Heritage
- Objective UD5.5 Quality design
- Objective UD6.1 Amenity
- Objective UD6.3 User experience
- Objective UD6.4 Places for people
- Objective UD6.5 Activation

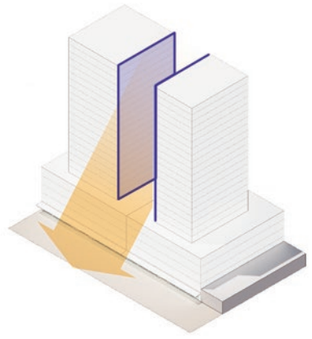
1. *Urban Studies Journal (2015): “The Impact of Sunlight on Social Interaction in Public Spaces: A Case Study of Urban Squares.”*
2. *Journal of Urban Design (2016): “Sunlight and Place-making: Enhancing the Aesthetic Appeal of Urban Squares.”*
3. *Journal of Environmental Psychology (2013): “The Role of Urban Green Spaces in Enhancing Human Health and Well-being: Effects of Sunlight Exposure on Vitamin D Levels.”*
4. *Landscape and Urban Planning Journal (2015): “Sunlight and Urban Green Spaces: Enhancing Biodiversity and Ecological Sustainability.”*
5. *International Journal of Retail & Distribution Management (2018): “The Economic Benefits of Sunlit Public Spaces: A Study of Foot Traffic and Retail Sales.”*

How can this direction be achieved in Burwood?

Strategy BF1: Tower separation A

Provide sky views and access to daylight in the public realm through setbacks to and gaps between towers in high-rise areas.

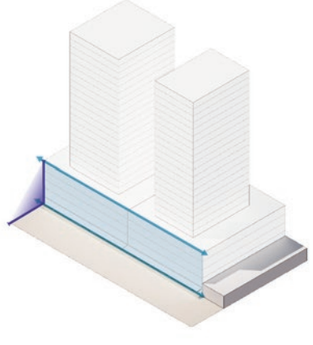
Towers should be set back and separated to support an attractive public realm, allowing for daylight, sky views and shafts of sunlight.



Strategy BF2: Podiums

Create a well-defined urban space in high-rise areas by providing continuous street wall of podium facades.

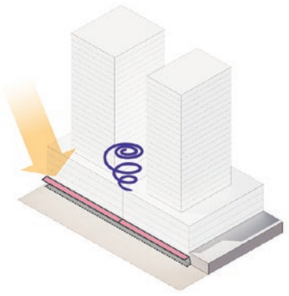
Podiums should be set on the front boundary and extend to both side boundaries to clearly frame the public realm and maximise passive surveillance and activation, with podium car parking 'sleeved' behind active land uses.



Strategy BF3: Weather protection

Podium facades should support pedestrian comfort by providing protection from rain, wind and summer sun.

Where appropriate, rain, wind and summer sun impacts should be minimised through the appropriate design of awnings, architectural articulation and building massing.

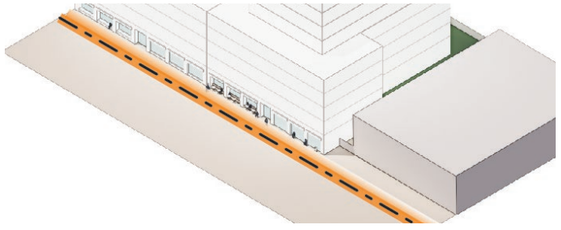


The Wind Technical Report (August 2024) found that when compared to today, the overall wind speeds in the highly-developed future scenario of Structure Plan Area will be reduced and overall wind comfort conditions improved. While some localised unsafe wind conditions were also found in this scenario, these conditions are proposed to be managed through building design at planning permit stage.

Strategy BF4: Footpath widening

Ensure buildings are set back from the street edge to widen the footpath where needed.

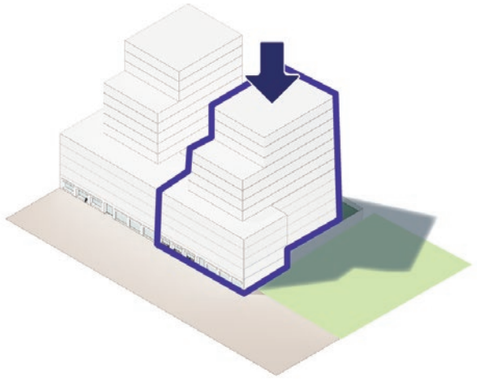
Where a wider footpath is sought, buildings should help to achieve the desired outcome by setting back from the street edge.



Strategy BF5: Sunlight to public realm

Require development to maintain reasonable solar access to key streets and open spaces.

Key streets and open spaces in the Central Core, Central Flanks and Main Streets, and residential parks, should be appropriately protected from overshadowing to support public life and outdoor recreation. A set of solar access standards have been developed which seek to balance the provision of solar access and growth for each type of street and open space. These are informed by recently introduced solar access planning provisions in Victoria, related studies and Planning Panel reports, and site-specific testing (see Attachment C - Assessment of Solar Access to the Public Realm).



Type of space	Recommended standard
Primary public open space(s) in Central Core	50 per cent of the open space for a minimum of 3 hours at mid-winter
Footpaths in Activity Streets	50 per cent of southern, eastern and western footpaths for a minimum of 3 hours at the spring equinox
Main Street footpaths	100 per cent of southern, eastern and western footpaths for a minimum of 3 hours at the spring equinox
Medium-large parks	70 per cent of the open space for a minimum of 3 hours at mid-winter
Small and narrow parks outside Central Core and Central Flanks	50 per cent of the open space for a minimum of 3 hours at the mid-winter

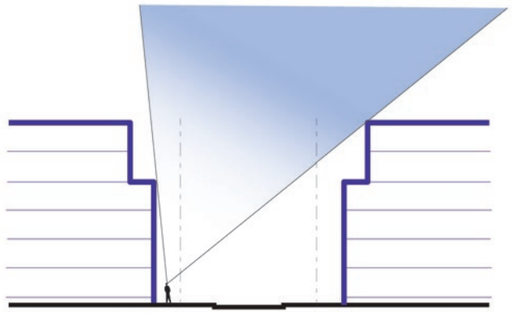
These standards are varied in specific circumstances where the size or configuration of the open space or street, and/or the scale of development envisaged around it, warrant a different solar access outcome.

Strategy BF6: Street scale

Balance street definition and openness outside the precinct core.

Buildings should be appropriately massed to define the street, and upper levels should allow for wider sky views. Upper-level setbacks should contribute to a legible composition, rather than adopting a profile that allows minimum setback requirements, which can result in unattractive outcomes.

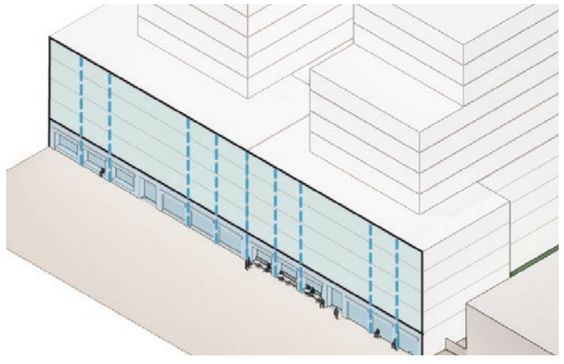
Street walls should be designed to minimise the impact of taller buildings on the public realm, and contribute a sense of enclosure.



Strategy BF7: Engaging facades

Ensure street walls provide visual interest at a pedestrian scale and pace.

Design detail of street walls should balance transparency and solid elements, create a fine-grain vertical rhythm and provide a level of depth, detail and texture to enhance the pedestrian experience.

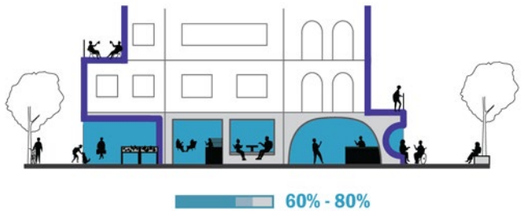


Strategy BF8: Active frontages

Ensure buildings contain active facades in commercial and mixed-use areas to provide interest and activity through visual engagement between the street and the building and to ensure pedestrian links support safety and user experience.

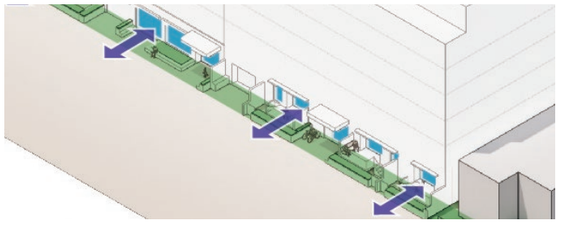
A **highly active frontage** should be provided in the commercial/retail core and existing small retail strips. This type of frontage should incorporate:

- Building frontages which are set on or within 0.4 metres of the public realm boundary except where an activated front setback is specified (such as outdoor dining or public realm widening)
- Primary ground floor functions that are relevant to passing pedestrians, such as shops and food and beverage outlets (retail, hospitality and entertainment uses)
- An at-grade connection between ground-level tenancies and the street- transitions in floor levels should not rely on external ramps and stairs in the public realm
- 60 to 80 per cent of the combined length of the ground-level interfaces of a building to streets and laneways as a pedestrian entry or clear glazing with regularly spaced solid elements to avoid a predominately glazed appearance along frontages
- A continuous fixed canopy that provides shelter from the rain and summer sun and maintains exposure to the winter sun
- Upper level uses that are active for the majority of the day and evening.



A **moderately active frontage** should be provided in the primary street interfaces of Mixed-use and employment areas. This type of frontage aims to improve the use, safety and experience of the public realm and ensure a high-quality interface between buildings and the street at ground level, which promotes pedestrian amenity and further activation as the precinct evolves. This type of frontage should incorporate:

- A minimum of 40 per cent of the combined length of the ground-level interfaces of a building to streets and laneways as a pedestrian entry or clear glazing
- A floor-to-floor height of at least 4 metres on the ground floor to allow for the adaptation of building uses over time
- Reduced number of vehicular access points to prioritise the experience and safety of pedestrians
- Provide an at-grade connection between usable space within ground-level tenancies and the street. Transitions in floor levels should not rely on external ramps and stairs in the public realm.



Strategy BF9: Residential frontages

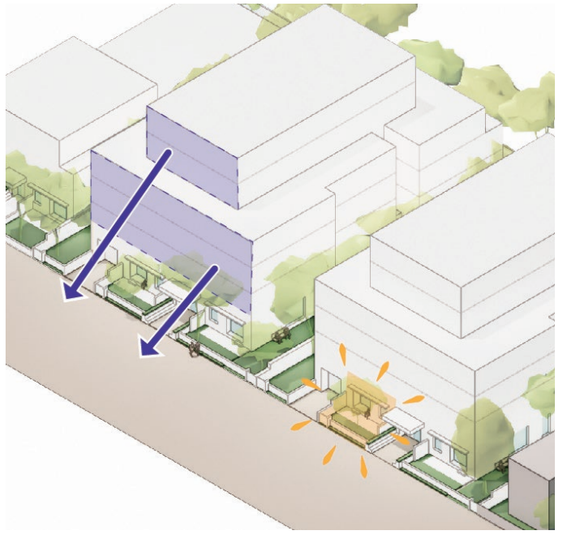
Ensure development within the Residential Neighbourhoods balances sense of address, passive surveillance and privacy, and contributes to street greening.

Residential frontages should enhance the street edge by:

- Orientating balconies and habitable rooms to the street
- Ensuring building facades identify individual dwellings
- Providing low front fences
- Providing ground floor entrances to individual ground floor dwellings facing the street
- Providing canopy trees and understorey planting to green the street and enhance privacy of ground floor dwellings.

Residential frontages should enhance pedestrian links by:

- Orientating balconies and habitable rooms to pedestrian links
- Providing ground floor entrances to individual ground floor dwellings facing the link where appropriate.



Design Direction 8: Ensure high quality and responsive built form

Building orientation, solar access and setbacks

Built form can strongly influence internal amenity and the amenity of neighbouring properties. The siting, height and massing of buildings can adversely affect amenity in terms of:

- Access to sunlight
- Access to daylight
- Visual bulk
- Overlooking.

In residential areas, setbacks are typically required from common boundaries with adjoining properties to avoid unreasonable impacts on their amenity and future development potential. Clause 55 (ResCode) provides setback standards for buildings up to 4 storeys high.

In higher-density areas, apartments facing side or rear boundaries often have relatively poor internal amenity due to the need for privacy screen and limited access to daylight. Mid-rise buildings can also have a significant effect on the amenity of neighbouring properties in terms of sunlight, daylight and outlook, and on their future development potential.

Clause 58 provide internal amenity standards, however it doesn't provide prescriptive set back guidance.

Therefore, strategies are needed to ensure good internal amenity for development and its neighbours.

Scale transition

Increased building heights can create inappropriate visual bulk at interfaces with lower-rise areas, either inside or outside the Structure Plan Area. Care is needed to manage these transitions.

Increasing tree canopy cover

Landscaping associated with new development can contribute to environmental performance, amenity, health and character outcomes. In particular:

- Increased tree canopy cover can reduce the urban heat island effect
- Landscaping can provide wildlife habitat and stormwater infiltration
- Trees can provide building shading and resident amenity
- Nature supports mental health
- Trees can complement the existing character of leafy areas and help to integrate new, denser development.

Realisation of these objectives will rely on forms of development that contribute to tree canopy cover, not only trees in the public realm.

Clause 58 contains requirements for deep soil planting. However, this is not sufficient to achieve the tree canopy cover target, nor does it apply to non-residential development.

What is happening now in Burwood?

The Burwood Structure Plan Area features low-rise dwellings with a high internal amenity and good tree canopy cover.

Alignment with SRL Urban Design Framework:

Design Direction 8 will help to achieve the following SRL urban design objectives (see Section 2.3):

- Objective UD1.1 Legacy
- Objective UD1.2 Future ready
- Objective UD1.3 Resilient
- Objective UD1.4 Environmentally sustainable
- Objective UD5.2 Responsive
- Objective UD5.3 Sensitive
- Objective UD5.5 Quality design

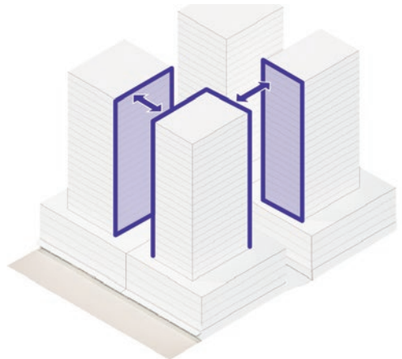
How can this direction be achieved in Burwood?

Strategy BF10: Tower separation B

Ensure reasonable internal amenity and equitable development opportunities through side and rear tower setbacks.

Maintaining good internal amenity in towers requires consideration of access to daylight, outlook and overlooking. Ensuring appropriate upper level setbacks will help to achieve good internal amenity whilst maintaining equitable development opportunities of neighbouring lots.

Towers should be separated to avoid the need for privacy screening, and to ensure reasonable visual amenity and daylight. This separation should increase with the height of the towers.



Strategy BF11: Building orientation

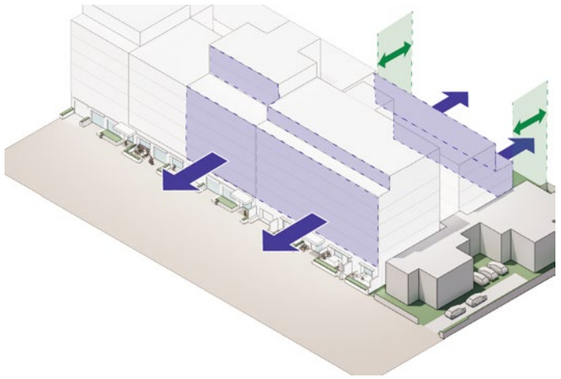
Encourage development to face the street and the rear of the property, and require generous rear setbacks.

In order to maximise internal amenity including access to daylight, outlook and privacy, habitable rooms (living, kitchen, dining, primary bedroom) should be orientated to the street or rear, and incorporate generous rear setbacks.

This helps to optimise development, as a wall without a window or balcony can be built to the side boundaries.

Additionally, to maximise internal amenity and maintain equitable development, the primary outlook of a dwelling should be adequately setback from the side boundary. A primary outlook is defined as a balcony or habitable room window.

Where lower rise residential building typologies are envisaged, buildings should be designed to provide appropriate space between dwellings in order to maximise internal amenity whilst providing for density within a landscaped setting. However, apartments and townhouses should still maximise primary orientation towards the street and rear boundary.



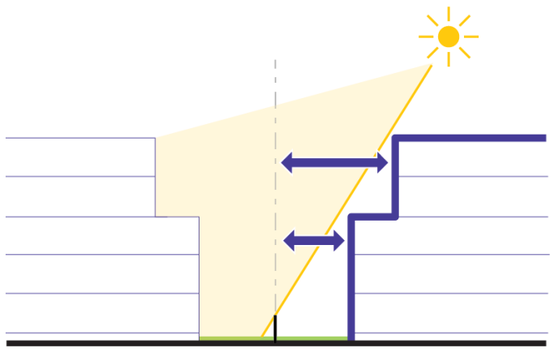
Strategy BF12: Rear amenity plane

Require rear setbacks to maintain good amenity in neighbouring properties.

Upper level setbacks should be established which ensure the appropriate protection of sunlight and daylight access and limit visual bulk to neighbouring properties.

The number of hours on the September equinox during which solar access to private open space should be maintained, should be consistent with ResCode where the affected property is outside the Structure Plan Area (5 hours), gradually reducing as development increases in density towards the centre, to reflect the different balance between intensification and environmental amenity.

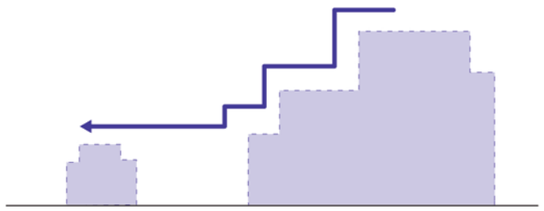
In contrast, upper levels should only be required to be set back from side boundaries in Residential Neighbourhoods sufficiently to maintain reasonable daylight, and solar access to neighbouring ground floor dwellings or recessed terraces at the desired side setback in garden apartment buildings. This reflects the proposed urban morphology in which primary open spaces are generally sited at the rear of lots, rather than to the side, to enable efficient development of single lots.



Strategy BF13: Transition

Transition building heights at the interface between taller and lower built form areas.

Buildings heights should step down from a higher area to a lower area to manage amenity impacts.

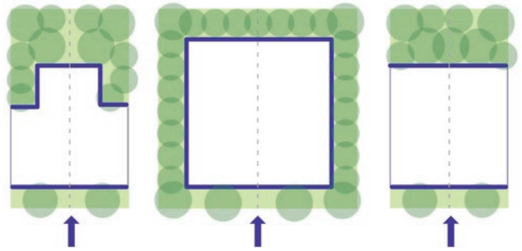


Strategy BF14: On-site landscaping

Encourage landscaping and canopy trees as part of new development, outside the Central Core.

Landscaping and canopy trees should be encouraged across all non-core areas, to enhance canopy cover, buffer built form transitions and contribute to outlook from dwellings.

However, the provision of on-site open space for trees is in competition with the aspiration for intensification, particularly given the preference for mid-rise development types. Therefore, the greatest opportunity for tree canopy cover is in the outer areas of the Structure Plan Area, where there is less aspiration for intensification.

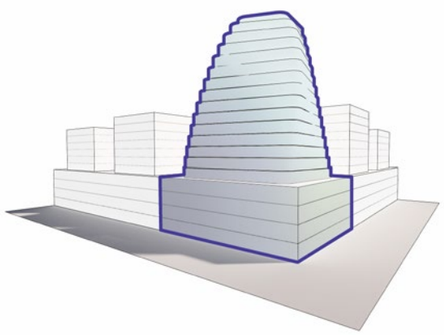


Strategy BF15: Landmark buildings

Encourage taller buildings to mark key locations in the urban structure.

Landmarks are natural or built elements that stand out from their surroundings. They contribute to the legibility of an area by creating memorable incidents on a journey through it. Built landmarks can be formed by a particularly notable use, such as a library, a distinctive design, or greater height than their surroundings.

In order to reinforce the legibility of the area, landmark buildings should be encouraged at key points in the urban structure, such as station entries, major intersections and gateways or entries to key places. In the absence of a notable use, landmarks can be created by greater height and lesser setbacks than those of the surrounding buildings. However, greater height should be complemented by a higher level of design excellence.



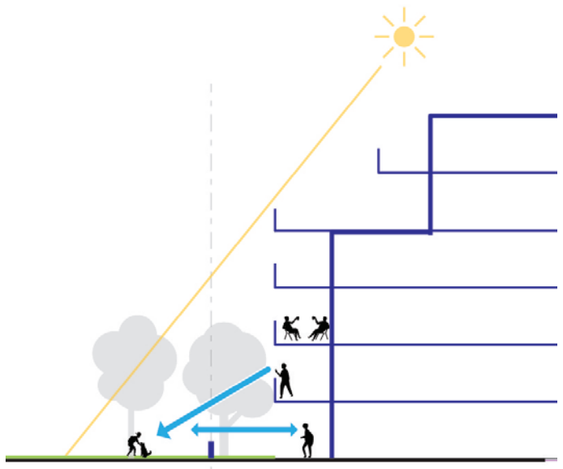
Strategy BF16: Public open space interface

Ensure buildings with an interface to public open space provide passive surveillance and a well-designed building profile.

Building facades facing public open space, including those abutting a public open space on a rear or side boundary, should balance privacy and activation through a generous, landscaped setback combined with windows and balconies.

These interfaces should be designed to maximise passive surveillance on the open space without privatising it and avoid unreasonable overshadowing of the open space. This includes orienting ground-floor active uses, communal spaces, habitable rooms and balconies towards the open space, ensuring fence design and height retain visual links to the open space, and providing a gate to access the open space.

Building facades facing open space are highly visible from the public realm. Therefore, it is important that they have visual appeal and a legible composition. For example, by avoiding multiple setbacks of the upper levels (e.g. a ‘wedding cake’ effect) and avoiding visible blank exposed walls.



5.3 Built Form Framework

Preferred building heights

This plan illustrates the distribution of preferred maximum heights and street wall heights across the Structure Plan Area.

These heights have been developed by applying the preferred form of development to each urban form area and considering specific interface conditions. They are further explained in Section 6.

Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Landmark buildings, which may exceed the maximum height by 20 per cent, and have lesser or no tower street setbacks, provided wind effects are managed and they achieve design excellence as supported by independent design review or a design competition that endorses the proposed design (see Strategy BF15). Exceptions to the 20 per cent height increase are the landmark buildings located in the Central Core. In these locations, the preferred maximum height for landmark buildings is 17 to 20 storeys
- In addition to the preferred heights and setbacks, surrounding development should consider solar access to the public realm. Refer to overshadowing guidelines in Section 6

Preferred maximum building heights

- 41 metres (10 to 11 storeys)
- 27 to 41 metres (7 to 11 storeys)
- 27 metres (7 to 8 storeys)
- 25 metres (7 storeys)
- 24 metres (6 to 7 storeys)
- 21 metres (5 to 6 storeys)
- 14 metres (4 storeys)

Preferred maximum street wall heights

- 23 metres (5 to 6 storeys)
- 21 metres (5 to 6 storeys)
- 17 metres (4 storeys)
- 14 metres (4 storeys)
- 11 to 12 metres (3 storeys)

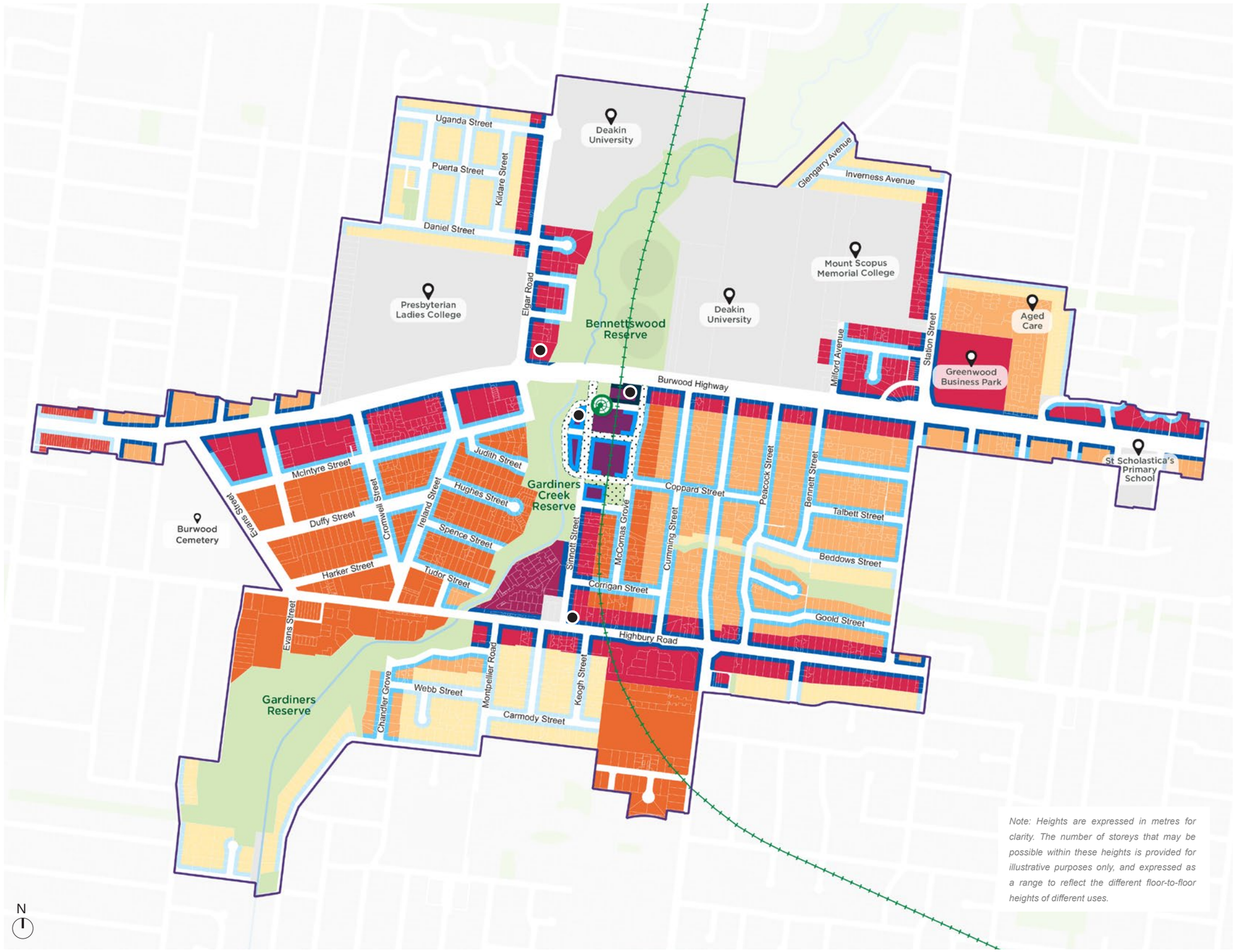


Figure 5.2: Preferred heights

Preferred street frontage types and setbacks

Figure 5.3 shows the preferred street frontage types and setbacks throughout the Structure Plan Area, in accordance with Strategy BF8: Active interfaces.

These have been developed by applying the built form strategies to each street, taking account of the desired role and function of each urban form area. They are further explained in Section 6.

Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Key link (new) - flexible
- Key link (new) - fixed

Front setbacks

- Zero setback
- Match the prevailing building line
- 2-metre setback
- 3-metre setback
- 4-metre setback
- 7-metre setback
- 12-metre setback
- Potential expansion of Gardiners Creek corridor

Interfaces

- Highly-active frontage
- Moderately-active frontage
- Indicative link interface

Note: Where a building abuts an open space, additional setback controls apply. See Section 6 for further information.

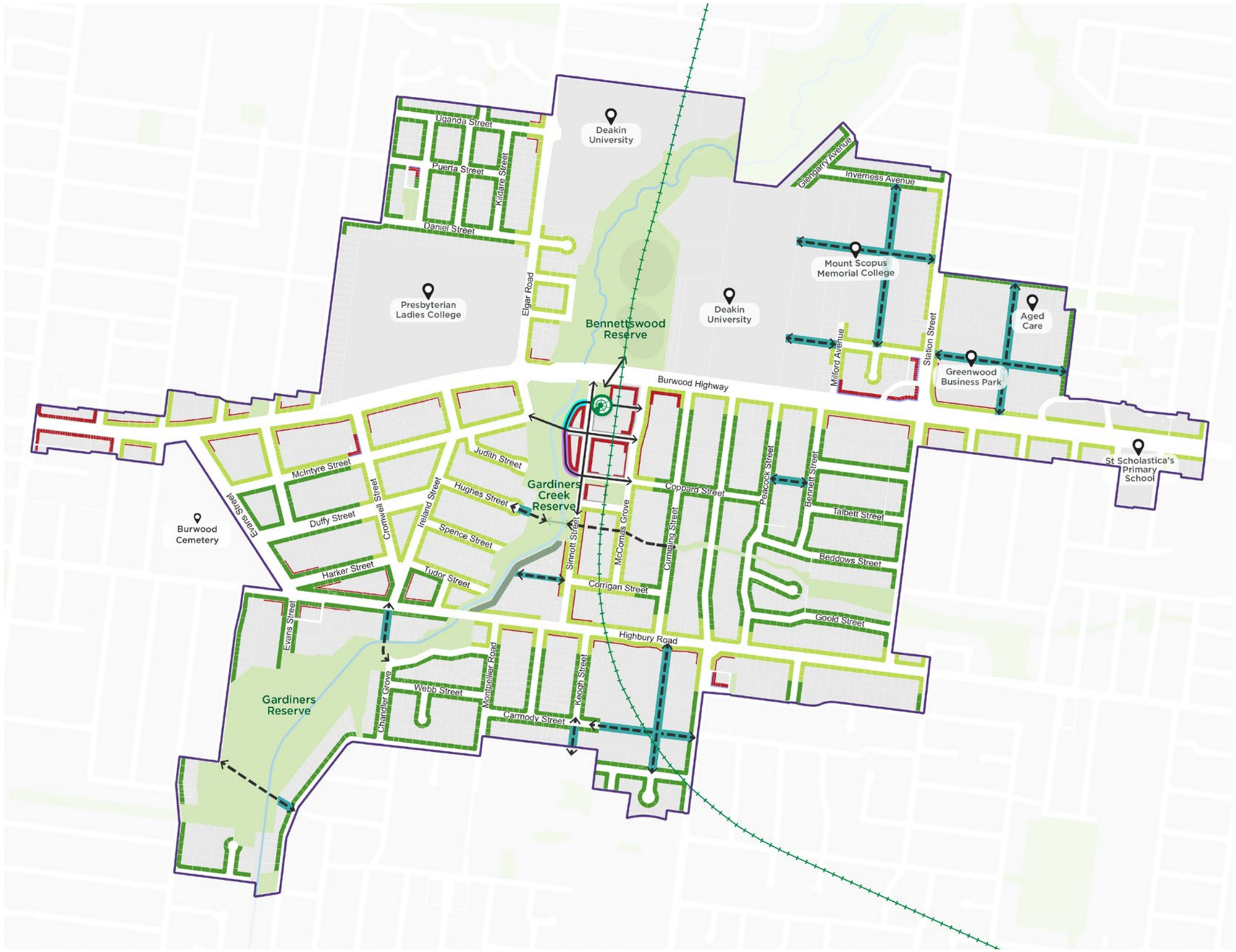


Figure 5.3: Preferred street frontage types and setbacks

Preferred side, rear and front upper level setbacks

This plan illustrates the distribution of side, rear and front upper level setbacks throughout the Structure Plan Area.

These were developed by applying the preferred forms of development and built form strategies to each urban form area. They are explained in Section 6.

In addition to the setbacks summarised below, overshadowing provisions are proposed to protect solar access to neighbouring properties. These are outlined in Section 6.

Setbacks

	Side and rear - podium	Zero or 4.5 metres (primary outlook) [1]
	Side and rear - tower	4.5 metres for towers up to a height of 27 metres
		6 metres for towers up to a height of 41 metres
		7.5 metres for towers up to a height of 66 metres
		10 metres for towers higher than 66 metres
	Front - upper level	5 metres from podium facade up to a height of 66 metres
		7.5 metres from podium facade for height above 66 metres
	Side	Zero
	Rear - abutting residential land outside the SP Area	1 metre per metre of height above 5 metres, up to a maximum setback of 15 metres
	Front - upper level	3 metres up to a height of 21 metres plus 1 metre per metre of height above a height of 21 metres
	Side	Zero or 4.5 metres (primary outlook) [1][2]
	Rear	6 metres landscaped plus 0.7 metres per metre of height above 11 metres [2]
	Front - upper level	4 metres above 21 metres
	Side	Zero or 4.5 metres (primary outlook) [1]
	Rear	6 metres landscaped plus 0.7 metres per metre of height above 11 metres
	Front - upper level	Additional setback above 14 metres to remain below a 45° plane from opposite street boundary
	Side and rear	Zero
	Upper level side and rear	1 metre for every metre of height above ground floor where abutting a property where dwellings are permissible
	Front - upper level	Zero
	Side - lots equal or greater than 24 metres wide	4.5 metres landscaped plus 0.8 metre per metre of height above 14 metres [2]
	Side - lots less than 24 metres wide, front half of the site	Zero up to a height of 6.9 metres [2]
		2 metres above heights of 6.9 metres
	Side - lots less than 24 metres wide, rear half of the site	2 metres plus 1 metre per metre of height above 6.9m[2]
	Rear	6 metres landscaped plus 0.7 metres per metre of height above 11 metres [2]
	Front - upper level	0.5 metres per metre above street wall

1. *4.5 metres applies to the parts of the building that provide a primary outlook to the rear and side boundaries. If interfacing with side/rear service lanes, the setback is measured from the centre of the laneway.*
2. *Setback standard does not apply to existing small retail strips in this area - refer to Section 6 for existing small retail strips setbacks.*
3. *Where a building abuts an open space, additional setback controls apply. See Section 6 for further information.*

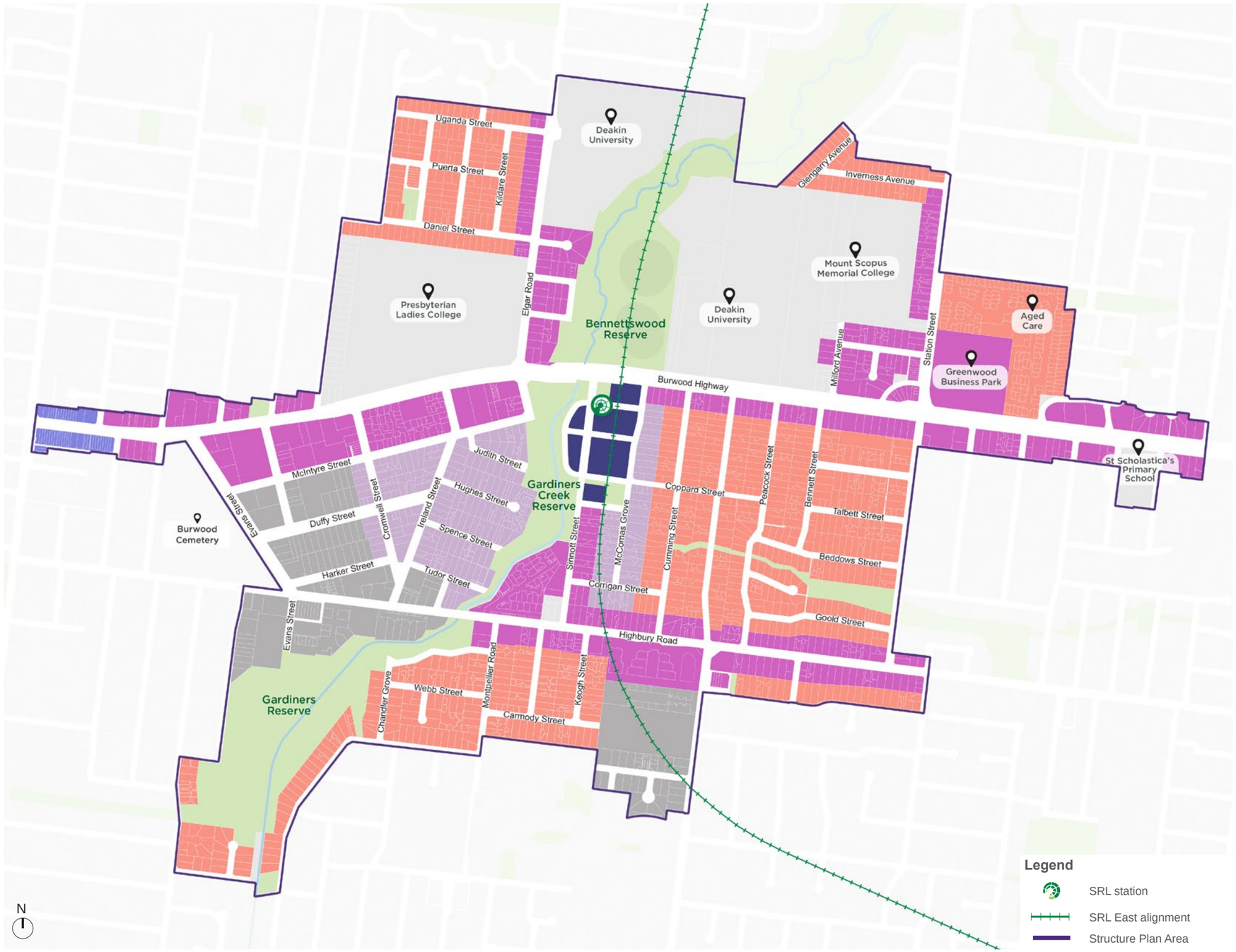


Figure 5.4: Preferred side and sear setbacks

6 Outcomes

AJM
Joint Venture

6.1 Introduction

This section sets out urban form and public realm initiatives to achieve the Vision for Burwood.

Initiatives are set out for each place type. An examination of each place interface is provided, and the urban development typology testing method is summarised.

The urban form and public realm initiatives are informed by the analysis provided in the Appendices, and the best practice urban development and public realm typologies research in SRL East Structure Plan - Urban Design Supporting Research - Attachment A.

Place types

Place types have been derived by grouping urban form areas, as described in Section 4, into six categories as shown in Figure 6.1.

Preferred development has been identified for each place type, based on the urban form strategies. The place types are illustrated here and explored more in sections 6.2 to 6.8.

For each place type, this section presents:

- Existing conditions and key drivers
- A summary of the built form and public realm outcomes
- Cross sections combining the typical building and public realm profile
- Cross sections of specific places, particularly where there is a variation to the standard development type proposed to achieve the desired public realm outcome.

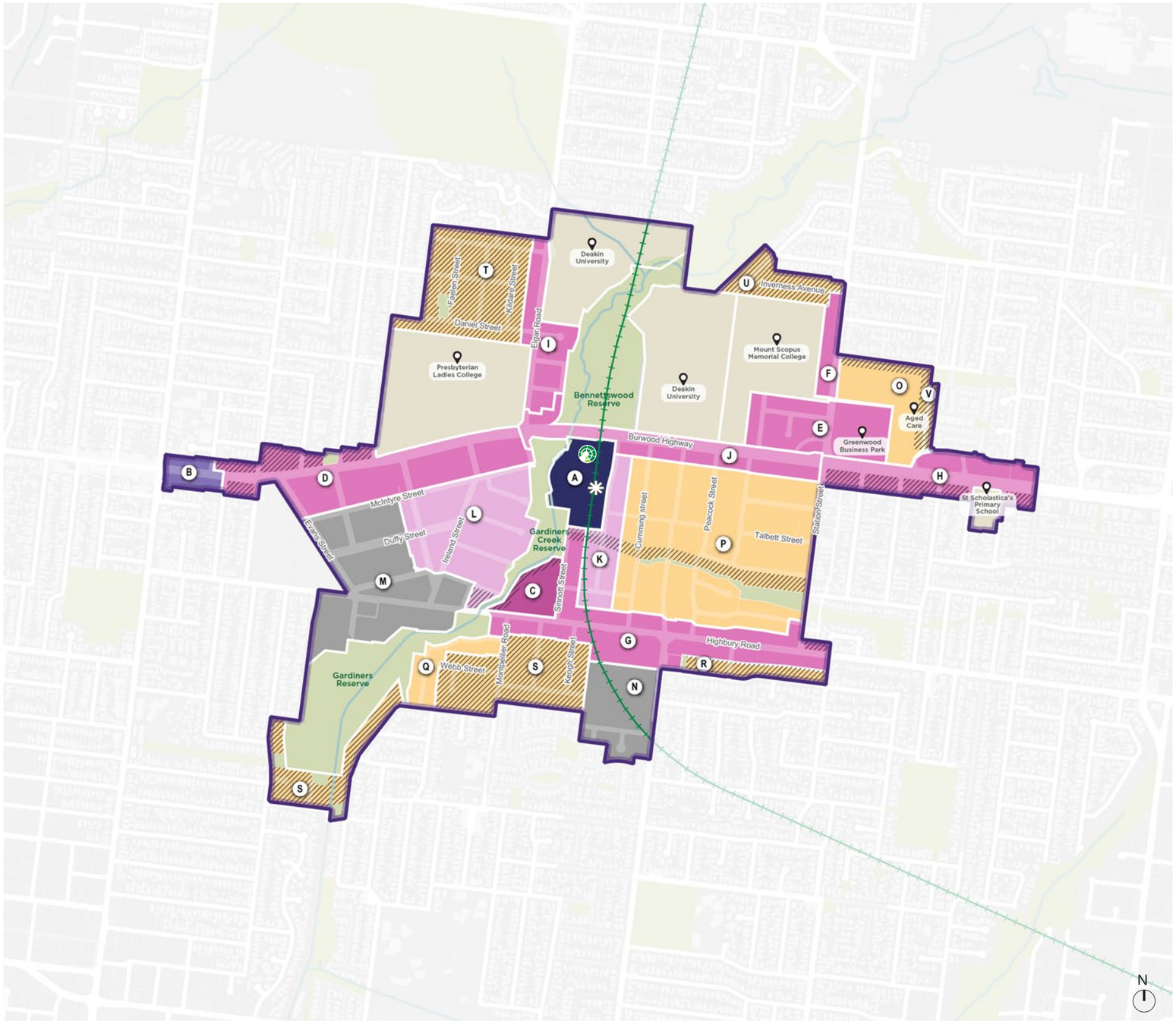


Figure 6.1: Place types

Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Strategic Sites - station development area
- Civic areas - Victorian or local government or institutional land not envisaged for substantial change.
- Sensitive / constrained / isolated areas

Place types

- Central Core
- Main Streets
- Key Movement Corridors
- Urban Neighbourhoods
- Enterprise Neighbourhoods
- Residential Neighbourhoods

6.2 Central Core

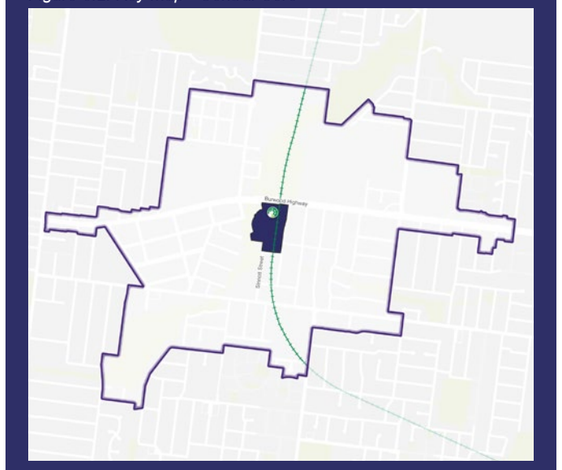
The core of the Structure Plan Area

The urban form area identified as belonging to this place type is:

- A - Core Area.

Refer to Section 4.5 for a detailed description of this urban form area.

Figure 6.2: Key map - Central Core



Future role and function

Substantial change of built form, delivering mixed-use neighbourhoods which provide space for jobs growth and local services

The Central Core will provide the greatest accessibility to jobs and services from the SRL catchment. It is where the level of intensification and provision of jobs and services should be highest.

Future drivers

High level of activation to the street

The Central Core is where the highest level of pedestrian activity will occur as a result of its intensity of development and people accessing public transport, jobs and services. This includes activity in the evening and weekends. It is critical that a high level of activation is provided to ensure safety, consistent with SRL Urban Design Objectives Activation and Safer design.

Maintain solar amenity to key public spaces

Solar access remains important in the core. However, the desire for intensification means that solar access is only prioritised in the key public spaces.

Capitalise on amenity provided by open space

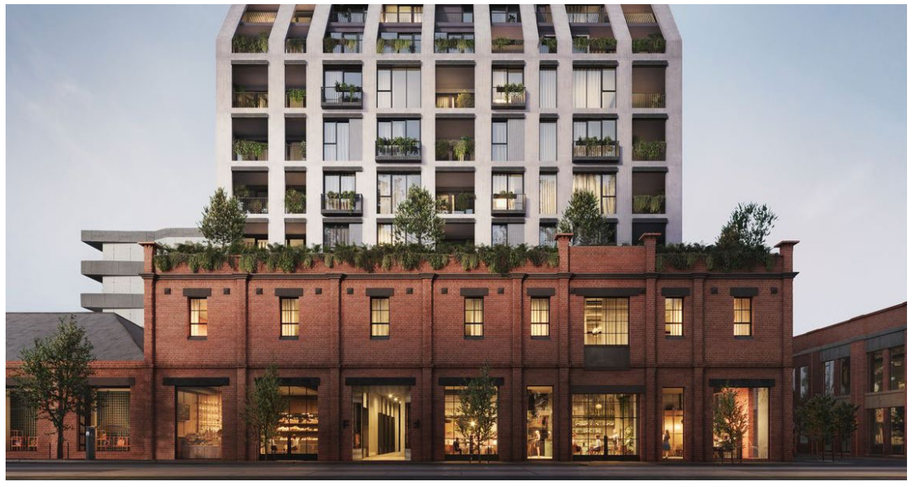
This urban form area lies adjacent to the Gardiners Creek Reserve. The amenity provided by this space should be capitalised upon by optimising the number of dwellings adjacent to it and providing improved access for the neighbourhood beyond.

Future urban form

The Central Core is proposed to have a fine-grain network of highly pedestrianised Activity Streets that optimise permeability around the entries of the SRL station at Burwood. A new pedestrian and cycling bridge over Gardiners Creek will increase access to the SRL station from the west. An improved pedestrian crossing over Burwood Highway will connect the SRL station to Deakin University and areas to the north. New higher-density development will provide residential and commercial floorspace adjacent to the SRL station. Towers will be set back above the street wall and well separated from each other to ensure good amenity in the public realm, especially to Gardiners Creek.

The Gardiners Creek Reserve is envisioned to be renaturalised with some widening and will continue to play a central role in provide opportunities for active transport, open space and recreation.

Figure 6.3: Examples of the form of development envisaged for the Central Core



Built form outcomes

The development type recommended in the Central Core is the podium-tower. Medium to high-rise towers in the form of podium-tower buildings can deliver the level of intensification envisaged for the activity centre. Smaller lots will require lot amalgamation to enable the development of podium-tower buildings.

Provided it is well designed, the podium-tower format provides for a street-edge scale that facilitates good public realm amenity in terms of human scale, sky views, sun and wind conditions, and complements the existing character. Best practice podium-tower design includes active street facades, with any above-ground car parking 'sleeved' behind other uses, and well-separated towers with generous setbacks.

A mix of uses is necessary to deliver the desired vibrancy and activation. The podium-tower format enables a range of retail types in the podium and office and/or residential uses above.

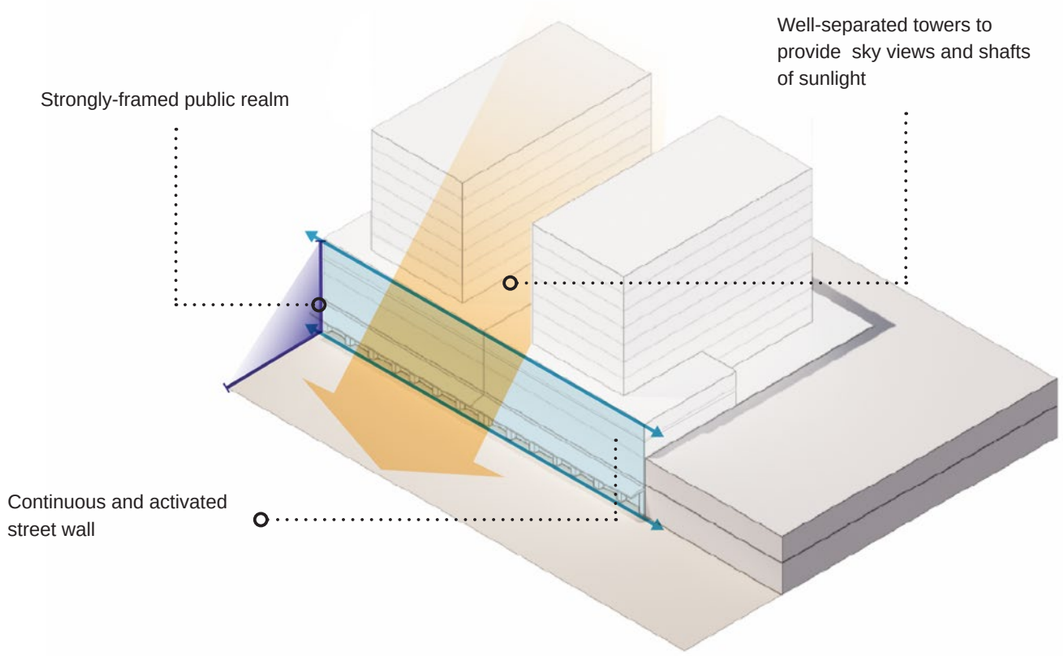


Figure 6.4: Built form outcomes for podium-towers

Building height and density

The maximum building height has been determined based on:

- The importance of the Central Core in terms of its envisaged provision of jobs and retail floorspace, which should be expressed by building scale
- Proximity to sensitive interfaces, such as Urban or Residential Neighbourhoods, or Gardiners Creek Reserve, which should temper heights
- The width of abutting roads, which influence the capacity of the public realm to accommodate height without unreasonable amenity impacts.

The Central Core should contain the greatest heights and densities given the area's prime accessibility to public transport. However, building heights in this area will need to be carefully calibrated to respond to the sensitivity of its interfaces with Gardiners Creek to the west and residential neighbourhood to the east and south, particularly from an overshadowing perspective.

Testing indicates that buildings in the Central Core will be limited to 41 metres (10 to 11 storeys) with landmark buildings of up to 69 metres (17 to 20 storeys) providing higher density at the interface of Burwood Highway. This will deliver a density of approximately 5.6:1 per development site. After provision has been made for roads and open space, density will be approximately 2.2:1.

Street wall height

The following street wall heights are proposed:

- A minimum street wall height of 13 metres (3 storeys) to ensure the public realm is well framed
- A maximum street wall height of 23 metres (5 to 6 storeys) at the Burwood Highway interface
- A maximum street wall height of 17 metres (4 storeys) in all other areas to maintain a reasonable level of openness and solar access in the public realm in accordance with Strategy BF2: Podiums.

Building setbacks

The following minimum setbacks are proposed:

Podium

- A zero street setback to frame the public realm and support public realm activation, in accordance with Strategies BF2: Podiums and BF7: Engaging facades, except along the Gardiners Creek interface where setbacks are proposed to activate and enhance access to the open space
- A 7 metre street setback to Gardiners Creek interface north of the new critical key link
- A 12 metre street setback to Gardiners Creek interface south of the new critical key link
- Zero side and rear setbacks where there is no primary outlook
- A 4.5-metre side and rear setback where there is a primary outlook. Wherever applicable, side and rear setbacks should be measured from the centreline of an adjoining laneway.

Tower

- Front setbacks above podium of:
  - 5 metres up to height of 66 metres (17 to 20 storeys)
  - 7.5 metres above a height of 66 metres
- Front tower setbacks are designed to distinguish towers from the street wall, maintain a sense of openness and manage wind effects, in accordance with Strategies BF2: Podiums and BF3: Weather protection. This may be relaxed on Whitehorse Road given its broad width, provided the towers are distinguished and wind effects managed in some other way. It may also be relaxed on the intersection of two major streets to express the urban structure, provided wind effects are managed.
- Side and rear setbacks of:
  - 4.5 metres for towers for towers up to a height of 27 metres
  - 6 metres for towers up to a height of 41 metres
  - 7.5 metres for towers up to a height of 66 metres
  - 10 metres for towers higher than 66 metres
- Side and rear setbacks are designed 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, in accordance with Strategies BF1: Tower separation and BF2: Podiums
- For all floor levels above the height of the street wall where the building exceeds a height of 41m, a maximum tower floorplate of 900 square metres for residential uses and 1,350 square metres for office uses.

Building separation

Within a site, buildings should be separated by a minimum of:

- 9 metres for towers up to a height of 27 metres
- 12 metres for towers up to a height of 41 metres
- 15 metres for towers up to a height of 66 metres
- 20 metres for towers higher than 66 metres.

Overshadowing

A new public open space containing the SRL station lies to the south of Burwood Highway and east of Gardiners Creek. Given its location and the north-east / south-west alignment of Gardiners Creek, solar access can be achieved to 50 per cent of the SRL station new public space for 3 hours per day in mid-winter without unreasonable cost to the provision for growth. Adopting this standard will also result in sunlight to at least 75 per cent of the open space at spring equinox.

The Sinnott Street Reserve at the south-east corner of the Central Core will be partially overshadowed by new development to its north and west. As a key gathering space for the Structure Plan Area, this open space warrants the highest level of solar access protection, in accordance with Strategy BF5: Sunlight to public realm. Protecting solar access to this open space competes with the high-rise urban form aspirations for the Central Core. In response, a solar access standard of 30 per cent of the open space for a minimum of 3 hours in mid-winter is recommended.

The building scale and massing recommended at the edges of the Gardiners Creek parklands widening will maintain solar access to 70 per cent of that open space for a minimum of 3 hours in mid-winter. Taller built form in the Central Core will cast shadow across the park in the morning, however from midday, the solar access standard can be achieved.

Activity Streets are intended to support the highest level of street life. However, they are also where development is most intense, in response to the accessibility created by the SRL station. A balance needs to be struck between ensuring solar access and providing for growth. In response, it is proposed that development should maintain solar access to 50 per cent of the southern, eastern or western footpaths of Activity Streets for a minimum of 3 hours at the spring equinox. Exceptions to this are the east-west Activity Streets north of the SRL station and west of Sinnott Street, where no solar access standard is recommended, given the availability of sunny streets and public open spaces nearby.

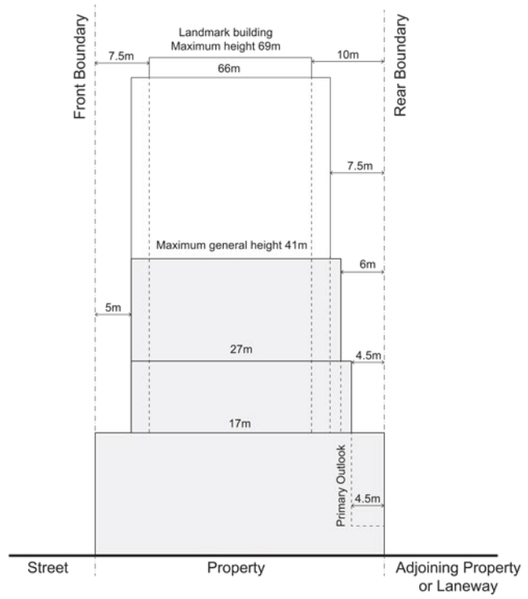


Figure 6.5: Built form outcomes - front and rear boundaries

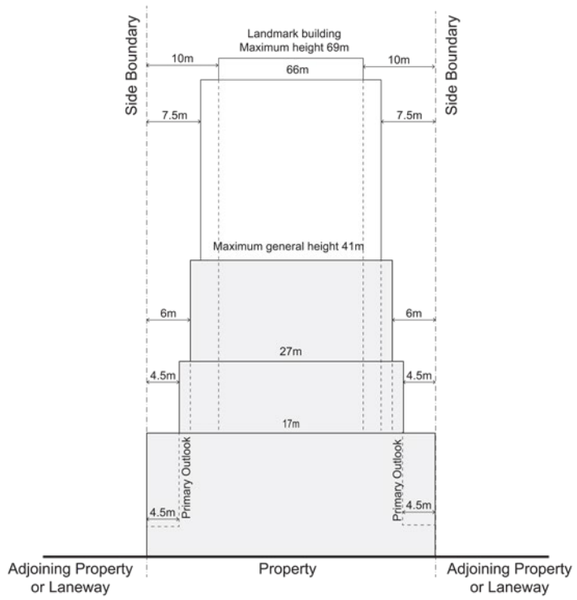


Figure 6.6: Built form outcomes - side boundaries

Summary of built form outcomes

The built form outcomes for the podium-tower development type are summarised below.

Building height and density	
Maximum height - general	41 metres (10 to 11 storeys)
Maximum height - landmark buildings	69 metres (17 to 20 storeys)
Maximum density	• 5.6:1 (not including internal roads and open space) • Approximately 2.2:1 after a provision has been made for internal roads and open space
Street wall	
Minimum height	12 metres (3 storeys)
Maximum height - general	17 metres (4 storeys)
Maximum height - Burwood Highway	23 metres (5 to 6 storeys)
Activation	High
Building setbacks	
Minimum street - podium - general	Zero
Minimum street - podium - Gardiners Creek interface north of new critical key link	7 metres
Minimum street - podium - Gardiners Creek interface south of new critical key link	12 metres
Minimum street - tower	5 metres from podium facade up to a height of 66 metres 7.5 metres from podium facade above a height of 66 metres
Minimum side and rear - podium (non-primary outlook)	Zero
Minimum side and rear - podium (primary outlook)	4.5 metres
Minimum side and rear - tower	4.5 metres for towers up to a height of 27 metres 6 metres for towers up to a height of 41 metres 7.5 metres for towers up to a height of 66 metres 10 metres for towers higher than 66 metres
All floor levels above the height of the street wall where the building exceeds a height of 41m	900 square metres for residential uses 1,350 square metres for office uses
Building separation	
Minimum building separation within a site	9 metres for towers up to a height of 27 metres 12 metres for towers up to a height of 41 metres 15 metres for towers up to a height of 66 metres 20 metres for towers higher than 66 metres

Public realm outcomes

The Public Realm Framework identifies the future aspiration for the public realm in the Central Core. Achieving this aspiration relies on development and public realm projects that vary in scale and importance as outlined below.

SRL Rail and Infrastructure

Public realm elements of SRL works.

- Open spaces - along Gardiners Creek (new widened and enhanced), SRL station (new), and Sinnott Street Reserve (upgraded)
- Activity Streets
- Pedestrian crossings (new or upgraded)
- Pedestrian and cycle link over Burwood Highway

Key public realm projects

Key projects to create an accessible and permeable Central Core, as part of Design Direction 2: Promote active transport access.

- Pedestrian and cycling connection over creek - Critical key link (new) fixed

Development

Development features creating an accessible and permeable Central Core, as part of Design Direction 2: Promote active transport access.

- Building setback to widen public realm

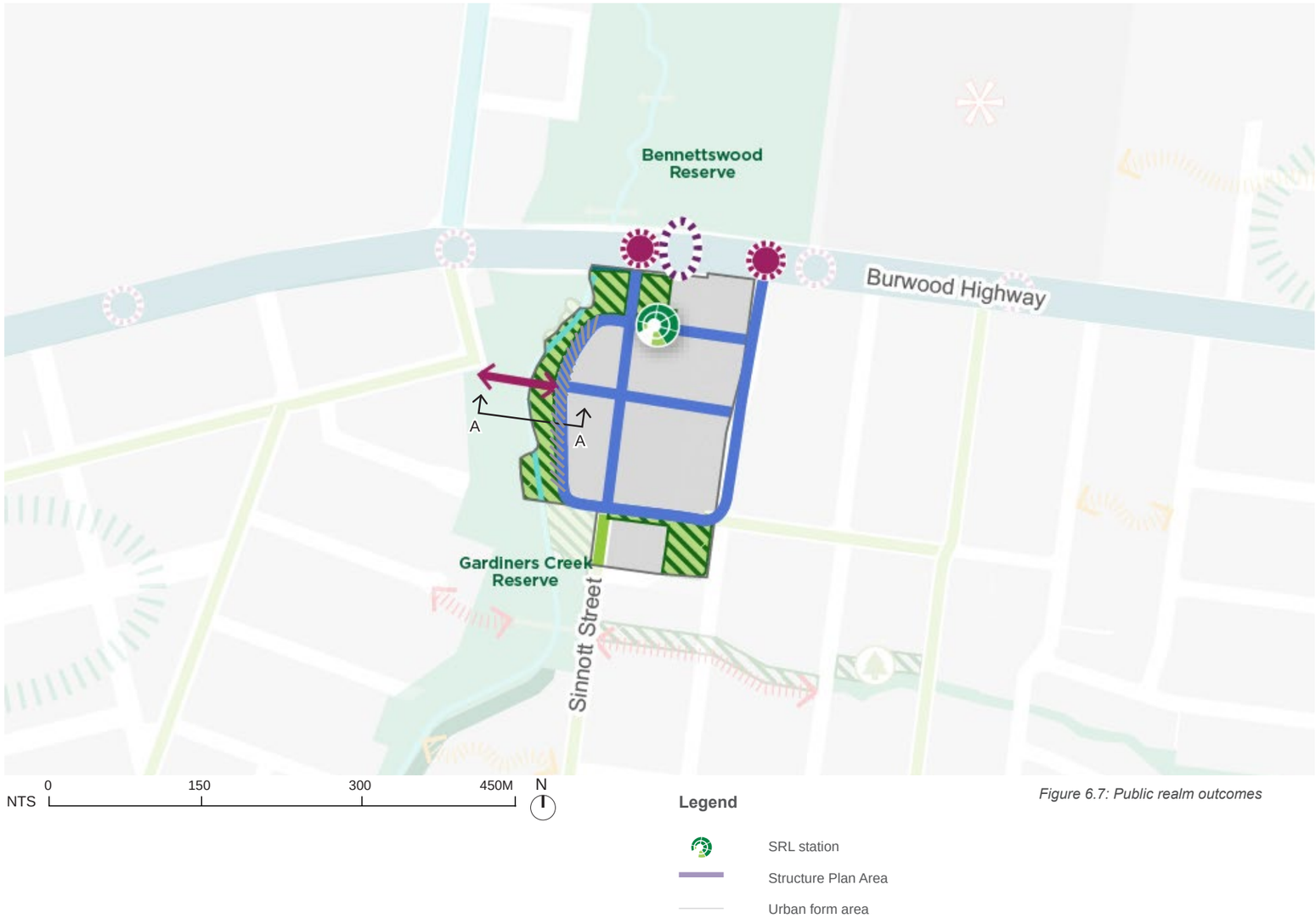


Figure 6.7: Public realm outcomes

Special case cross sections:

Streetscape/built form conditions which depart from the general guidance.

Special case - Cross section A: Gardiners Creek Reserve Eastern Interface

Gardiners Creek Reserve is expected to undergo revitalisation and naturalisation. It currently traverses the entire Burwood Structure Plan Area from north to south and abuts the future SRL station, Central Core, Deakin University campus and existing residential areas.

Cross section A illustrates an indicative interface for the eastern side of Gardiners Creek Reserve. A 12-metre building setback to the reserve enables the delivery of an Activity Street outcome with planting areas for canopy trees, contributing to the ecological value of the area. A maximum built form height of 4 storeys is proposed at the reserve interface, with any additional height being set-back 5 metres above podium.

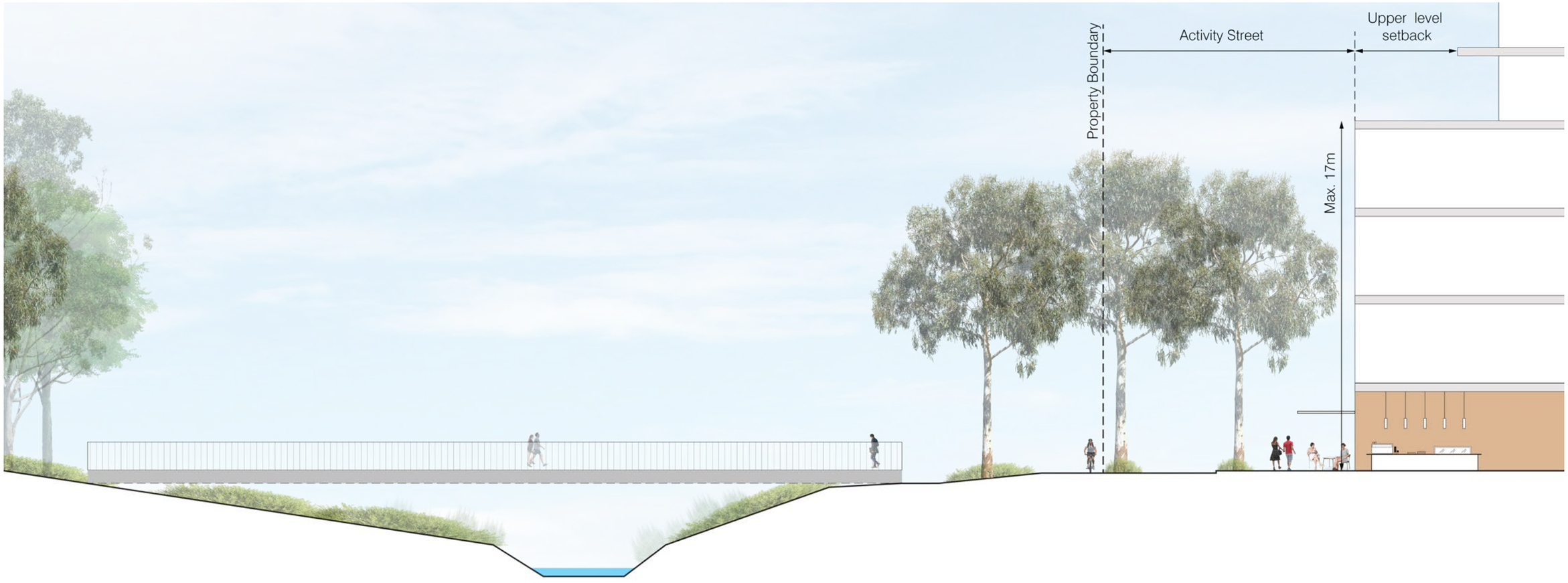


Figure 6.8: Section A - Indicative cross section of Gardiners Creek

6.3 Main Streets

Shopping strips

The urban form area identified as belonging to this place type is:

- B - Burwood Local Activity Centre.

Refer to Section 4.5 for a detailed description of this urban form area.

Figure 6.9: Key map - Main Sreets

Future role and function

Moderate intensification of built form providing space for more housing

Urban form area is relatively distant from the Central Core, but connected to it via Burwood Highway, including tram services. It has a highly valued, low-rise character and fragmented ownership. These factors limit its development potential.

While there may be sporadic opportunities for more redevelopment through amalgamation of many lots, the likelihood this would not occur uniformly within the urban form area means that allowing such development would result in an incohesive built form character. It would also likely adversely affect the fine-grain character. Further, the area has a high level of pedestrian activity, requiring a high level of public realm amenity, and lies adjacent to the lower-rise residential hinterland.

Therefore, only a moderate level of intensification is sought to balance aspirations for growth with responsiveness to existing character, consistent with the SRL Urban Design Objective Responsiveness.

Future drivers

Respect the low-rise and fine-grain character of the shopping strip

This urban form area is characterised by narrow lots, resulting in a distinct character of small, low-rise shops. Future development should complement this character through its massing and façade design.

Maintain sunlight amenity to the public realm

There is a high level of pedestrian activity in this urban form area as a result of its retail uses, including outdoor dining. It is important that sunlight is maintained to the southern footpath, consistent with SRL Urban Design Objectives Amenity and Places for people.

Future urban form

The Main Streets place type will continue to have a row of fine-grain activation at ground level along Burwood Highway. The public transport and width of Burwood Highway create an opportunity for an increase in scale. However, the narrow width and small size of the majority of the properties will constrain redevelopment.

The area will be developed into mixed-use buildings which maintain a sense of openness and solar access to the public realm. New buildings will complement the existing low-rise character, providing a low-scale street wall which will frame the public realm. The built form will be set back above the street wall to distinguish upper forms and maintain visual prominence of the street wall. Rear setbacks will minimise shadow and visual bulk impacts on neighbouring properties.

Figure 6.10: Examples of the form of development envisaged for the Main Streets

Built form outcomes

The development type recommended in the Main Streets is the shoptop infill. This development type provides for employment and housing growth and increased vibrancy, particularly outside retail hours, while complementing the existing character and providing a high level of pedestrian amenity.

The recommended development type relies on the amalgamation of up to three typical lots, to create a feasible site width (see SRL East Structure Plan - Urban Design Supporting Research - Attachment A).

The proposed form incorporates a 2 to 3-storey, zero setback, boundary-to-boundary street wall that will complement the existing vibrant and memorable character created by low-rise, continuous, active streetscapes.

The street wall is articulated to reflect the existing fine-grain character and activated by commercial ground floor uses.

Above the street wall, upper levels are set back to ensure an appropriate balance between openness and enclosure in the street, along with good solar access.

Building height and density

Main Streets are characterised by narrow, 1 to 2-storey buildings. The narrow width of the lots and their fragmented ownership means that it is likely that not all lots will be redeveloped. Therefore, maximum building heights are influenced by the need to complement the scale of existing buildings, in accordance with Strategy BF6: Street scale.

Building heights are also influenced by the street width. In order to maintain a sense of openness and solar access to the opposite footpath, building form is proposed to be limited by a 45° plane from the opposite street boundary, in accordance with Strategy BF5: Sunlight to public realm.

Based on testing of typical property sizes in each urban form area within this place type, it is envisaged that heights of 25 metres (6 to 7 storeys) can be achieved, resulting in a density of approximately 4:1. Testing of shoptop infill development on typical Main Street lots is illustrated in SRL East Structure Plan - Urban Design Supporting Research - Attachment A.

Street wall height

A minimum street wall height of 9 metres (2 storeys) is proposed to ensure the public realm is well framed, in accordance with Strategy BF2: Podiums. A maximum street wall height of 12 metres (3 storeys) is proposed to complement the existing low-rise character. This may be increased to 14 metres (4 storeys) at intersections to contribute to a visually diverse streetscape and recognise the characteristic feature of bigger buildings on street corners.

Building setbacks

The following minimum setbacks are proposed:

- A zero street setback at podium level to frame the public realm and support public realm activation, in accordance with Strategy BF7: Engaging facades
- Above the podium, a 3-metre setback from the podium façade up to a height of 21 metres and an additional setback of 1 metre per metre of height above that, to distinguish upper forms from and maintain the visual prominence of the street wall in accordance with Strategy UF8: Main streets and existing small retail strips, and to maintain a sense of openness in accordance with Strategy UF5: Public realm amenity
- A zero side setback
- A zero rear setback up to a height of 5 metres
- A rear, upper level setback of 1 metre per metre of height above 5 metres up to a setback of 15 metres at interface with residentially zoned land outside the Structure Plan Area.

Building separation

Within a site, buildings should be separated by a minimum of 9m.

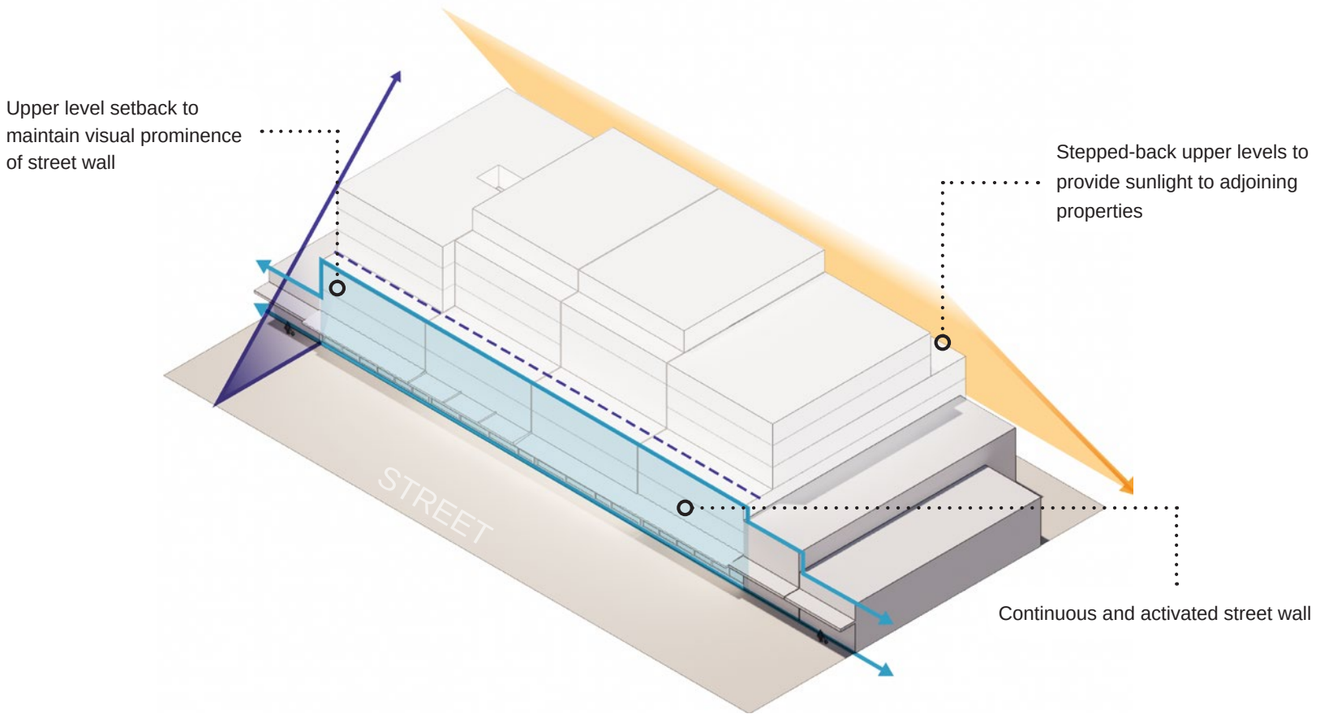


Figure 6.11: Built form outcomes for shoptop infill

Overshadowing

The recommended building scale and massing will achieve the recommended solar access standard to ensure good amenity to Burwood Highway. The proposed standard will provide solar access to 100 per cent of the southern footpath for a minimum of 3 hours at spring equinox.

The building scale and massing will also limit additional shadow to private open space in the rear setbacks of properties in Key Movement Corridors, Urban Neighbourhoods and Residential Neighbourhoods.

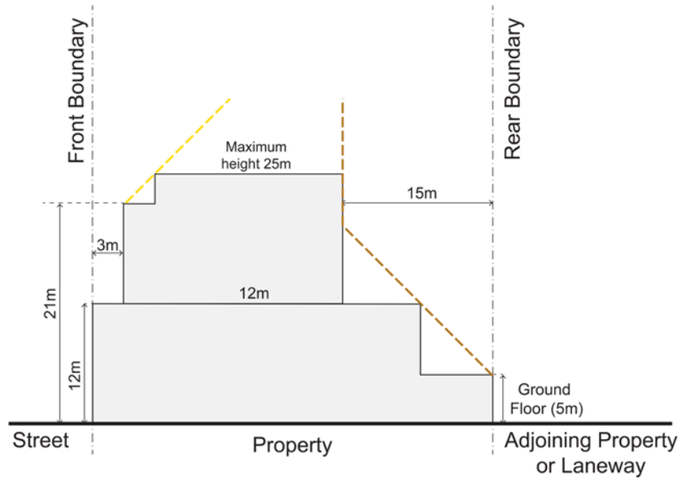


Figure 6.12: Built form outcomes - front and rear boundaries

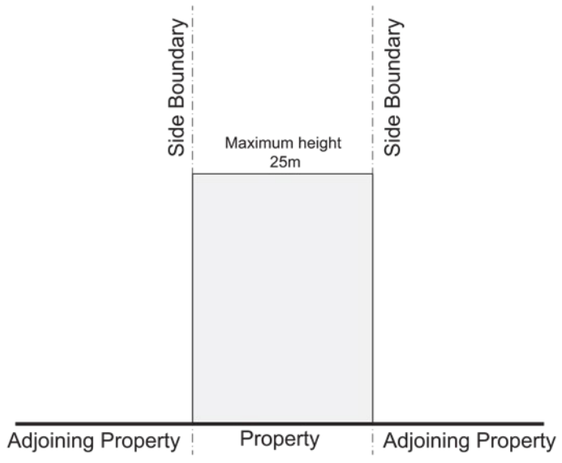


Figure 6.13: Built form outcomes - side boundaries

Summary of built form outcomes

The built form outcomes for the shoptop infill development type are summarised below.

Building height and density	
Maximum height	25 metres (7 storeys)
Maximum density	4:1
Street wall	
Minimum	9 metres (2 storeys)
Maximum - general	12 metres (3 storeys)
Maximum - intersections	15 metres (4 storeys)
Activation	High
Building setbacks	
Minimum street - podium	Zero
Minimum street - above podium	3 metres up to a height of 21 metres 1 metre per metre of height above a height of 21 metres
Side	Zero
Rear - abutting residential land outside the SP Area	1 metre per metre of height above 5 metres, up to a maximum setback of 15 metres
Building separation	
Minimum building separation within a site	9 metres

Overshadowing		
Place type of neighbouring property	**Number of hours between 9am and 3pm at the September equinox during additional shadow is to be avoided**	**Minimum area of open space to which additional shadow is to be avoided**
Key Movement Corridor, Urban Neighbourhood	3 hours	40 square metres or 75 per cent of any open space in a rear setback, whichever is the lesser
Residential Neighbourhood	4 hours	40 square metres or 75 per cent of any open space in a rear setback, whichever is the lesser
Residentially-zoned properties outside the Structure Plan Area	5 hours	40 square metres or 75 per cent of any open space in a rear setback, whichever is the lesser

Public realm outcomes

The Public Realm Framework identifies the future aspiration for the public realm in the Main Street. Achieving this aspiration relies on development and public realm projects that vary in scale and importance as outlined below.

Public realm enhancements

Streets to be considered for enhancements to deliver Design Direction 1: Ensure streets are inviting places that support community life.

- Boulevard treatment to Burwood Highway

Figure 6.14: Public realm outcomes

Legend

- SRL station
- Structure Plan Area
- Urban form area

Typical building and public realm profile

This cross section shows a typical Main Streets building with a Boulevard to provide an illustration of the future built form and public realm outcomes for this area.

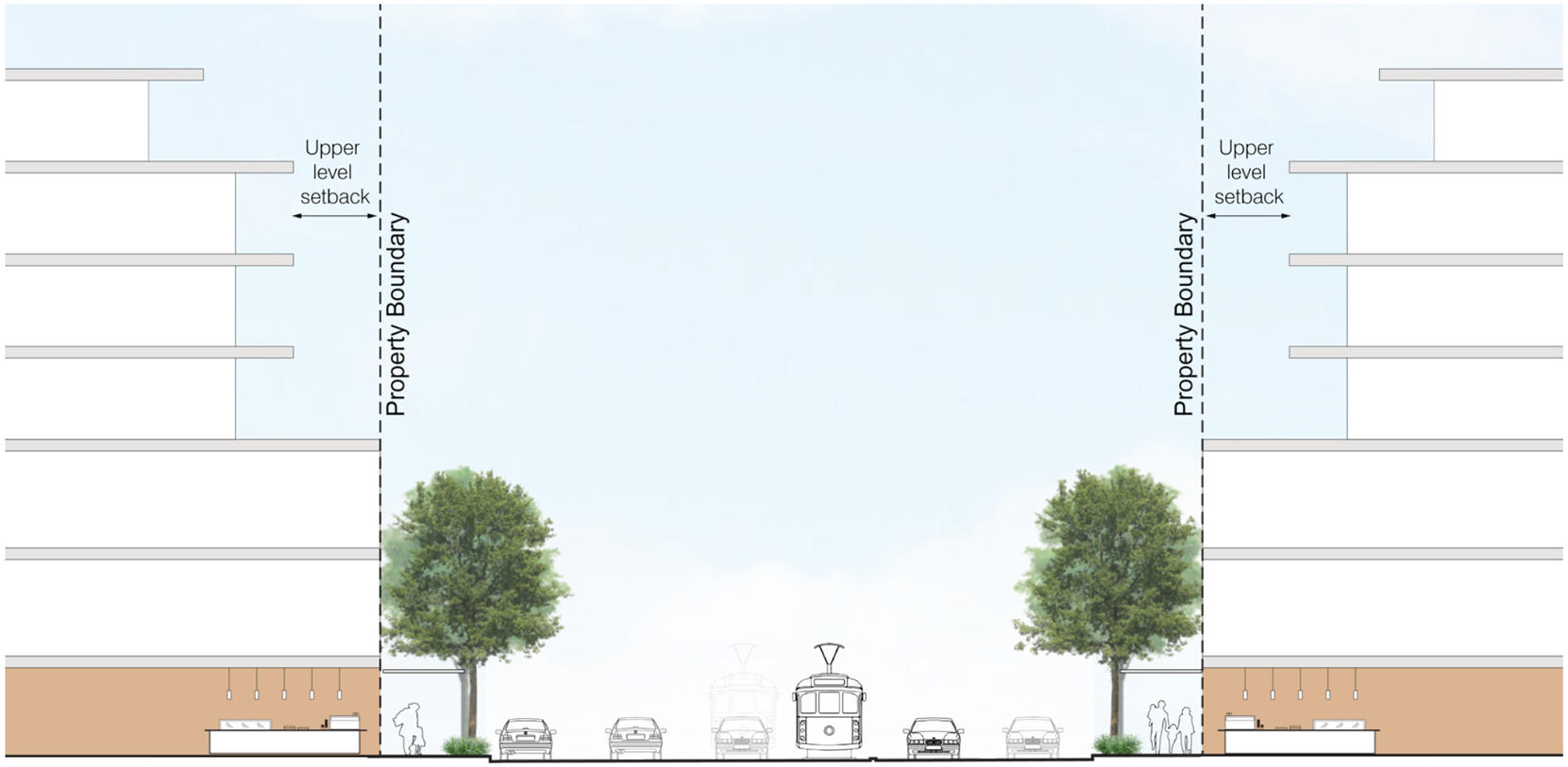


Figure 6.15: Potential section - Boulevard

6.4 Key Movement Corridors

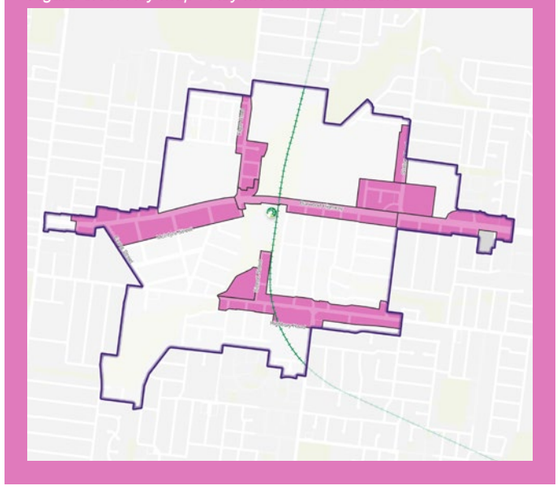
Main roads

The urban form area identified as belonging to this place type include:

- C - Sinnott Street South
- D - Burwood Highway West
- E - Greenwood Business Park
- F - Station Street
- G - Highbury Road
- H - Burwood Highway East
- I - Elgar Road
- J - Burwood Highway Central.

Refer to 4.5 for a detailed description of these urban form areas.

Figure 6.16: Key map - Key Movement Corridors



Future role and function

Substantial change of built form providing space for jobs growth, local services and housing along Key Movement Corridors

These streets are the key street-based movement corridors, being main roads carrying public transport. They offer a high level of accessibility to jobs and services. They are an appropriate location for a higher level of intensification and mixed use to contribute to a new 'boulevard' character.

Future drivers

Balance between openness and enclosure of the street

These urban form areas are outside the core of the Structure Plan Area and generally border the residential hinterland. Their development should seek to deliver moderate growth in a form that gives consideration to amenity and character.

Enhance landscape character and amenity within the street (Urban Form Area F - Station Street and I - Elgar Road)

In urban form areas where ground floor commercial activity is not sought, development should contribute to the amenity of the street through a landscaped front setback.

Moderate level of activation to the street (Urban Form Areas D - Burwood Highway West, E - Greenwood Business Park, H - Burwood Highway East and I - Elgar Road)

These streets are intended to have commercial activity at ground floor, comprising a mix of retail services, office and showroom uses. There will be a moderate level of pedestrian activity in this area as a result of people walking to these uses. It is critical that a good level of street activation is provided to ensure safety, consistent with SRL Urban Design Objectives Activation and Safer design.

Capitalise on amenity provided by open space (Urban Form Area I - Elgar Road)

This urban form area lies adjacent to the Gardiners Creek Reserve. The amenity provided by this space should be capitalised upon by optimising the number of dwellings adjacent to it and providing improved access for the neighbourhood beyond.

Future urban form

Burwood Highway is proposed to become a Boulevard which is a wide, generous primary road and public transport corridor that serves multiple uses and provides strong landscape and pedestrian outcomes including canopy trees and pedestrian crossing opportunities. The remaining Key Movement Corridors will become Avenues: wide and tree-lined 'connector' streets that accommodate active and/or public transport with nodes of pedestrian amenity.

The Key Movement Corridors will be lined with mid rise apartment buildings with pockets of mixed use. Upper levels will be setback from the street wall to maintain solar access and a sense of openness in the public realm, while rear setbacks will minimise shadow and visual bulk impacts on neighbouring properties. A modest street setback will maintain definition and activation of the public realm, and provide privacy for ground floor dwellings.

Figure 6.17: Examples of the form of development envisaged for the Key Movement Corridors

Built form outcomes

The development type recommended in the Key Movement Corridors is the urban infill. This is a traditional form of development that delivers highly adaptable buildings able to accommodate commercial and/or residential uses.

This development type delivers moderately high density along main roads, in accordance with Strategy UF6. Boulevards and Avenues, without the potentially adverse impacts of taller buildings. Importantly, it can be developed on the vast majority of the lots found in these places without the need for lot amalgamation (see Best Practice Urban Development Typologies report in SRL East Structure Plan - Urban Design Supporting Research - Attachment A).

This development type provides a vibrant and memorable urban character, good private amenity and protection of neighbouring amenity to the rear, adaptability for mixed and changing uses, and reasonable space for tree canopy cover. The minimal front setback and lack of side setbacks ensure a well-activated and strongly-framed public realm. The strong relationship with the street also supports commercial uses at ground or upper levels where desired.

The primary orientation of accommodation to the street and middle of the block enables differing uses to comfortably exist side-by-side where relevant. Generous rear setbacks ensure good amenity for accommodation facing towards the middle of the block, including adjacent properties to the rear, and space for tree planting.

As the Key Movement Corridors evolve through new urban infill development, they will experience a substantial change in character. As noted in Design Direction 5, this is considered to be an inevitable outcome of the vision for transformational change. This kind of transition in character is consistent with other transforming areas such as Brunswick Activity Centre, Cremorne and Box Hill between Whitehorse Road and the hospital. Low-rise dwellings will no longer represent the preferred character, and will increasingly become anomalies.

The sheer on-boundary side walls of urban infill development will change the amenity of any neighbouring low-rise dwellings to the side However, the lack of side setbacks is necessary to enable viable development of appropriate density on single lots and avoid constraining development on neighbouring properties to the side, in accordance with Strategy BF11: Building orientation. The introduction of side setbacks to protect the existing amenity and character would mean that lot amalgamation is required to achieve a viable floorplate, and greater height is needed to maintain the density envisaged by Strategies UF5: Mixed-use neighbourhoods and UF6: Boulevards and Avenues.

The majority of lots in this place type are occupied by detached dwellings whose primary orientation is towards the street and a rear garden, rather than towards side boundaries. Therefore, the impact of sheer on-boundary side walls will be generally limited to the secondary rooms that face side boundaries.

Urban Infill development is proposed to have a generous rear setback, which will limit its impact on the amenity and equitable development of neighbouring rear gardens. The rear setbacks of existing and future development will ultimately combine to form a large green space in the middle of the block.

The building height and upper level street setbacks vary based on street width to ensure an appropriate balance between openness and enclosure in the street, along with reasonable solar access. In the Key Movement Corridors, urban infill provides a taller street wall, with upper levels maintaining a 1:1 ratio with the street. In the Urban Neighbourhoods a building height of 24 metres with a 4-storey street wall and upper level setback is proposed to maintain an open character.

This development type includes a landscaped front setback as well as a generous rear setback, resulting in a combined 10 to 15 per cent deep soil area across the front and rear of the lot.

The proposed use-mix varies with the role and function of the urban form area.

Building height and density

Building heights are proposed to be determined by the street width and lot depth, up to a maximum of 8 storeys. In order to balance spatial definition and a sense of openness, building form is proposed to be limited by two variables:

- A 45° plane from the opposite street boundary, in accordance with Strategy BF6: Human-scale streets
- An angled plane at the rear to or limit visual bulk impacts to neighbouring properties, while enabling taller buildings on deeper lots, and to avoid unreasonable shadow impacts on neighbouring properties in accordance with Strategy BF12: Solar access.

Based on testing of typical property sizes in each urban form area within this place type, it is envisaged that heights of 27 metres (7 to 8 storeys) can be achieved, resulting in a density of approximately 3:1.

An exception to that is urban form area C - Sinnott Street South, where a maximum building height of 27 to 41 metres (7 to11 storeys) is proposed to unlock development in this larger site. Built form over 8 storeys should be located towards the centre of the site, where public realm and environmental impacts of taller forms can be minimised.

In sensitive areas, a maximum building height of 21 metres (5 to 6 stroreys) is proposed. Sensitive areas are shown in Figure 6.1.

Testing of urban infill development in typical Key Movement Corridors is illustrated in SRL East Structure Plan - Urban Design Supporting Research - Attachment A.

Street wall height

The following street wall heights are proposed:

- A minimum street wall height of 14 metres (3 to 4 storeys) to ensure the public realm is well framed, in accordance with Strategy BF6: Street scale
- Generally, a maximum street wall of 21 metres (5 to 6 storeys) to balance spatial definition and a sense of openness, and to maintain solar access in the streets
- A maximum street wall height of 14 metres (3 to 4 storeys) where Key Movement Corridors are located along local streets and/or across the road from Urban Neighbourhoods to balance spatial definition and to ensure appropriate scale transition, in accordance with Strategies BF6: Street Scale and BF13: Transition.

Adaptability

A minimum floor-to-floor dimension of 4 metres is proposed at ground floor level to ensure it can be used for commercial purposes.

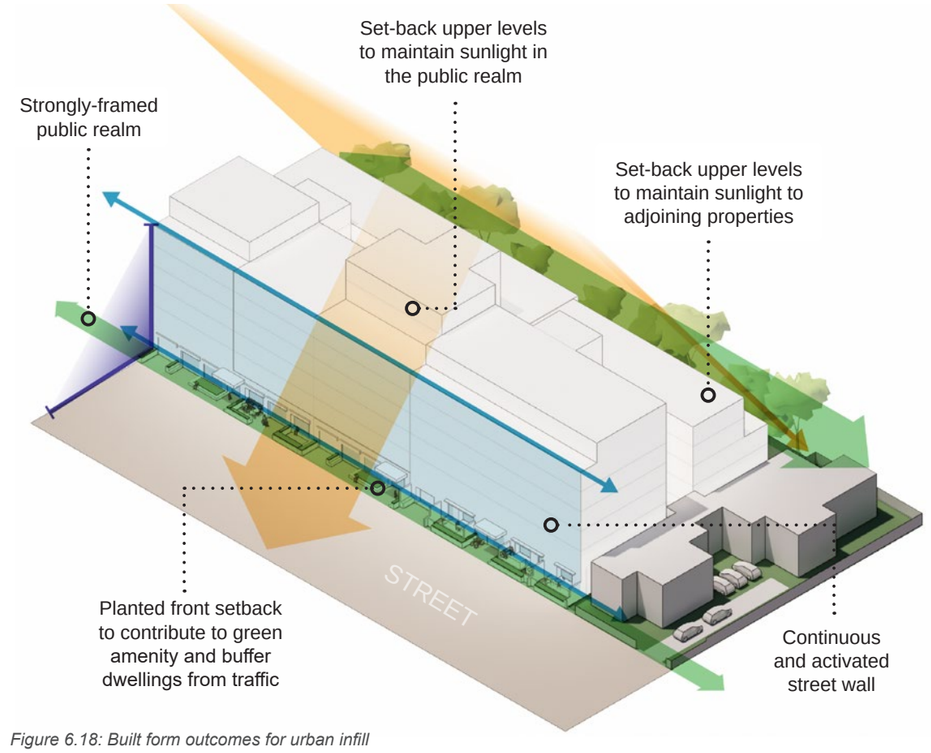


Figure 6.18: Built form outcomes for urban infill

Building setbacks

The following minimum setbacks are proposed:

- A 3-metre street setback to balance spatial definition and public realm engagement with the privacy of ground floor dwellings, in accordance with Strategies BF8: Active frontage and BF9: Residential frontage
- In existing small retail strips, the street setback should match the prevailing building line, in accordance with Strategy BF8: Active frontages. These include:
  - Burwood Highway / Station Street small retail strip (Bennettswood shops)
  - Cromwell Street / McIntyre Street small retail strip (Cromwell and McIntyre shops)
  - Huntingdale Road / Barlyn Road small retail strip
- An additional 4-metre setback above 21 metres to maintain a sense of openness and solar access
- Zero side setback where there is no primary outlook to enable the development of single lots with buildings that face the street and the rear of the lot - this will also maintain equitable development opportunities for neighbouring properties, in accordance with Strategy BF11: Building orientation
- A 4.5-metre side setback where there is a primary outlook to an adjacent private property. Wherever applicable, side setbacks should be measured from the centreline of an adjoining laneway
- A 3-metre side setback where abutting public open space
- A rear setback of 6 metres to provide for deep soil planting, in accordance with Strategy BF14: On-site landscaping. It is envisaged that these rear setbacks will combine to create a green spine along the rear of all lots in this place type, establishing valuable habitat and potentially communal amenity. This does not apply at ground floor in existing small retail strips
- Additional rear setbacks of 0.7 metres per metre of additional height above 11 metres, or above 14 metres where abutting public open space, to manage visual bulk impacts.

Building separation

Within a site, buildings should be separated by a minimum of 9m.

Overshadowing

The recommended building scale and massing will achieve the recommended solar access standard to ensure good amenity in the public realm and to complement the existing character of typical streets. The solar access standard recommended will maintain sunlight to southern, eastern and western footpaths in typical streets at the September equinox. This is considered to strike an appropriate balance between solar access and providing for growth.

The building scale and massing recommended at the edges of Roslyn Street Reserve will maintain solar access to 50 per cent of the open space for a minimum of 3 hours in mid-winter and 75 per cent at spring equinox.

The building scale and massing will also limit additional shadow to private open space in the rear setbacks of properties in Key Movement Corridors, Urban Neighbourhoods and Residential Neighbourhoods.

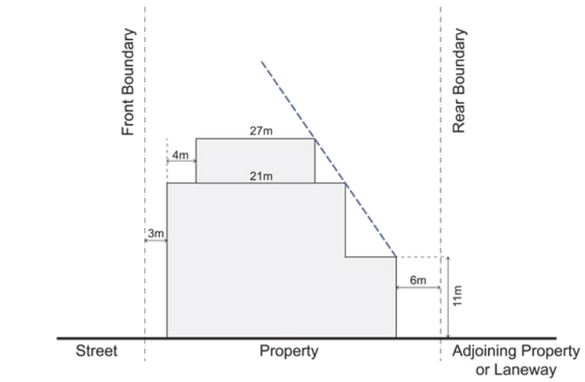


Figure 6.19: Built form outcomes - front and rear boundaries

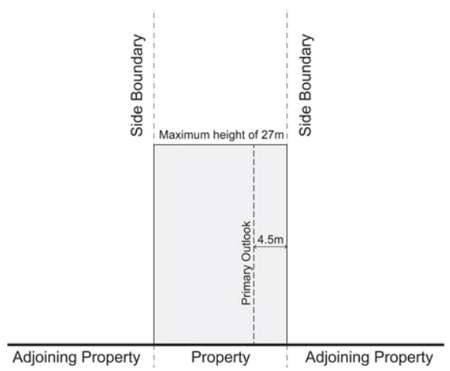


Figure 6.20: Built form outcomes - side boundaries

Summary of built form outcomes

The built form outcomes for the urban infill development type are summarised below.

Building height and density		
Maximum height - general	27 metres (7 to 8 storeys)	
Maximum height - urban form area C: Sinnott Street South	27 to 41 metres (7 to 11 storeys)	
Maximum height - sensitive areas	21 metres (5 to 6 storeys)	
Maximum density	3.5:1	
Street wall		
Minimum height	14 metres (3 to 4 storeys)	
Maximum height - general	21 metres (5 to 6 storeys)	
Maximum height - along local streets and/or across the road from Urban Neighbourhoods	14 metres (3 to 4 storeys)	
Activation	Moderate	
Building setbacks		
Street - general	3 metres plus 4 metres above 21 metres	
Street - existing small retail strips	Match the prevailing building line plus 4 metres above 21 metres	
Rear - general	6 metres landscaped plus 0.7 metres per metre of height above 11 metres, or above 14 metres where abutting public open space	
Rear - existing small retail strips	6 metres above ground floor plus 0.7 metres per metre of height above 11 metres	
Side - non-primary outlook	Zero	
Side - primary outlook	4.5 metres	
Side - abutting public open space	3 metres	
Building separation		
Minimum building separation within a site	9 metres	
Overshadowing		
Place type of neighbouring property	**Number of hours between 9am and 3pm at the September equinox during additional shadow is to be avoided**	**Minimum area of open space to which additional shadow is to be avoided**
Key Movement Corridor, Urban Neighbourhood	3 hours	40 square metres or 75 per cent of any open space in a rear setback, whichever is the lesser
Residential Neighbourhood	4 hours	40 square metres or 75 per cent of any open space in a rear setback, whichever is the lesser
Residentially-zoned properties outside the Structure Plan Area	5 hours	40 square metres or 75 per cent of any open space in a rear setback, whichever is the lesser
Adaptability		
Minimum ground level floor-to-floor height	4 metres	

Public realm outcomes

The Public Realm Framework identifies the future aspiration for the public realm in the Key Movement Corridors. Achieving this aspiration relies on development and public realm projects that vary in scale and importance as outlined below.

SRL Rail and Infrastructure

Public realm elements of SRL works.

- Pedestrian crossings (new or upgraded)
- Pedestrian and cycle link over Burwood Highway

Development

Development features creating accessible and permeable Urban Neighbourhoods, as part of Design Direction 2: Promote active transport access.

- Local key link (new) - flexible
- Important key link (new) - flexible
- Open space (new) - investigation area
- Potential expansion of Gardiners Creek corridor

Key public realm projects

Key projects to create accessible open spaces as part of Design Direction 2: Promote active transport access.

- Linear open space connecting to Gardiners Creek

Public realm enhancements

Streets to be considered for enhancements to deliver Design Direction 1: Ensure streets are inviting places that support community life.

- Boulevard treatment to Burwood Highway
- Station Street, Elgar Road and Highbury Road upgrades - Avenue
- Improvements to Green Streets
- Pedestrian crossings (new or upgraded)

Figure 6.21: Public realm outcomes

Typical building and public realm profile

This cross section shows a typical Key Movement Corridors building with a Avenue to provide an illustration of the future built form and public realm outcomes for this area.

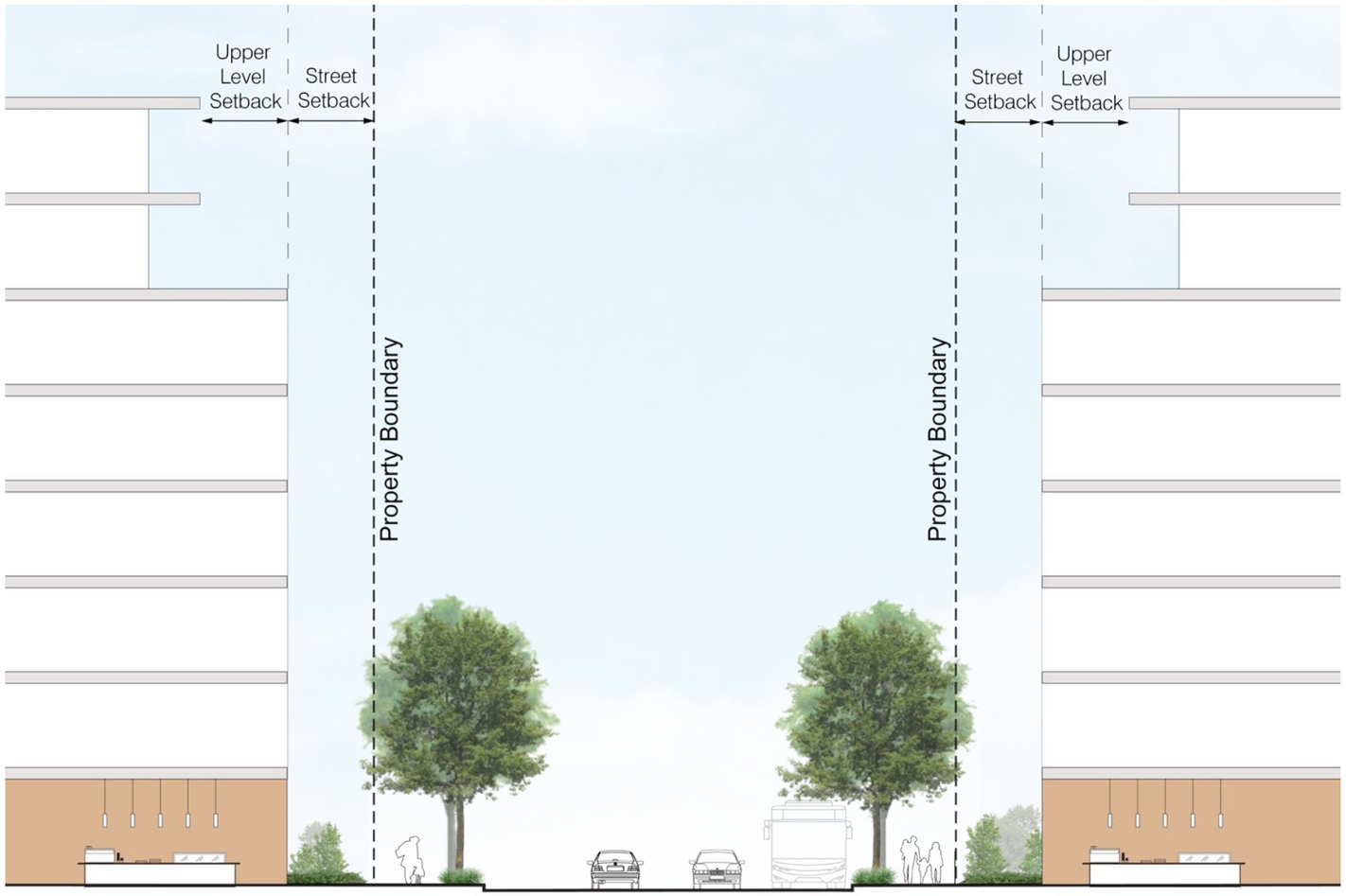


Figure 6.22: Potential section - Avenue

6.5 Urban Neighbourhoods

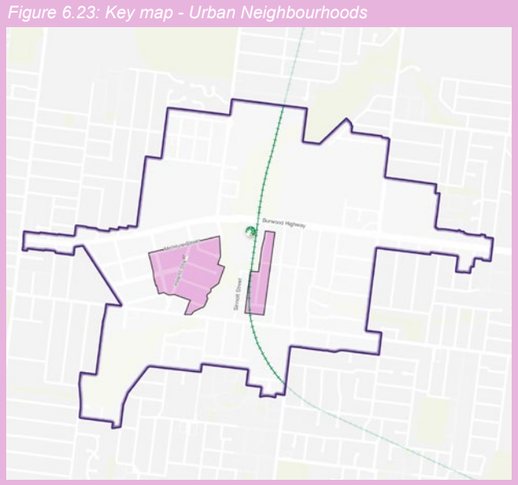
Well-served residential areas

The urban form area identified as belonging to this place type include:

- K - McComas Grove
- L - Gardiners Creek West.

Refer to 4.5 for a detailed description of these urban form areas.

Figure 6.23: Key map - Urban Neighbourhoods



Future role and function

Substantial change of built form providing space for jobs growth, local services and housing surrounding the core

This area lies immediately adjacent to and is well integrated with an activity centre. It offers a high level of accessibility to jobs and services. It is an appropriate location for a higher level of intensification and mixed use.

Future drivers

Balance between openness and enclosure of the street

These urban form areas are outside the core of the Structure Plan Area and/or border the residential hinterland. Therefore, their level of intensification should be balanced with amenity and character considerations.

Enhance landscape character and amenity within the street (Urban Form Area K - Gardiners Creek West)

In urban form areas where ground floor commercial activity is not sought, development should contribute to the amenity of the street through a landscaped front setback.

Moderate level of activation to the street (Urban Form Area J - McComas Grove)

These streets are intended to have commercial activity at ground floor, comprising a mix of retail services, office and showroom uses. There will be a moderate level of pedestrian activity in this area as a result of people walking to these uses. It is critical that a good level of street activation is provided to ensure safety, consistent with SRL Urban Design Objectives Activation and Safer design.

Maintain sunlight amenity to the public realm (Urban Form Area J - McComas Grove)

The slightly lesser focus on intensification compared with the Central Core allows for a greater focus on ensuring sunlight in the majority of the public realm, consistent with the SRL Urban Design Objective Amenity.

Capitalise on amenity provided by open space (Urban Form Area K - Gardiners Creek West)

These urban form areas lie adjacent to the Gardiners Creek Reserve. The amenity provided by this space should be capitalised upon by optimising the number of dwellings adjacent to it and providing improved access for the neighbourhood beyond.

Future urban form

The Urban Neighbourhoods are proposed to have a permeable street network with a number of Green Streets to enhance urban biodiversity and provide inviting pedestrian routes to key destinations, including a new east-west open space link between Lundgren Reserve and Gardiners Creek Reserve. The proximity of the future SRL station supports an increase in density, which will help to moderate the change in scale between the Central Core and surrounding residential hinterland.

The Urban Neighbourhood will be developed into mid-rise apartment and mixed-use buildings which maintain solar access and a sense of openness in the public realm. A continuous street wall will frame the public realm, while a modest street setback will maintain spatial definition and public realm engagement, and provide privacy to ground floor dwellings. Built form will be setback from the rear to minimise shadow and visual bulk impacts on neighbouring properties.

Adjacent to Gardiners Creek built form will be set back to provide an enhanced public realm and landscape interface.

Figure 6.24: Example of the form of development envisaged for the Urban Neighnourhoods

Built form outcomes

The development type recommended in the Urban Neighbourhoods is the urban infill. This is a traditional form of development that delivers highly adaptable buildings able to accommodate commercial and/or residential uses.

This development type delivers moderately high density along main roads, in accordance with Strategy UF6. Boulevards and Avenues, without the potentially adverse impacts of taller buildings. Importantly, it can be developed on the vast majority of the lots found in these places without the need for lot amalgamation (see Best Practice Urban Development Typologies report in SRL East Structure Plan - Urban Design Supporting Research - Attachment A).

This development type provides a vibrant and memorable urban character, good private amenity and protection of neighbouring amenity to the rear, adaptability for mixed and changing uses, and reasonable space for tree canopy cover. The minimal front setback and lack of side setbacks ensure a well-activated and strongly-framed public realm. The strong relationship with the street also supports commercial uses at ground or upper levels where desired.

The primary orientation of accommodation to the street and middle of the block enables differing uses to comfortably exist side-by-side where relevant. Generous rear setbacks ensure good amenity for accommodation facing towards the middle of the block, including adjacent properties to the rear, and space for tree planting.

As the Urban Neighbourhoods evolve through new urban infill development, they will experience a substantial change in character. As noted in Design Direction 5, this is considered to be an inevitable outcome of the vision for transformational change. This kind of transition in character is consistent with other transforming areas such as Brunswick Activity Centre, Cremorne and Box Hill between Whitehorse Road and the hospital. Low-rise dwellings will no longer represent the preferred character, and will increasingly become anomalies.

The sheer on-boundary side walls of urban infill development will change the amenity of any neighbouring low-rise dwellings to the side However, the lack of side setbacks is necessary to enable viable development of appropriate density on single lots and avoid constraining development on neighbouring properties to the side, in accordance with Strategy BF11: Building orientation. The introduction of side setbacks to protect the existing amenity and character would mean that lot amalgamation is required to achieve a viable floorplate, and greater height is needed to maintain the density envisaged by Strategies UF5: Mixed-use neighbourhoods and UF6: Boulevards and Avenues.

The majority of lots in this place type are occupied by detached dwellings whose primary orientation is towards the street and a rear garden, rather than towards side boundaries. Therefore, the impact of sheer on-boundary side walls will be generally limited to the secondary rooms that face side boundaries.

Urban Infill development is proposed to have a generous rear setback, which will limit its impact on the amenity and equitable development of neighbouring rear gardens. The rear setbacks of existing and future development will ultimately combine to form a large green space in the middle of the block.

The building height and upper level street setbacks vary based on street width to ensure an appropriate balance between openness and enclosure in the street, along with reasonable solar access. In the Key Movement Corridors, urban infill provides a taller street wall, with upper levels maintaining a 1:1 ratio with the street. In the Urban Neighbourhoods a building height of 24 metres with a 4-storey street wall and upper level setback is proposed to maintain an open character.

This development type includes a landscaped front setback as well as a generous rear setback, resulting in a combined 10 to 15 per cent deep soil area across the front and rear of the lot.

The proposed use-mix varies with the role and function of the urban form area.

Building height and density

Building heights are proposed to be determined by the street width and lot depth. In order to balance spatial definition and a sense of openness, building form is proposed to be limited by two variables:

- A 45° plane from the opposite street boundary, in accordance with Strategy UF5: Public realm amenity
- A September equinox solar plane from the top of a typical rear boundary fence to avoid unreasonable impacts on neighbouring residential properties, in accordance with Strategy UF6: Residential amenity. This will limit visual bulk impacts to neighbouring properties at the rear, while enabling taller buildings on deeper lots.

Based on testing of typical property sizes in each urban form areas within this place type, it is envisaged that heights of 24 metres (6 to 7 storeys) can be achieved, resulting in a density of approximately 3:1. Commercial uses are envisioned for Urban Form Area P: Thames Street West. Testing of urban infill development in typical Urban Neighbourhoods is illustrated in SRL East Structure Plan - Urban Design Supporting Research - Attachment A.

In sensitive areas, a maximum building height of 21 metres (5 to 6 stroreys) is proposed. Sensitive areas are shown in Figure 6.1.

Street wall height

A minimum street wall height of 11 metres (3 storeys) is proposed to ensure the public realm is well framed, in accordance with Strategy BF6: Street scale. The maximum street wall height is proposed to be 14 metres (4 storeys), to complement the existing lower-rise buildings in these areas.

Adaptability

A minimum floor-to-floor dimension of 4 metres is proposed at ground floor level to ensure it can be used for commercial purposes.

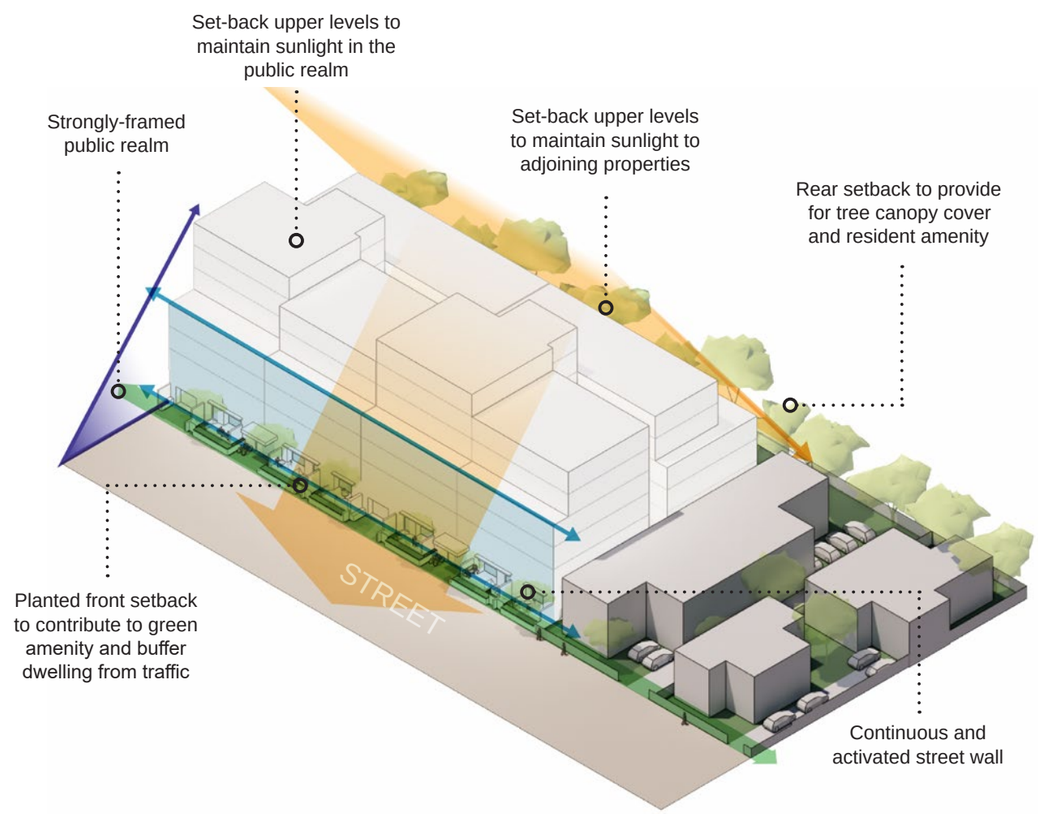


Figure 6.25: Built form outcomes for urban infill

Building setbacks

The following minimum setbacks are proposed:

- A 3-metre street setback to balance spatial definition and public realm engagement with the privacy of ground floor dwellings, in accordance with Strategies BF8: Active frontages and BF9: Residential frontages
- An additional street setback above 14 metres of 2 metres or that required to remain below a 45° plane from the opposite street boundary, whichever is greater to maintain a sense of openness and solar access
- Zero side setback where there is no primary outlook to enable the development of single lots with buildings that face the street and the rear of the lot. This will also maintain equitable development opportunities for neighbouring properties, in accordance with Strategy BF11: Building orientation
- A 4.5-metre side setback where there is a primary outlook to an adjacent private property. Wherever applicable, side setbacks should be measured from the centreline of an adjoining laneway
- A 3-metre side setback where abutting public open space
- A rear setback of 6 metres to provide for deep soil planting, in accordance with Strategy BF14: On-site landscaping. It is envisaged that these rear setbacks will combine to create a green spine along the rear of all lots in this place type, establishing valuable habitat and potentially communal amenity
- Additional rear setbacks of 0.7 metres per metre of additional height above 11 metres, or above 14 metres where abutting public open space, to manage visual bulk impacts.

Building separation

Within a site, buildings should be separated by a minimum of 9m.

Overshadowing

The recommended building scale and massing will achieve the recommended solar access standard to ensure good amenity in the public realm and to complement the existing character of typical streets. The solar access standard recommended will maintain sunlight to southern, eastern and western footpaths in typical streets at the September equinox. This is considered to strike an appropriate balance between solar access and providing for growth.

No solar access standard is recommended for Lundgren Chain Reserve between 15 Collier Court and Cumming Street as this would unreasonably constrain the provision for growth. Lundgren Chain Reserve in this location is narrow with a primarily transitory function and has sunny open spaces nearby, such as the wider areas of Lundgren Chain Reserve to the east.

Figure 6.26: Indicative streetscape typical only to illustrate potential outcomes

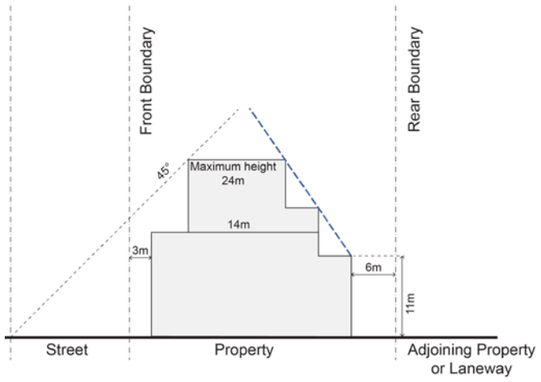


Figure 6.27: Built form outcomes - front and rear boundaries

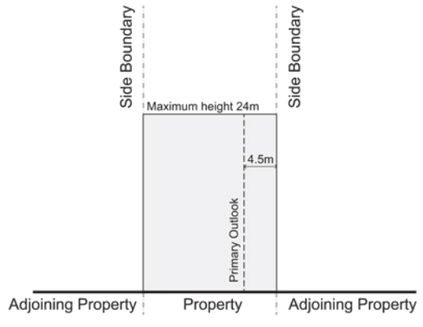


Figure 6.28: Built form outcomes - side boundaries

Summary of built form outcomes

The built form outcomes for the urban infill development type are summarised below.

Building height and density		
Maximum height	24 metres (6 to 7 storeys)	
Maximum height - sensitive areas	21 metres (5 to 6 storeys)	
Maximum density	3:1	
Street wall		
Minimum height	11 metres (3 storeys)	
Maximum height	14 metres (4 storeys)	
Activation	Moderate	
Building setbacks		
Street	3 metres landscaped; Additional setback above 14 metres of 2 metres or that required to remain below a 45° plane from opposite street boundary, whichever is greater	
Rear	6 metres landscaped plus 0.7 metres per metre of height above 11 metres, or above 14 metres where abutting public open space	
Side - non-primary outlook	Zero	
Side - primary outlook	4.5 metres	
Side - abutting public open space	3 metres	
Building separation		
Minimum building separation within a site	9 metres	
Overshadowing		
Place type of neighbouring property	**Number of hours between 9am and 3pm at the September equinox during additional shadow is to be avoided**	**Minimum area of open space to which additional shadow is to be avoided**
Key Movement Corridor, Urban Neighbourhood	3 hours	40 square metres or 75 per cent of any open space in a rear setback, whichever is the lesser
Residential Neighbourhood	4 hours	40 square metres or 75 per cent of any open space in a rear setback, whichever is the lesser
Residentially-zoned properties outside the Structure Plan Area	5 hours	40 square metres or 75 per cent of any open space in a rear setback, whichever is the lesser
Adaptability		
Minimum ground level floor-to-floor height	4 metres	

Public realm outcomes

The Public Realm Framework identifies the future aspiration for the public realm in the Urban Neighbourhoods. Achieving this aspiration relies on development and public realm projects that vary in scale and importance as outlined below.

Key public realm projects

Key projects to create accessible and permeable Urban Neighbourhoods, as part of Design Direction 2: Promote active transport access.

- Linear open space connecting to Gardiners Creek
- Important key link (new) - flexible

Public realm enhancements

Streets to be considered for enhancements to deliver Design Direction 1: Ensure streets are inviting places that support community life.

- Improvements to Green Streets

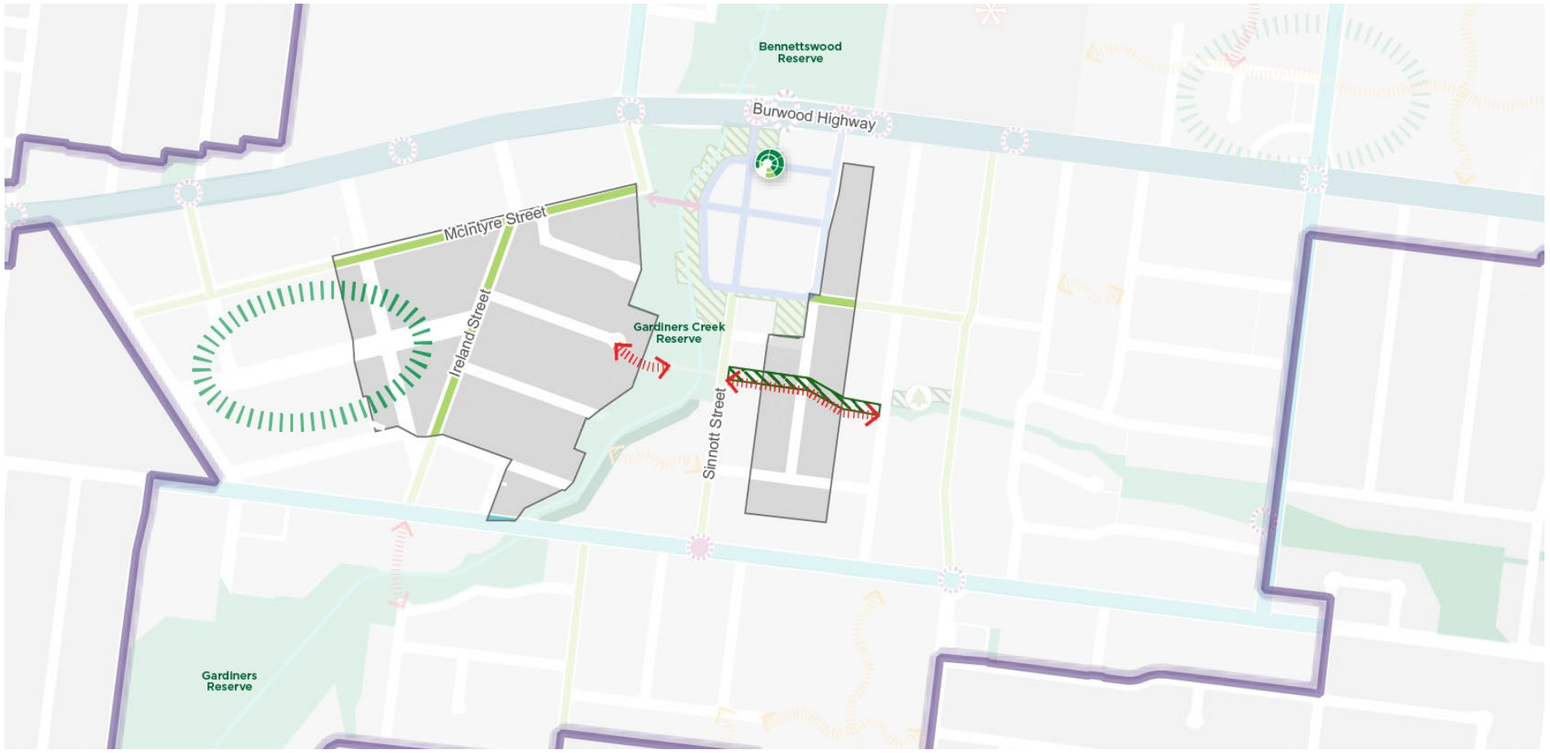


Figure 6.30: Public realm outcomes

Figure 6.29: Example of a Green Street within an Urban Neighbourhood

Typical building and public realm profile

This cross section shows a typical Urban Neighbourhoods building with a Green Street to provide an illustration of the future built form and public realm outcomes for this area.

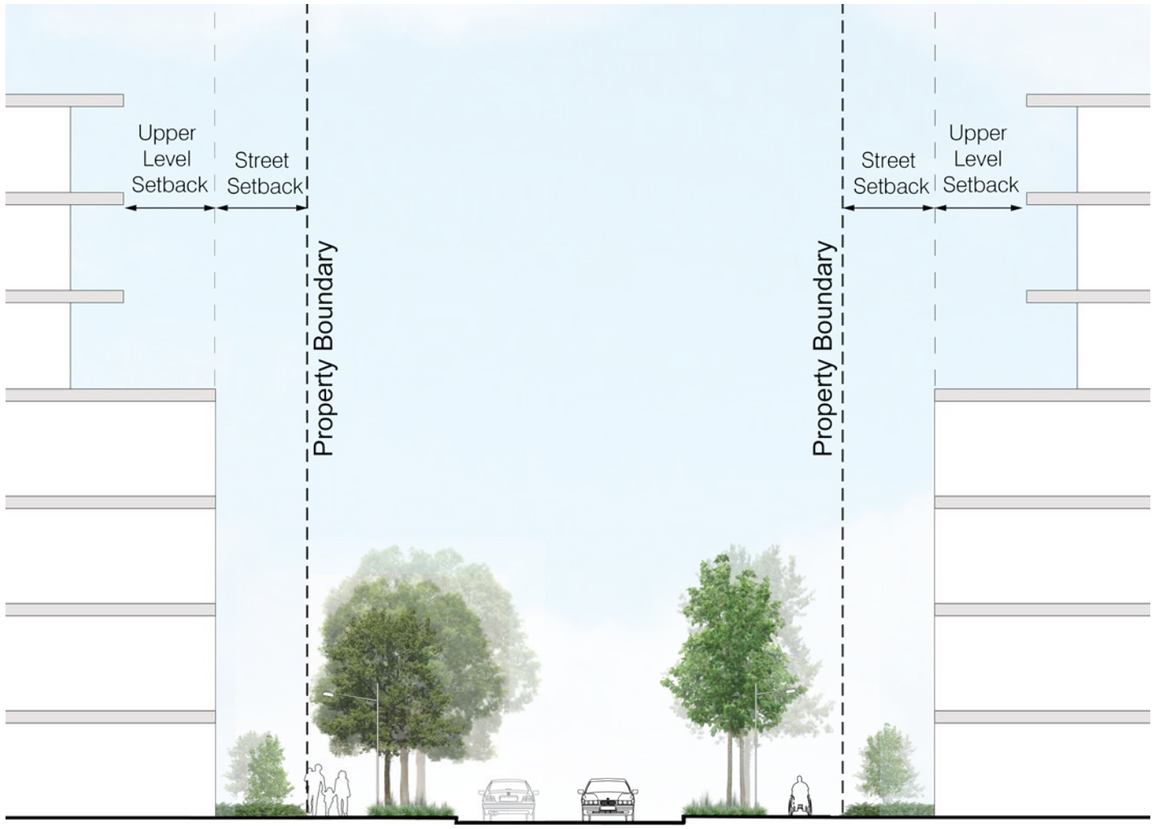


Figure 6.31: Potential section - Green Street

Figure 6.32: Potential section - Gardiners Creek Reserve's western interface

6.6 Enterprise Neighbourhoods

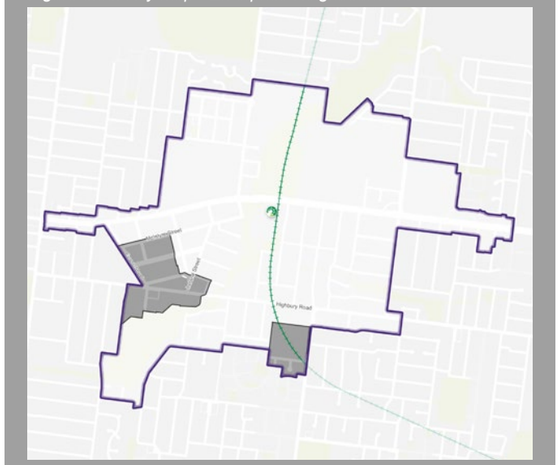
Low-rise industrial estates

The urban form areas identified as belonging to this place type include:

- M - Gardiners Creek Employment
- N - Employment South.

Refer to 4.5 for a detailed description of these urban form areas.

Figure 6.33: Key map - Enterprise Neighbourhood



Future role and function

Moderate intensification of built form providing space for jobs growth

These urban form areas currently host predominantly commercial and light industrial uses. However, given their proximity to the SRL station, they offer the potential for employment uses that deliver a higher jobs density.

Future drivers

Enhance landscape character and amenity within the street

It is important to upgrade the appearance and amenity of the streetscape to attract higher-order businesses. Development can contribute to this through landscaped front setbacks.

Moderate level of activation to the street

It is important to upgrade the amenity of the streetscape to attract higher-order businesses. Development can contribute to this through moderately activated building frontages.

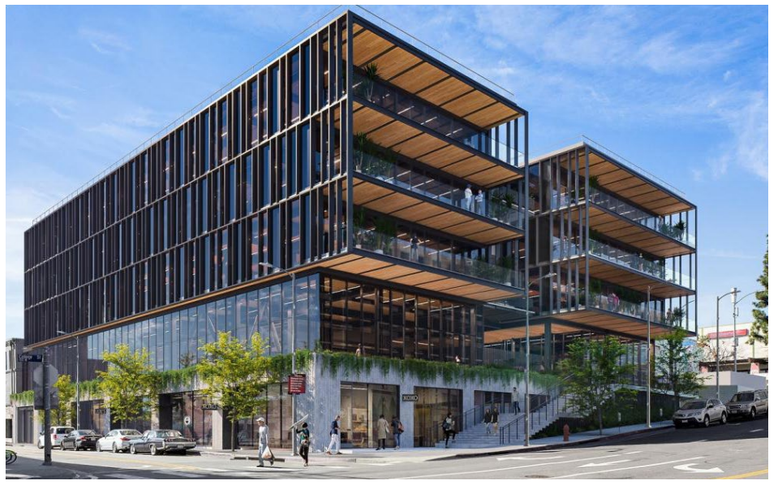
Capitalise on amenity provided by open space (Urban Form Area P - Gardiners Creek Employment)

This urban form area lies adjacent to the Gardiners Creek Reserve. The amenity provided by this space should be capitalised upon by optimising the orientation of development to it and providing improved access for the broader urban form area.

Future urban form

The Enterprise Neighbourhoods will continue to provide employment uses to the Structure Plan Area. A moderate level of intensification of built form will provide space for jobs growth and proximity to the future SRL station may support redevelopment for higher-order employment uses. To enhance public realm amenity, new development will be required to provide landscaped front setbacks. Opportunities for new open spaces and improved access to Gardiners Creek Reserve should be considered.

Figure 6.34: Examples of the form of development envisaged for the Enterprise Neighbourhood



Built form outcomes

The development type recommended in the Enterprise Neighbourhood is the Hybrid Employment.

This development type can host a wide range of employment uses. It can take the form of a freestanding building on larger or amalgamated lots, or a boundary-to-boundary infill building on narrower lots.

Importantly, the development type positions loading and servicing activities away from the street frontage, and instead addresses the street with its most active uses and incorporates a modest landscaped setback. This will contribute to a more inviting streetscape, attracting new businesses to the area. This typology provides a 5 to 10 per cent deep soil area at the front of the lot.

Building height and density

The height of development only needs to be limited by a solar plane to protect the amenity of the opposite footpath. It is envisaged that most development will be in the order of 9 metres (2 storeys) high. However, taller buildings of 24 metres (6 storeys) should be welcomed provided they will not detract from the vibrancy of the precinct core.

However, economic analysis indicates that development in this area is likely continue to be aligned with the existing light-industrial pattern and remain in the order of 8 metres (2 storeys) for the foreseeable future.

Street wall height

No street wall height provision is proposed.

Building setbacks

The following setbacks are proposed:

- A minimum 4 metres street setback to provide for canopy trees, in accordance with Strategy BF14: On-site landscaping
- A maximum 5 metres street setback for 70 per cent of the lot width, to frame the public realm and support public realm activation, in accordance with Strategies BF6: Human-scale streets and UF7: Engaging facades. This allows the remaining 30 per cent of the lot width to accommodate loading and parking if required
- Side and rear setback of 1 metre per metre of height above ground floor level where abutting property where dwellings are permissible, to manage visual impacts in accordance with Strategy BF11: Building orientation.

Overshadowing

The recommended building scale and massing will achieve the recommended solar access standard to ensure good amenity in the public realm and to complement the existing character of typical streets. The solar access standard recommended will maintain sunlight to southern, eastern and western footpaths in typical streets at the September equinox. This is considered to strike an appropriate balance between solar access and providing for growth.

The building scale and massing will also limit additional shadow to private open space in the rear setbacks of properties in Key Movement Corridors, Urban Neighbourhoods and Residential Neighbourhoods.

Additional guidelines

The following additional provisions are proposed to contribute to an appealing public realm, in accordance with Strategy UF5: Public realm amenity:

- Locate vehicle access at the rear or side of the lot where possible. If this is not possible, minimise the crossover width
- Position office and / or showroom uses at the front of the building
- Provide a dedicated and legible pedestrian access direct from the street
- Locate car parking, loading areas, truck queuing and parking, and outdoor storage areas within, to the side or to the rear of the building
- Avoid front fences. Where this is not possible, ensure they are of good design quality, visually permeable, and softened by landscaping.

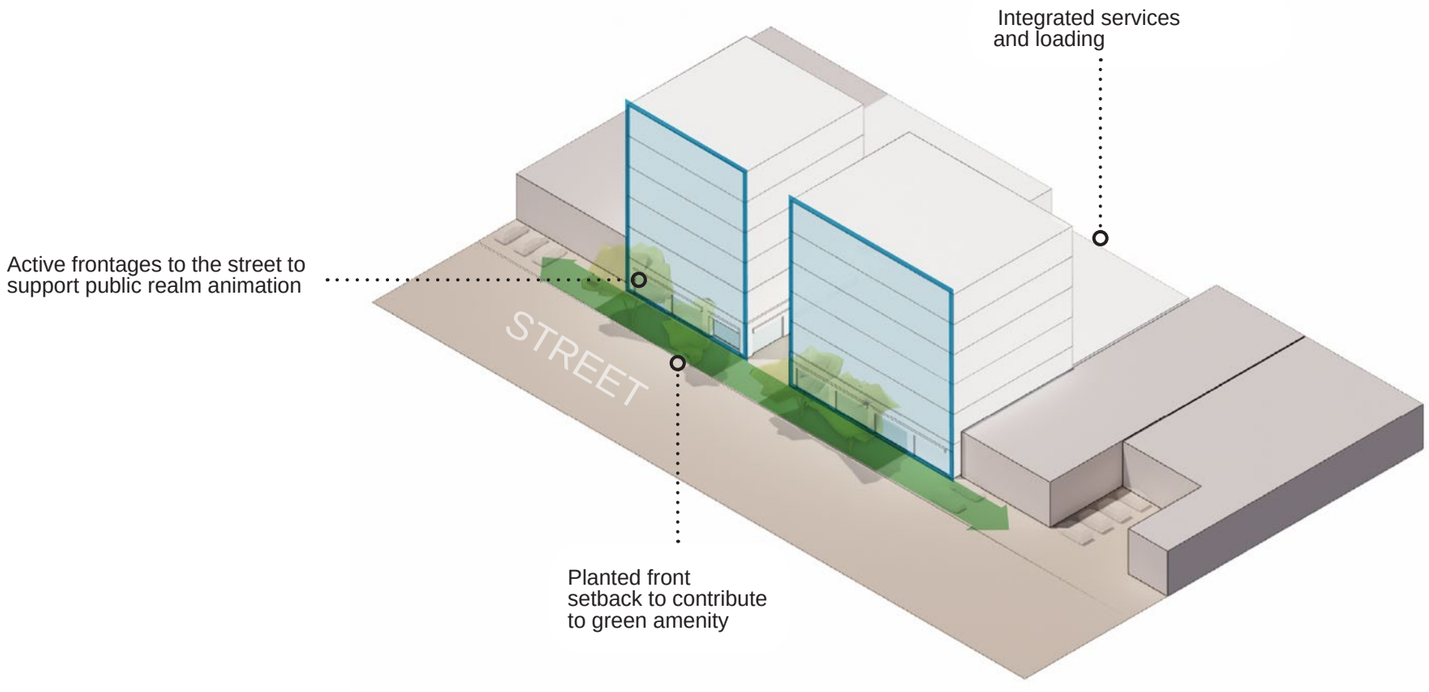
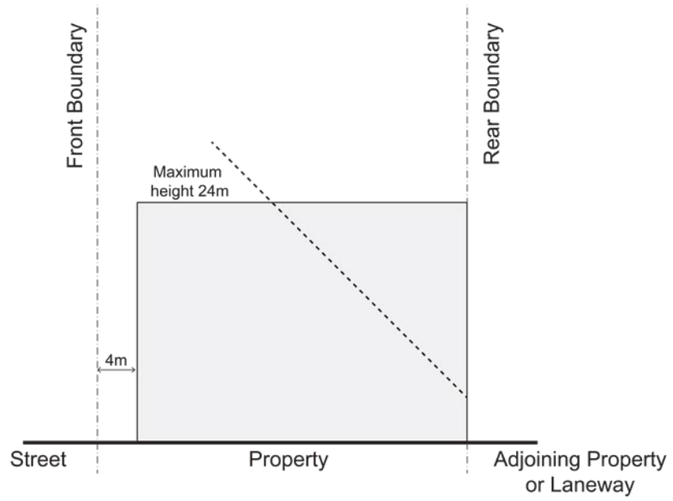
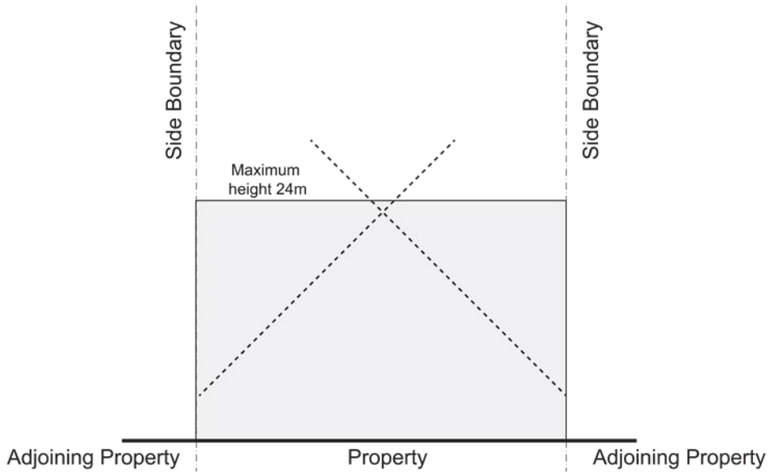


Figure 6.35: Built form outcomes for hybrid employment



Additional side and rear setbacks of 1 metre for every metre of height above ground floor where abutting a property where dwellings are permissible

Figure 6.36: Built form outcomes - front and rear boundaries



Additional side and rear setbacks of 1 metre for every metre of height above ground floor where abutting a property where dwellings are permissible

Figure 6.37: Built form outcomes - side boundaries

Additional guidelines

The following additional provisions are proposed to contribute to an appealing public realm, in accordance with Strategy UF5: Public realm amenity:

- Locate vehicle access at the rear or side of the lot where possible. If this is not possible, minimise the crossover width
- Position office and / or showroom uses at the front of the building
- Provide a dedicated and legible pedestrian access direct from the street
- Locate car parking, loading areas, truck queuing and parking, and outdoor storage areas within, to the side or to the rear of the building
- Avoid front fences. Where this is not possible, ensure they are of good design quality, visually permeable, and softened by landscaping.

Summary of built form outcomes

The built form outcomes for the hybrid employment development type are summarised below.

Building height and density	
Maximum height	24 metres (6 storeys)
Street wall	
Activation	Moderate
Building setbacks	
Street - minimum	4 metres
Street - maximum	5 metres for 70 per cent of the lot width
Side and rear - minimum	1 metre for every metre of height above ground floor where abutting a property where dwellings are permissible

Public realm outcomes

The Public Realm Framework identifies the future aspiration for the public realm in the Industrial Areas. Achieving this aspiration relies on development and public realm projects that vary in scale and importance as outlined below.

Development

Development features creating accessible and permeable Enterprise Neighbourhoods, as part of Design Direction 2: Promote active transport access.

- Local key link (new) - flexible
- Important key link (new) - flexible
- Open space (new) - investigation area

Public realm enhancements

Streets to be considered for enhancements to deliver Design Direction 1: Ensure streets are inviting places that support community life.

- Highbury Road upgrades- Avenue
- Improvements to Green Streets

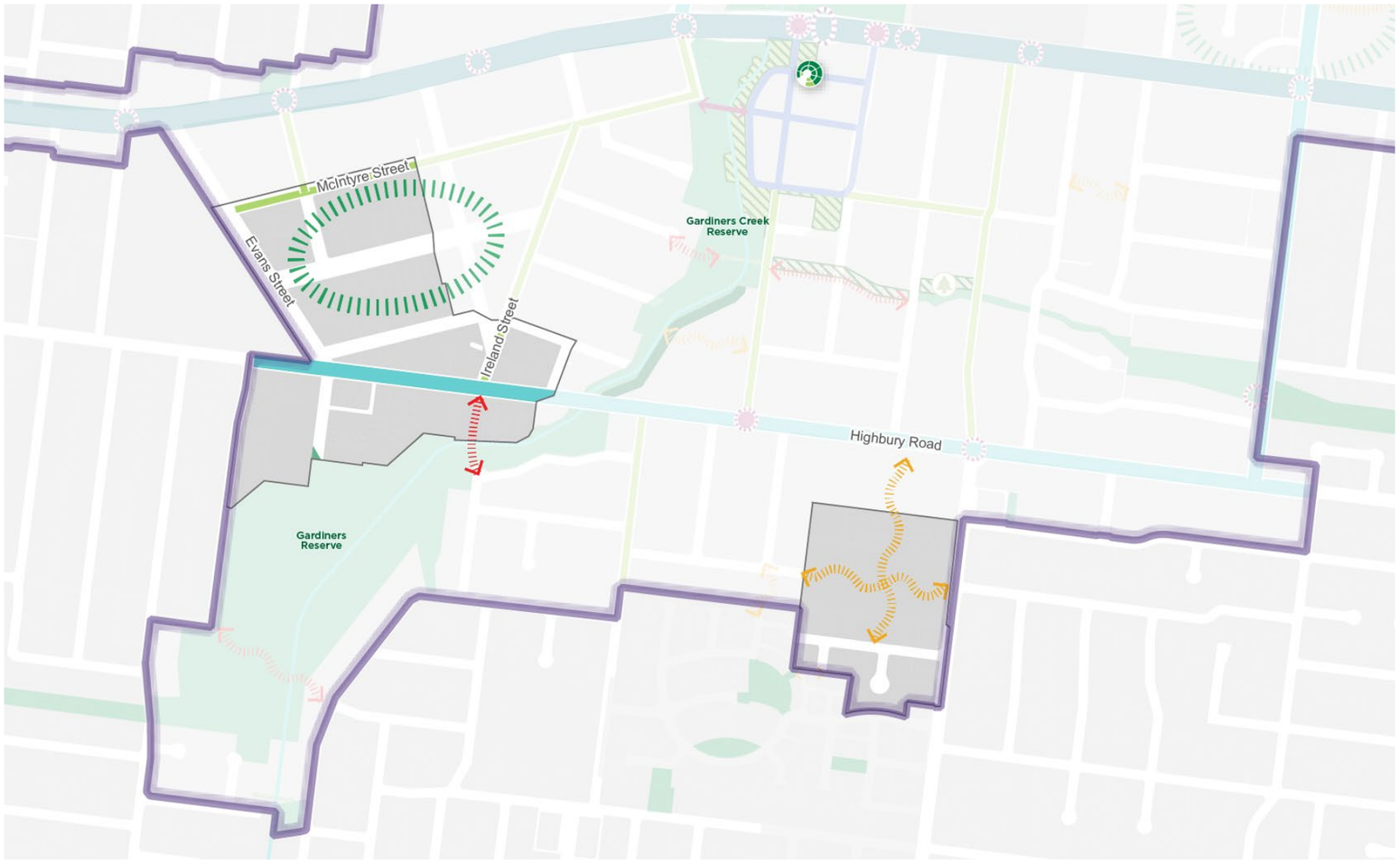


Figure 6.38: Public realm outcomes

Typical building and public realm profile

This cross section shows a typical Enterprise Neighbourhoods building within a local street to provide an illustration of the future built form and public realm outcomes for this area.

Figure 6.39: Potential section - Local Street

6.7 Residential Neighbourhoods

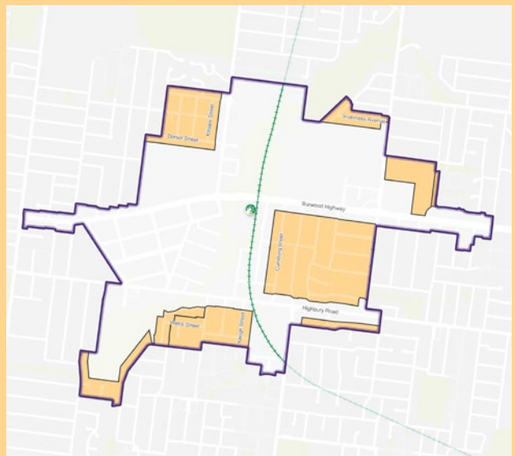
Low-rise neighbourhoods

The urban form area identified as belonging to this place type include:

- O - Aged Care
- P - Residential East
- Q - Gardiner Creek Residential
- R - Highbury Road South
- S - Residential South
- T - Residential Northwest
- U - Inverness Avenue
- V - Aged Care East.

Refer to 4.5 for a detailed description of these urban form areas.

Figure 6.40: Key map - Residential Neighbouhoods



Future role and function

Moderate intensification of built form providing space for more housing.

These urban form areas either lie further from the core so have the least accessibility to jobs and services within the Structure Plan Area, or they have a low-rise residential character and/or lie adjacent to the lower-rise residential hinterland. Therefore, only a moderate level of intensification is sought to balance aspirations for growth with responsiveness to existing character, consistent with the SRL Urban Design Objective Responsiveness.

Future drivers

Retain garden setting

These urban form areas are characterised by detached dwellings in a garden setting. This delivers high quality amenity and tree canopy cover, and manages the impact of dwellings on neighbouring amenity. New development in these urban form areas should retain the garden setting attribute to maintain these outcomes.

Maintain sense of openness in the street

These urban form areas generally lie towards the edge of the Structure Plan Area and have a low-rise existing character. Future development should maintain a sense of openness in the street to mediate the transition in character.

Capitalise on amenity provided by open space (Urban Form Areas R - Residential East and S - Gardiners Creek Residential)

These urban form areas lie adjacent to parkland. The amenity provided by these open spaces should be capitalised upon by optimising the orientation of development to it and providing improved access for the broader urban form areas.

Future urban form

The Residential Neighbourhoods are proposed to have a permeable street network with a number of Green Streets to enhance urban biodiversity and provide inviting pedestrian routes to key destinations including open spaces. A number of local new pedestrian links are proposed to enhance pedestrian permeability.

The Residential Neighbourhoods will be developed into a mix of mid-rise apartment buildings and low-rise townhouses within a garden setting. Generous building setbacks and landscaping will manage the change in scale from the existing built form. The built form will be set back from the street to provide for canopy trees, while the upper levels will be set back to lessen their visual impact on the public realm. Adjacent to Gardiners Creek built form will be setback to provide an enhanced public realm and landscape interface. Rear setbacks and side setbacks of apartment buildings will provide for canopy trees and lessen the visual and shadow impact of the upper levels on neighbouring properties.

Figure 6.41: Examples of the form of development envisaged for the Residential Neighnourhoods

Built form outcomes

The development types recommended in the Residential Neighbourhoods are the garden apartments on amalgamated lots and townhouses on single lots.

Garden apartments provide for the same type of development on amalgamated lots as proposed in phase 2 of the Future Homes program, or, going back further, the art deco apartment boom of the 1920s and 30s, but with a slightly increased density, which is considered appropriate because these areas are within walking distance of a higher-order (SRL) station. However, the density is limited to mediate the transition in character and provide a different housing choice than that offered in other urban form areas. In particular, approximately 20 per cent of the apartments will have generous ground level gardens, making them suitable for families.

The development of 4 to 6-storey garden apartments rely on the amalgamation of two typical lots, which is necessary to deliver higher density while providing good-quality internal amenity, and providing a well-landscaped perimeter (see Urban Development Typologies in SRL East Structure Plan - Urban Design Supporting Research - Attachment A).

Importantly, lot amalgamation enables generous side and rear setbacks which will provide for high-quality on-site amenity and significant contribution to tree canopy cover. This typology provides a 35 per cent deep soil area across the front, sides and rear of the lot.

The substantial provision for canopy trees in front, side and rear setbacks will retain and strengthen the leafy character that predominates in these areas. These trees will significantly mitigate the visual presence of taller buildings on the existing streetscape and backyard of these areas.

The landscaped setbacks from all boundaries will also offset the impacts of taller built form on the amenity of neighbouring properties.

Garden apartments are proposed to be limited to 4 storeys in isolated, sensitive or constrained areas, in accordance with Strategy UF1: Substantial change.

The development of 3-storey townhouses with lesser side setbacks are appropriate on typical single lots.

Low front fences and front doors and windows facing the street will provide passive surveillance of the street.

Building height and density

The height of garden apartments in most parts of Residential Neighbourhoods is determined by solar planes intended to protect the amenity of neighbouring properties, resulting in an indicative maximum height of 6 storeys. Although this substantially exceeds the existing building heights, generous landscaped setbacks are proposed to manage this change in character and limit amenity impacts. The proposed maximum height and minimum setbacks delivers a density of approximately 2:1.

In isolated, sensitive and constrained areas, garden apartments are proposed to be limited to 4 storeys for the reasons outlined in Strategy UF1: Substantial change. The areas where garden apartments are proposed to be limited to 4 storeys are shown in Figure 4.6 in Section 4. Where appropriate, the boundaries between areas of 4 or 6 storeys have been adjusted to maintain coherent character areas. This delivers a density of approximately 1.5:1.

Lots less than 24 metres wide (most single lots) are not able to accommodate the proposed side setbacks. Therefore, lesser side setbacks are allowed on these lots. However, they are limited to a height of 3 storeys to manage the impacts of those modest side setbacks. This delivers a density of approximately 1.2:1, which is hoped to incentivise lot amalgamation to enable higher amenity and greening outcomes.

Street wall height

The maximum street wall height is proposed to be 14 metres (4 storeys) for garden apartments, except 11 metres (3 storeys) in sensitive areas and for Townhouses, to complement the existing lower-rise buildings in these areas.

Along the Burwood Highway interface of the property located at 100 Station Street (Fountain Court Retirement Village) a maximum street wall height of 21 metres (6 storeys) is proposed to ensure a consistent street wall along Burwood Highway.

Building setbacks

The following minimum setbacks are proposed:

- A 4-metre street setback, to provide for canopy trees, in accordance with Strategy BF14: On-site landscaping. Exceptions to that are:
  - Existing small retail strips
  - The property located at 100 Station Street (Fountain Court Retirement Village), where a 3-metre street setback is proposed to ensure a consistent street edge with neighbouring properties
- An additional setback above the street wall of 0.5 metres per metre to lessen the visual impact of the upper form
- A rear setback of 6 metres to provide for canopy trees, in accordance with Strategy BF14: On-site landscaping. This does not apply at ground floor in existing small retail strips
- Additional rear setbacks of 0.7 metres per metre of additional height above 11 metres, or above 14 metres where abutting public open space to manage visual bulk impacts.

Lots equal or greater than 24 metres in width (including where abutting public open space):

- A 4.5-metre side setback to provide for canopy trees, in accordance with Strategy BF14: On-site landscaping
- For buildings higher than 14 metres, a further side setback of 0.8 metres per metre of height to lessen the visual and shadow impact of the upper form.

Lots less than 24 metres in width, front half of the site:

- Zero side setback for buildings up to a height of 6.9 metres
- A 2-metre side setback for buildings higher than 6.9 metres to lessen the visual and shadow impact of the upper form
- A 2-metre side setback where abutting public open space.

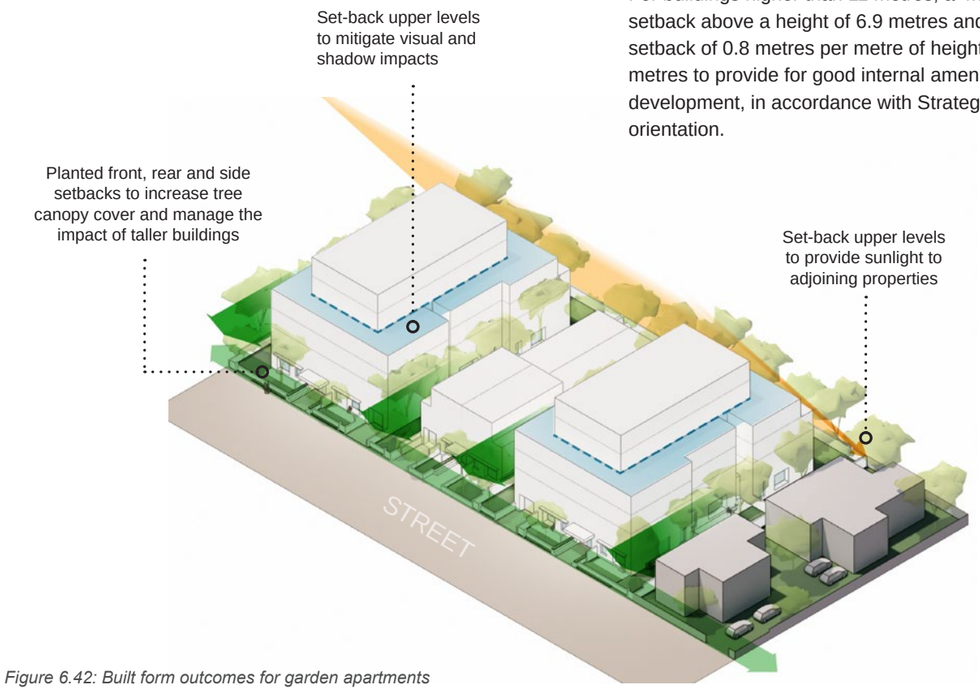


Figure 6.42: Built form outcomes for garden apartments

Lots less than 24 metres in width, rear half of the site (including where abutting public open space):

- A 2-metre side setback for buildings up to a height of 6.9 metres
- For buildings higher than 6.9 metres, a further side setback of 1m per metre of height to lessen the visual and shadow impact of the upper form.

Side street

- A 4-metre setback for lots equal or greater than 24 metres in width, to provide for canopy trees
- A 2-metre setback for lots less than 24 metres in width, to provide for canopy trees.

Existing small retail strips

- In the existing small retail strip located at Faelen Street / Puerta Street intersection, the street setback should match the prevailing building line, in accordance with Strategy BF8: Active frontages
- Zero side setback for buildings up to a height of 6.9 metres to maintain the existing commercial function
- For buildings up to a height of 11 metres, a 2-metre side setback above a height of 6.9 metres to provide good internal amenity in accordance with Strategy BF11: Building orientation
- For buildings higher than 11 metres, a 4.5-metre side setback above a height of 6.9 metres and a further side setback of 0.8 metres per metre of height above 14 metres to provide for good internal amenity and equitable development, in accordance with Strategy BF11: Building orientation.

Building separation

Within a site, buildings should be separated by a minimum of 9m.

Overshadowing

The recommended building scale and massing will achieve the recommended solar access standard to ensure good amenity in the public realm and to complement the existing character of typical streets. The solar access standard recommended will maintain sunlight to southern, eastern and western footpaths in typical streets at the September equinox. This is considered to strike an appropriate balance between solar access and providing for growth.

The building scale and massing recommended at the edges of:

- Lundgren Chain Reserve between Station Street and 15 Collier Court will maintain sunlight to 50 per cent of the open spaces for a minimum of 3 hours at the spring equinox
- Gardiners Reserve, Apex Park Playground, Ashwood Drive Reserve and Octavia Court Playground will maintain solar access to 50 per cent of the open space for a minimum of 3 hours at mid-winter.

No solar access standard is recommended for:

- Lundgren Chain Reserve between 15 Collier Court and Cumming Street as this would unreasonably constrain the provision for growth. Lundgren Chain Reserve in this location is narrow with a primarily a transitory function and has sunny open space nearby
- Barlyn Road Reserve as this will unreasonably reduce the provision for growth, due to the virtue of their configuration, relationship with surrounding development and nearby sunny spaces.

Figure 6.43: Indicative streetscape typical only to illustrate potential outcomes

Townhouses

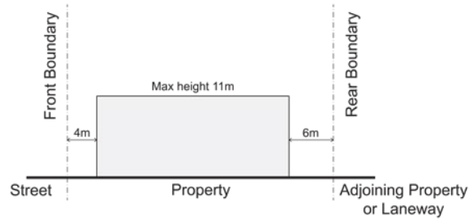


Figure 6.44: Townhouses built form outcomes - front and rear boundaries

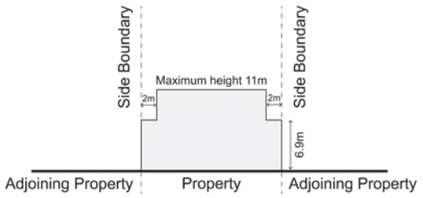
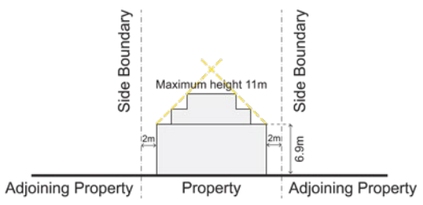


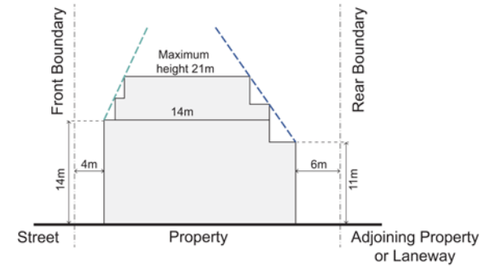
Figure 6.45: Townhouses built form outcomes - side boundaries, front half of the site



Additional side setbacks of 1m per metre of height above 6.9 metres

Figure 6.46: Townhouses built form outcomes - side boundaries, rear half of the site

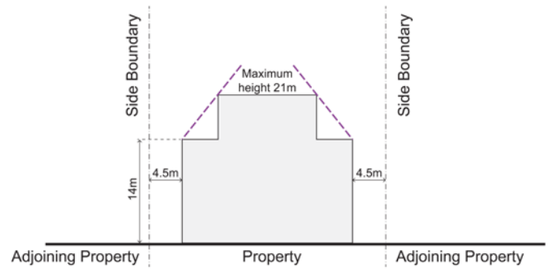
Garden apartments



Additional 0.5 metres per metre front setback above street wall

Additional rear setback of 0.7 metres per metre of height above 11 metres

Figure 6.47: Garden Apartments built form outcomes - front and rear boundaries



Additional side setbacks of 0.8 metres per metre of height above 14 metres

Figure 6.48: Garden Apartments built form outcomes - side boundaries

Summary of built form outcomes

The built form outcomes for are summarised below.

Lots equal to or greater than 24 metres in width (garden apartments)	
Building height and density	
• Maximum height • Maximum height - Sensitive areas	• 21 metres (6 storeys) • 14 metres (3 to 4 storeys)
• Maximum density • Maximum density - Sensitive areas	• 2:1 • 1.5:1
Street wall - street and side street	
• Maximum height • Maximum height - Sensitive, isolated or constrained areas • Maximum height - 100 Station Street along the Burwood Highway interface	• 14 metres (4 storeys) • 11 metres (3 storeys) • 21 metres (6 storeys)
Activation	Passive surveillance
Building setbacks	
Street - general	4 metres landscaped
Street - 100 Station Street, Station Street and Burwood Highway interfaces	3 metres landscaped
Street - existing small retail strips	Match the prevailing building line
Side street - general	4 metres landscaped
Side street - existing small retail strips	Match the prevailing building line
Above street wall	Additional 0.5 metres per metre
Side - general (including where abutting public open space)	4.5 metres landscaped plus 0.8 metres per metre of height above 14 metres
Side - existing small retail strips	Zero metres up to a height of 6.9 metres, above that 4.5 metres plus 0.8 metres per metre of height above 14 metres
Rear - general, adjacent to developable property	6 metres landscaped plus 0.7 metres per metre of height above 11 metres
Rear - general, abutting public open space	6 metres landscaped plus 0.7 metres per metre of height above 14 metres
Rear - existing small retail strips	6 metres above ground floor plus 0.7 metres per metre of height above a height of 11 metres

Lots less than 24 metres in width (townhouses)	
Building height and density	
Maximum height	11 metres (3 storeys)
Maximum density	1.2:1
Street wall - street and side street	
Maximum height	11 metres (3 storeys)
Activation	Passive surveillance
Building setbacks	
Street - general	4 metres landscaped
Street - existing small retail strips	Match the prevailing building line
Side street - general	2 metres landscaped
Side street - existing small retail strips	Match the prevailing building line
Side - general, front half of the site adjacent to developable property	Zero metres up to a height of 6.9 metres, 2 metres above heights of 6.9 metres
Side - general, front half of the site abutting public open space	2 metres
Side - general, rear half of the site (including where abutting public open space)	2 metres plus 1 metre per metre of height above 6.9 metres
Side - existing small retail strips	Zero metres up to a height of 6.9 metres, 2 metres above a height of 6.9 metres
Rear - general, adjacent to developable property	6 metres landscaped plus 0.7 metres per metre of height above 11 metres
Rear - general, abutting public open space	6 metres landscaped plus 0.7 metres per metre of height above 14 metres
Rear - existing small retail strips	6 metres above ground floor

All lots		
Building separation		
Minimum building separation within a site	9 metres	
Overshadowing		
Place type of neighbouring property	**No. of hours between 9am and 3pm at the September equinox during additional shadow is to be avoided**	**Minimum area of open space to which additional shadow is to be avoided**
Key Movement Corridor, Urban Neighbourhood	3 hours	40 square metres or 75 per cent of any open space in a rear setback, whichever is the lesser.
Residential Neighbourhood	4 hours	40 square metres or 75 per cent of any open space in a rear setback, whichever is the lesser.
Residentially-zoned properties outside the Structure Plan Area	5 hours	40 square metres or 75 per cent of any open space in a rear setback, whichever is the lesser.

Public realm outcomes

The Public Realm Framework identifies the future aspiration for the public realm in the Residential Neighbourhoods. Achieving this aspiration relies on development and public realm projects that vary in scale and importance as outlined below.

Development

Development features creating accessible and permeable Residential Neighbourhoods, as part of Design Direction 2: Promote active transport access.

- Important key link (new) - flexible
- Local key link (new) - flexible

Key public realm projects

Key projects to create accessible open spaces as part of Design Direction 2: Promote active transport access.

- Linear open space connecting to Gardiners Creek
- Temporary open space

Public realm enhancements

Streets to be considered for enhancements to deliver Design Direction 1: Ensure streets are inviting places that support community life.

- Station Street upgrades- Avenue
- Improvements to Green Streets
- Pedestrian Crossings (new or upgraded)

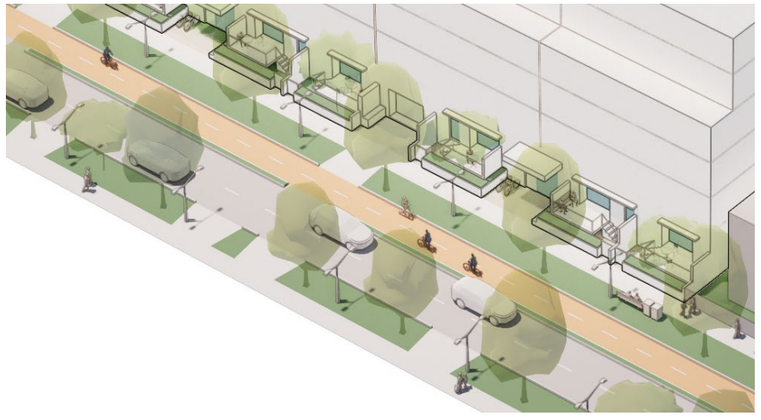


Figure 6.49: Example of a Green Street within a Residential Neighbourhood area

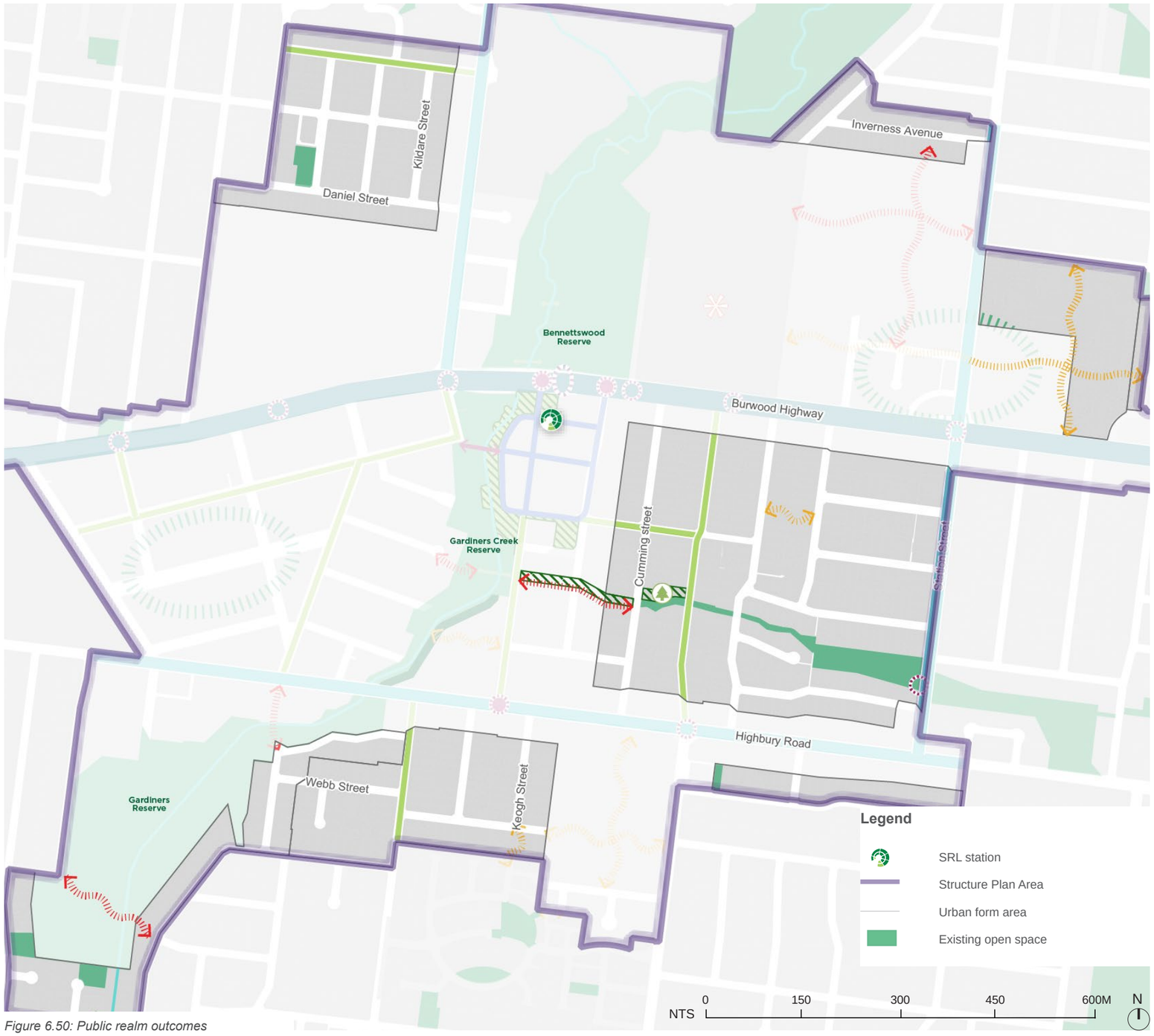


Figure 6.50: Public realm outcomes

Typical building and public realm profile

This cross section shows a typical Residential Neighbourhoods building within a local street to provide an illustration of the future built form and public realm outcomes for this area.

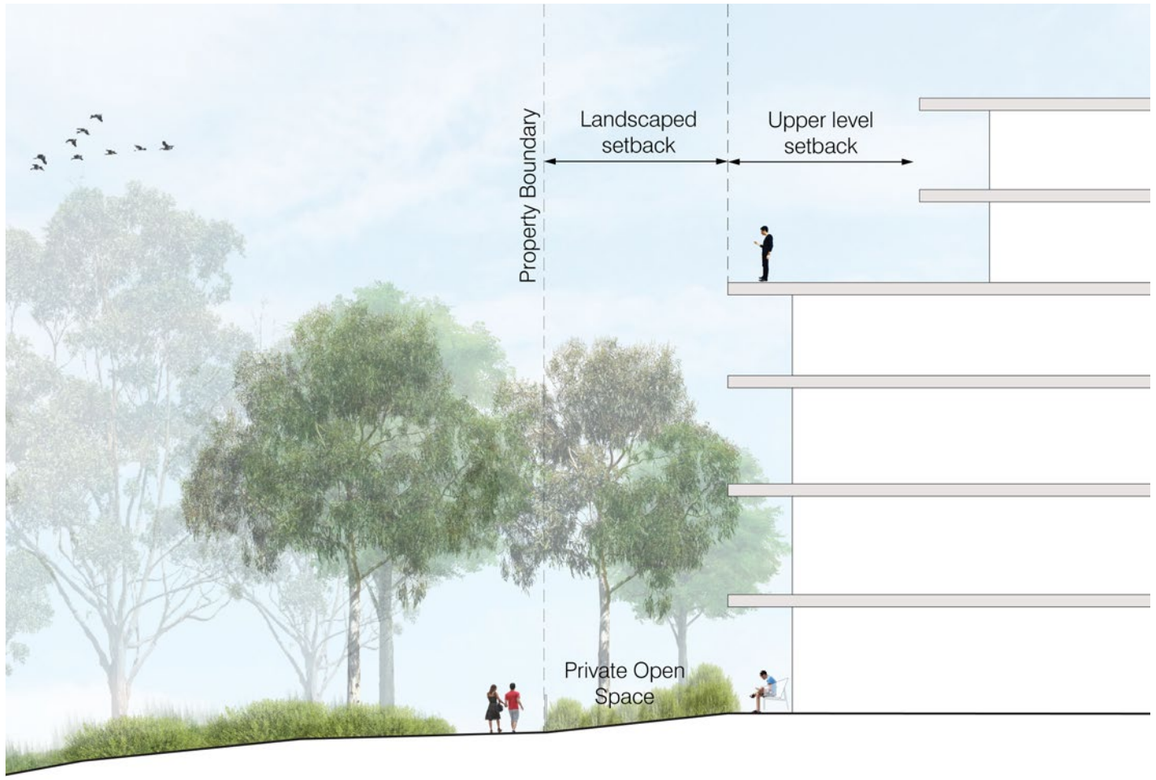


Figure 6.51: Potential section - Gardiners Creek's eastern interface.

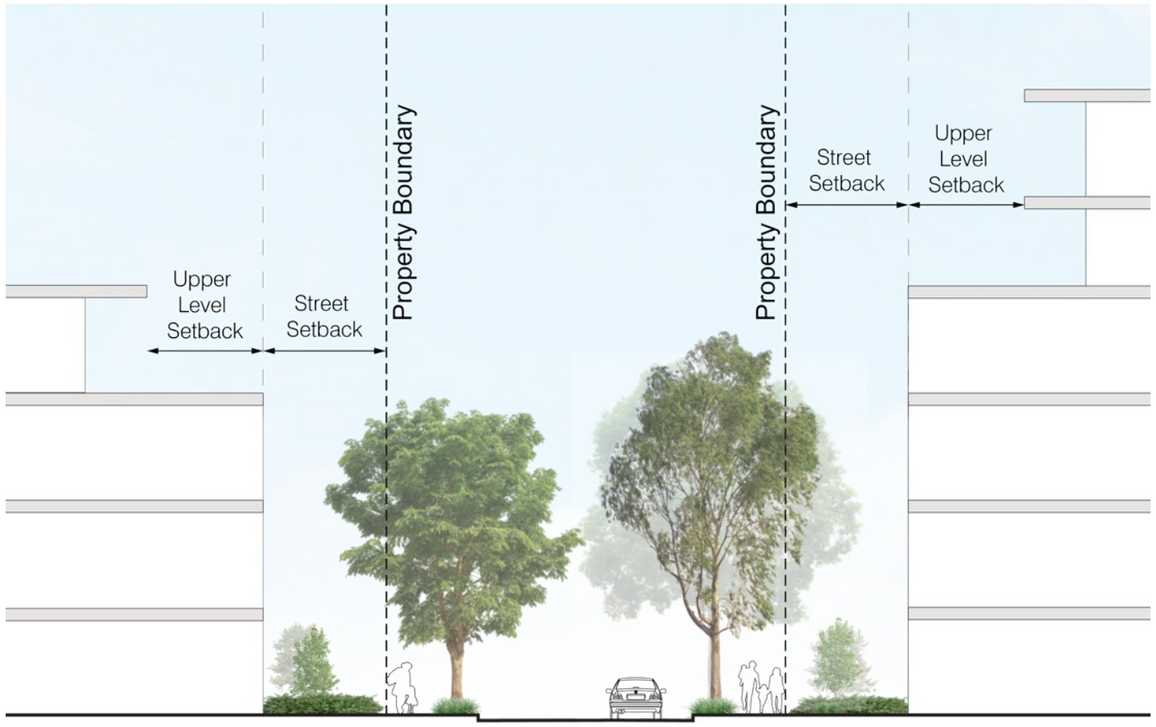


Figure 6.52: Potential section - Local Street

6.8 Urban development typology testing

Calculating floor area ratio (FAR)

An indicative floor area ratio (FAR) was calculated for each urban development type based on 3D modeling on typical lot sizes within the relevant urban form area.

The FAR was determined by calculating the total gross floor area of a building above ground level, measured from the outside of external walls, and includes all roofed areas (in accordance with GFA definition at Clause 73.01 of the VPP) divided by the area of the site).

The envelope includes:

- All enclosed areas
- Covered balconies
- Services
- Voids associated with lifts, car stackers and similar service elements (considered as multiple floors of same height as adjacent floors).

The envelope does not include:

- Basements
- Any uncovered communal outdoor areas.

This is consistent with the approach taken in the City of Melbourne.

As this report is focused on urban design outcomes, it seeks to understand the overall building volume that may be possible with each development type, and makes no assumptions about the degree to which this volume may be occupied by car parking.

Any calculation of useable residential or commercial floor areas would need to make appropriate adjustments to allow for car parking.

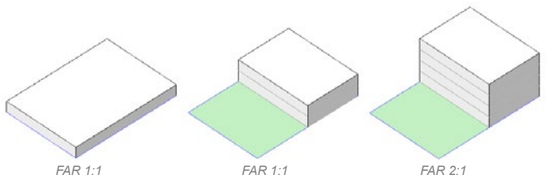
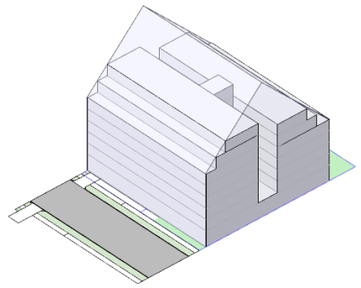


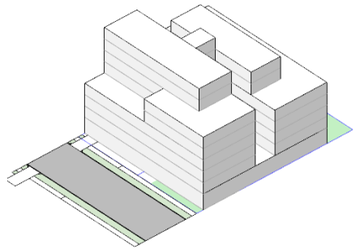
Figure 6.53: Floor area ratio (FAR) principle

Architectural articulation efficiency

A likely building volume was modeled within the maximum permissible envelope on each site based on the proposed maximum height and minimum setbacks, and the floor-to-floor assumptions in Figure 6.53. Thereafter, 10 per cent of that FAR was deducted to allow for further architectural design flexibility and massing articulation, such as reducing the number of upper-level setbacks or adaption to specific site conditions.



Permissible building envelope



Architectural articulation reduces yield by 10 per cent

Figure 6.54: Architectural articulation principle

Floor height assumptions

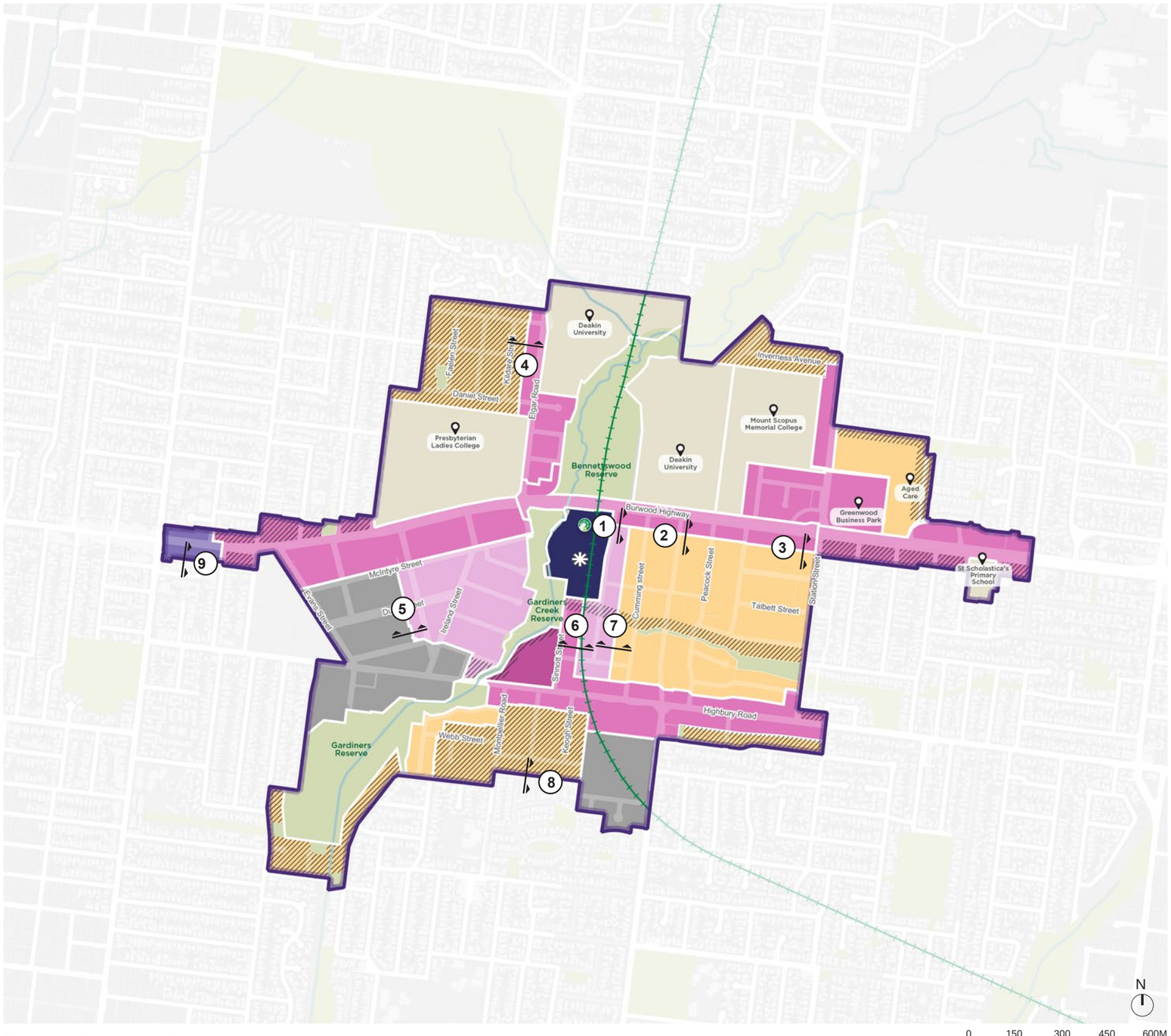
The development types were defined according to current best-practice and compatibility with Clause 58 as a minimum standard.

Building floor-to-floor height	
Residential levels	3.2 metres
Residential ground floor (raised floor or high ceilings for adaptability)	4 metres
Commercial ground floor	4.5 metres
Commercial upper floor	3.8 metres (4 metres in purely commercial buildings)

Figure 6.55: Floor height testing assumptions

6.9 Place type interfaces

This section illustrates the built form interfaces between different place types through a series of section drawings. The plan on this page indicates the location of each section.



Legend

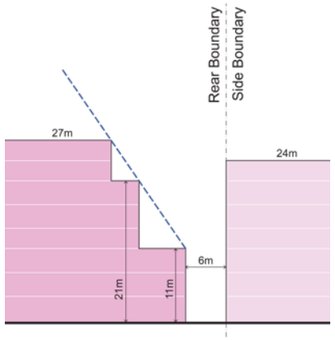
- SRL station
- SRL East alignment
- Structure Plan Area
- Strategic Sites - station development area
- Civic areas - Victorian or local government or institutional land not envisaged for substantial change
- Sensitive / constrained / isolated areas

Place types

- Central Core
- Main Streets
- Key Movement Corridors
- Urban Neighbourhoods
- Enterprise Neighbourhoods
- Residential Neighbourhoods

Figure 6.56: Place type interfaces

1 Key Movement Corridors to Urban Neighbourhoods



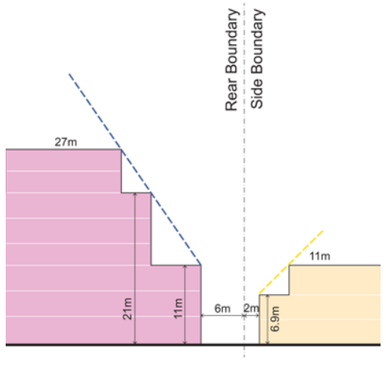
Key Movement Corridors | Urban Neighbourhoods

Figure 6.57: Interface section 1. Typical interface section indicative only.

Legend

- Additional rear setback of 0.7 metres per metre of height above 11 metres

2 Key Movement Corridors to Residential Neighbourhoods



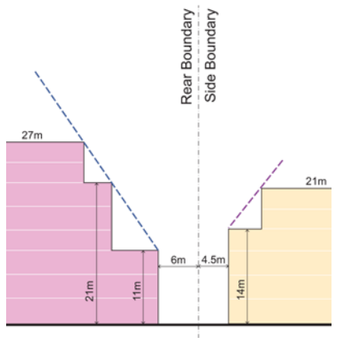
Key Movement Corridors | Residential Neighbourhoods

Figure 6.58: Interface section 2. Typical interface section indicative only.

Legend

- Additional rear setback of 0.7 metres per metre of height above 11 metres
- Additional side setbacks of 1 metre per metre of height above 6.9 metres

3 Key Movement Corridors to Residential Neighbourhoods



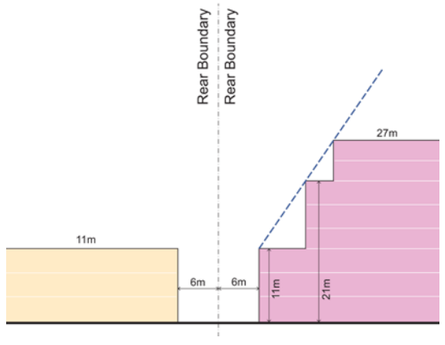
Key Movement Corridors | Residential Neighbourhoods

Figure 6.59: Interface section 3. Typical interface section indicative only.

Legend

- Additional side setbacks of 0.8 metres per metre of height above 14 metres
- Additional rear setback of 0.7 metres per metre of height above 11 metres

4 Residential Neighbourhoods to Key Movement Corridors



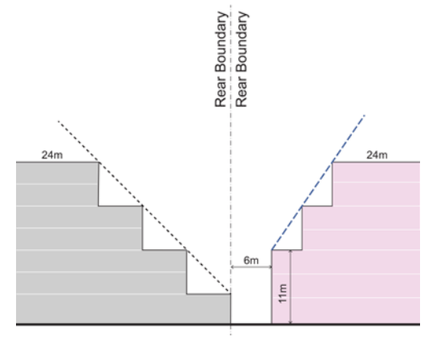
Residential Neighbourhoods | Key Movement Corridors

Figure 6.60: Interface section 4 Typical interface section indicative only.

Legend

- Additional rear setback of 0.7 metres per metre of height above 11 metres

5 Enterprise Neighbourhoods to Urban Neighbourhoods



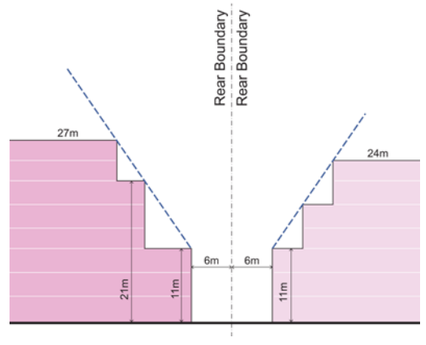
Enterprise Neighbourhoods | Urban Neighbourhoods

Figure 6.61: Interface section 5. Typical interface section indicative only.

Legend

- Additional side and rear setbacks of 1 metre for every metre of height above ground floor where abutting a property where dwellings are permissible
- Additional rear setback of 0.7 metres per metre of height above 11 metres

6 Key Movement Corridors to Urban Neighbourhoods



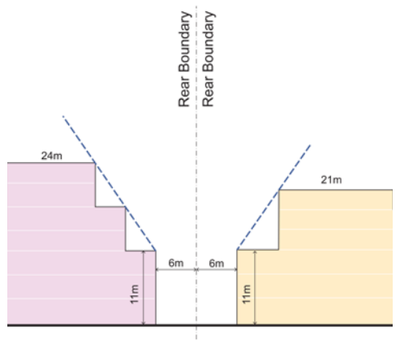
Key Movement Corridors | Urban Neighbourhoods

Figure 6.62: Interface section 6. Typical interface section indicative only.

Legend

- Additional rear setback of 0.7 metres per metre of height above 11 metres

7 Urban Neighbourhoods to Residential Neighbourhoods



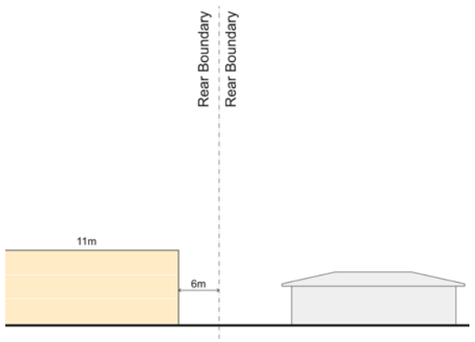
Urban Neighbourhoods | Residential Neighbourhoods

Figure 6.63: Interface section 7. Typical interface section indicative only.

Legend

Additional rear setback of 0.7 metres per metre of height above 11 metres

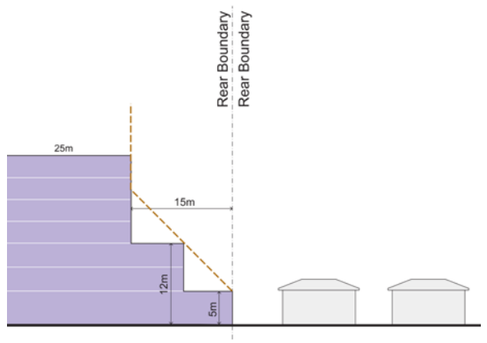
8 Residential Neighbourhoods to residential land outside SP Boundary



Residential Neighbourhoods | Residential land outside SP Boundary

Figure 6.64: Interface section 8. Typical interface section indicative only.

9 Main Streets to residential land outside Structure Plan Area



Main Streets | Residential land outside Structure Plan Area

Figure 6.65: Interface section 9. Typical interface section indicative only.

Legend

Additional rear setback of 1 metre per metre of height above 5 metres up to a maximum of 15 metres, abutting residential land outside the SP Area

7 Recommendations summary

Joint Venture

This report recommends a range of urban design initiatives to be incorporated within the Burwood Structure Plan. These initiatives will deliver a permeable and inviting public realm that promotes walking and street life, and a series of new urban character areas that will deliver the level of growth and diversity appropriate for this highly accessible and jobs-rich location.

The urban design initiatives are summarised below.

Legend

- SRL rail scope
- Structure Planning scope initiative / recommendation
- SRL station
- SRL East alignment
- Structure Plan Area
- Boulevard (primary public realm treatment)
- Extension of Boulevard (secondary public realm treatment)
- Avenue
- Activity Street
- Green Street
- *Work with land manager / owner to improve links and access through site*
- Critical key link (new) - flexible
- Important key link (new) - flexible
- Local Key Link (new) – Flexible
- Existing open space
- Open space (new) - SRL East
- Open space (new) - planned / proposed
- Existing Gardiners Creek crossing
- Open space (new) - investigation area
- Pedestrian crossings (new or upgraded)
- Pedestrian crossings (new or upgraded) - SRL East

Transport Legend *

- Upgraded strategic corridor
- Active transport - C1, C2, C3
- Major active transport link

*Refer to the Structure Plan Transport Plan for more detail

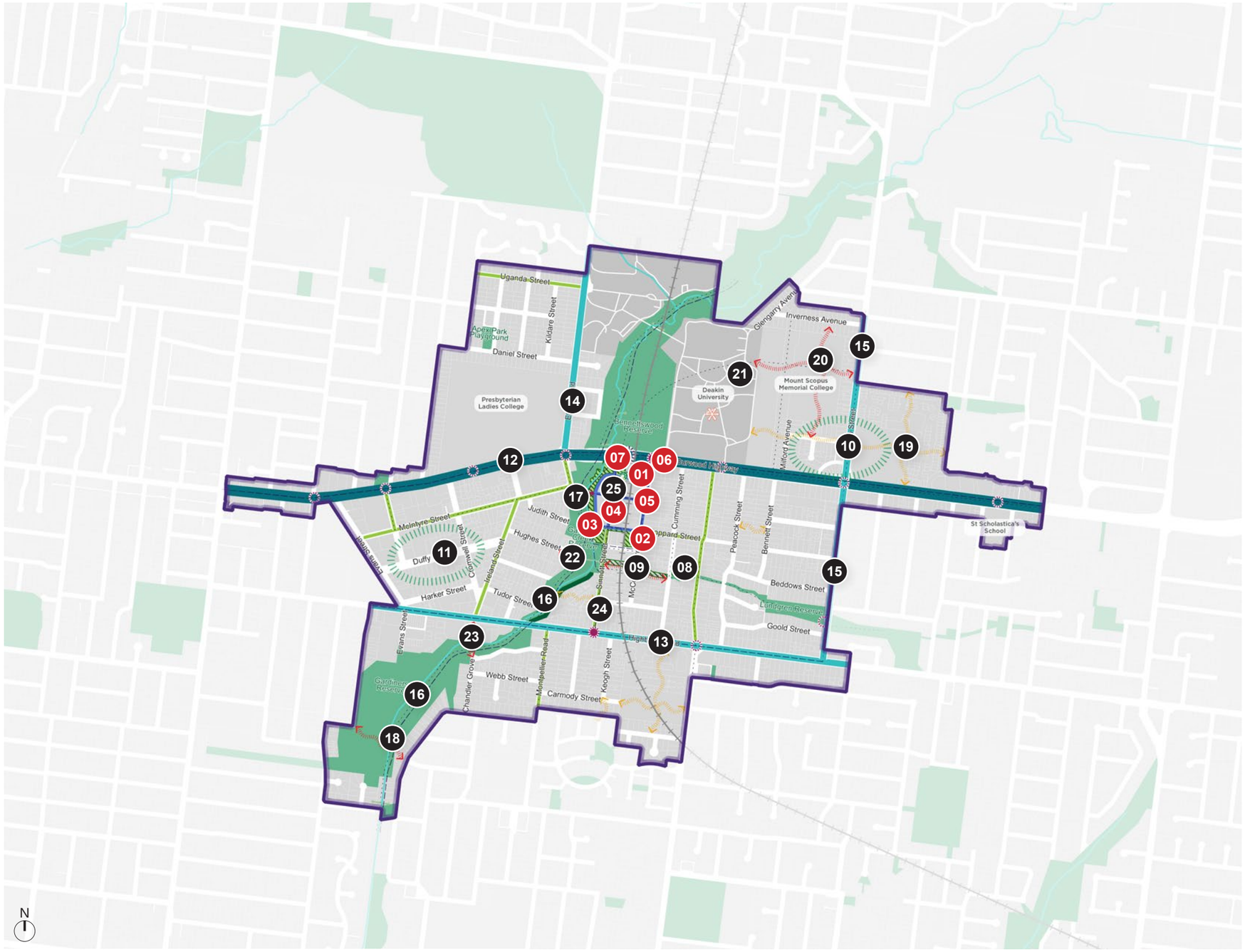


Figure 7.1: Implementation plan (with public realm outcomes base)

Ref.	Urban design initiatives / recommendations
01.	**New public space at SRL station** Deliver high-quality public realm around the new SRL station entrance as part of the approved SRL station development.
02.	**Upgraded open space at Sinnott Street** Deliver an upgraded open space at Sinnott St and McComas Gr as part of the approved SRL station development.
03.	**Gardiners Creek (rail project) widening and enhancements** Deliver naturalisation, enhancements and increased open space to the eastern edge of the Gardiners Creek corridor and associated parklands as part of the approved SRL station development.
04.	**Re-imaging Sinnott Street** Deliver Sinnott St as an enhanced street for activity with improved pedestrian and cycling access, and connections to Gardiners Creek, as part of the approved SRL station development.
05.	**SRL station new activity streets** Deliver a high-quality street network in the precinct core as part of the approved SRL station development, that supports public life and activity and provides an attractive and comfortable pedestrian experience.
06.	**Burwood Highway central upgrades** Deliver an enhancements between Elgar Road and Cumming St as part of the approved SRL station development that supports Burwood Hwy as an accessible public transport corridor with improved walking and cycling.
07.	**Burwood Highway pedestrian crossing improvements** Deliver improved pedestrian crossings of Burwood Hwy including signalised pedestrian crossings and an elevated pedestrian connection across Burwood Highway.
08.	**Potential New permanent open space extension to Lundgren Chain Reserve at Cumming Street** Explore conversion the temporary open space (delivered as part of the SRL station development) as permanent open space along Lundgren Chain Reserve between Cumming St and Gillard St (at 37 Cumming and 36 Gillard St).
09.	**New open space link between McComas Grove to Gardiners Creek** Plan for new east-west link (Important Link) to create new green corridor connection between Gardiners Creek and Cumming St (16A Sinnott St, 30 and 2/35 McComas Gr and 38 Cumming St) as part of a Lundgren Chain Reserve extension.
10.	**New open space to 'close the gap' northeast of Burwood Hwy** Facilitate provision of a new high-quality open space to address the gap in 40Zero open space walkable access to north of Burwood Hwy near Station St.
11.	**New open space to 'close the gap' to southwest of Burwood Highway** Facilitate provision of a high-quality new open space in the area west to Gardiners Creek and south to Burwood Hwy to address the gap in 40Zero open space walkable access.

Ref.	Urban design initiatives / recommendations
12	**Burwood Highway transformation** Enable upgrades to Burwood Hwy to reinforces its role as a public transport corridor and to improve landscape and pedestrian outcomes.
13.	**Highbury Road streetscape improvements** Facilitate an enhanced Highbury Rd that accommodates active and/or public transport with pedestrian amenity to create attractive places for people to move and dwell.
14.	**Elgar Road streetscape improvements** Plan for streetscape improvements to Elgar Rd that accommodates public transport and to be attractive for people to move and dwell.
15.	**Station Street enhancements** Plan for an enhanced Station St that accommodates active and/or public transport with pedestrian amenity to create attractive places for people to move and dwell.
16.	**Gardiners Creek enhancements** Plan for enhancements and further naturalisation of the creek corridor and associated parklands to the south of Burwood Hwy to improve the environmental, amenity and recreation values and connectivity across and along creek – extending the SRL station improvements to the western embankment and further south.
17.	**Gardiners Creek pedestrian and cycling bridge** Enable a new pedestrian and cycling connection over Gardiners Creek to link the streets (around McIntyre St or Judith St) to provide improved access to SRL station from the west.
18.	**Gardiners Creek pedestrian crossing/s south of Highbury Road** Investigate new high-quality pedestrian crossing/s over Gardiners Creek to the south of Highbury Road connecting the neighbourhoods to the east and west.
19.	**Greenwood Business Park** Investigate new pedestrian links and enhanced public realm including the interface with Burwood Highway and a potential open space (subject to future master planning).
20.	**Mount Scopus Memorial College** Investigate public realm improvements including through site pedestrian links.
21.	**Deakin University Burwood campus** Investigate improvements to enable inviting and legible links through the campus that better connect to surrounding areas and to create a good interface with the Gardiners Creek corridor and parklands.
22.	**New Key Link between Hughes Street and Gardiners Creek** Facilitate important new pedestrian links (Important Key Links) between Hughes Street and Gardiners Creek to reduce gaps in walking access to key destinations
23.	**New Key Link between Ireland Street and Chandler Grove** Facilitate important new pedestrian links (Important Key Links) between Ireland Street and Chandler Grove across Gardiners Creek to reduce gaps in walking access to key destinations.

Ref.	Urban design initiatives / recommendations
24.	**Sinnott Street south upgrade** Deliver streetscape upgrades (as a Green Street) to support pedestrian amenity, greening and provide priority for buses and pedestrians on Sinnott Street south of Sinnott Street Reserve.
25.	**Activity streets at the SRL adjacent development sites** Provide public realm improvements to the adjacent station development sites to create a high-quality street network (of Activity Streets) that support public life, connectivity and activity and creates a good interface with the creek corridor, parklands and development.
	Green Streets improvements Enable streetscape improvements to existing local streets that support pedestrian connectivity and access to recreation facilities, enhanced environmental/biodiversity outcomes, and/or the potential to accommodate cycle and bus routes as appropriate at: • Coppard St (west of Gillard St) • Gillard St • Ireland St • Millicent St (north of McIntyre St) • McIntyre St • Montpellier Rd • Sinnott St • Uganda St
	New local pedestrian links Investigate new local pedestrian links (local key links) within development sites to improve permeability and local walking access.
-	**Built form planning provisions** Provide built form provisions to achieve future character, public realm amenity and off-site amenity outcomes.
-	**Public realm amenity planning provisions** Provide design provisions to achieve public realm amenity outcomes.