

7.1.4 SRLA PRECINCT PLAN SUBMISSION

Responsible Manager:	Sean McNamee, Manager Strategic Planning
Responsible Director:	Peter Panagakos, Director City Development

RECOMMENDATION

That Council

1. Notes that throughout May of this year officers participated in Precinct Planning Workshops with the SRLA for each of the Station Precincts across Monash.
2. Notes that these workshops covered the 4 themes of *Better Connections, Boosting the Economy, Enhancing Place and Enriching the Community*, as set out in the draft SRLA Precinct Visions.
3. Notes that information presented by the SRLA at these workshops remained at a conceptual, aspirational and principle level.
4. Notes that due to the high level and conceptual nature of the material there are significant gaps in the information provided making it difficult to provide clear and direct responses to this stage of the SRLA planning process.
5. Notes that as a consequence of the limited information provided by the SRLA, the proposed Council submission also includes discussion of a range of issues that, whilst not in the current SRLA material, should be addressed by the SRLA in their preparation of the Phase Three Precinct Plan development scheduled for release in late 2024.
6. Notes and adopts this report and the draft Submission to the Suburban Rail Loop East – Precinct Planning Project at Attachment 1 as Council’s submission to the SRLA on Phase Two – Shaping the plans.

INTRODUCTION

The purpose of this report is to consider and adopt a submission to the Suburban Rail Loop Authority’s Phase 2 – Shaping the plans, Precinct planning project as set out in this report and Attachment 1.

COUNCIL PLAN STRATEGIC OBJECTIVES

Sustainable City

Ensure an economically, socially, and environmentally sustainable municipality.
Proactively address climate change and implement initiatives to achieve Zero Net Carbon in Council operations and take action to reduce Monash community emissions.
Prioritise sustainable transport options, including walking/ cycling paths and public transport.
Investigate and progress planning rules for tree and vegetation controls.

Inclusive Services

Community development and advocacy to support the Monash community.
Advocate and partner to deliver social and affordable housing in Monash.
Fostering an equitable, just and inclusive Monash.

Enhanced Places

Improving open spaces, bushland and street trees, including prioritising biodiversity and community engagement.
Improve public spaces and local employment by revitalising our employment hubs, activity centres and neighbourhood shops.
Prioritisation of pedestrians and active transport over vehicles.
Explore and facilitate major projects to transform Monash.
Pursue a planning framework that meets Monash needs.

Good Governance

Ensure a financially, socially and environmentally sustainable organisation.
Maintain the highest standards of good governance.

BACKGROUND

Suburban Rail Loop Precinct Planning Update – May 2024

Most recently Council considered and noted a report on the current planning process being undertaken by the SRLA at the May meeting of Council.

Amongst other issues this report noted that the SRLA had finalised the precinct planning boundaries for each of the Station Precincts and released plans showing increased building heights across the planning precinct areas.

This report also noted that there was very little more detailed information in the community consultation material and that officers were attending a series of workshops with the SRLA as part of the development of the Precinct Planning process.

Suburban Rail Loop Project update.

At the meeting of 26 February 2024 Council considered an update on activities associated with the Suburban Rail Loop project and adopted a response to the SRL East Draft Precinct Visions.

The report included discussion on the:

- Suburban Rail Loop (SRL) planning area declaration that was published in the Victoria Government Gazette on 7 December 2023.
- Draft Precinct Visions for Burwood, Clayton, Glen Waverley and Monash SRL Precincts.

Overall, the draft Precinct Plans were supported. There were some specific issues that were suggested for attention or changes. In particular, these related to precinct boundaries including more conventional residential areas and the potential to expand the boundaries in some location.

Draft Precinct Visions, December 2023

The high-level principles and outcomes as set out within the Vision documents were noted to generally align with the key objectives of Council’s relevant structure plans and precinct plans.

The Vision Papers set the aspirations for strategic planning across the each of the precincts to build on the ambitions first set out in the SRL Business and Investment Case, which is part of the coordinated Victorian Government Plan to manage growth and change across Melbourne and Victoria by focusing growth within a ‘city of centres’.

The planning process aims to build on previous strategic planning work undertaken in the past to develop new structure plans around the station precincts.

As part of the report, Council resolved the following:

That Council:

- 1. Notes the contents of the Suburban Rail Loop East Draft Precincts Visions documents released by the Suburban Rail Loop Authority (SRLA) for: Clayton, Monash, Glen Waverley and Burwood SRL Precincts.*
- 2. Endorses the submission to the SRL East Draft Precincts Visions in accordance with this report.*
- 3. Request that the SRLA clarify the Precinct Planning process and develop a Terms of Reference that commits to including Monash City Council as a key stakeholder of the Precinct Planning process.*

The full report can be found at www.monash.vic.gov.au/files/assets/public/v/1/about-us/council/agendas/2024/27-february/7.1.6-srl_east_update-precinct.pdf

DISCUSSION

As noted in the May report, the SRLA is completing their Precinct Planning process in accordance with the timeline shown in diagram below.



Diagram 1. Structure Plan engagement phases

The current planning phase

As part of the Phase Two officers attended a series of workshops across each of the Themes throughout May this year. The themes are as shown in Diagram 2 below.

Neighbourhoods Plan and Framework Plans	Precinct Key Directions (summary for each theme)				
	Boosting the Economy	Enriching Community	Better Connections	Enhancing Place	Empowering Sustainability
<ul style="list-style-type: none"> • Neighbourhoods Plan • Land Use Framework • Built Form 	<ul style="list-style-type: none"> • Jobs and economic growth • Retail provision and activity centres • Major health and education areas 	<ul style="list-style-type: none"> • Housing diversity and inclusion • Opportunities for community infrastructure 	<ul style="list-style-type: none"> • Key movement corridors • Local movement networks • Public transport upgrades • Car parking 	<ul style="list-style-type: none"> • Maximising change in targeted locations • Managing change in local areas • High quality built form • Accessible open space 	<ul style="list-style-type: none"> • Low carbon precincts • New energy technologies • Cool and green environment • Sustainable water management

Diagram 2. Precinct Key Directions and Themes

The Precinct Key Directions

There are 5 Key directions for each station precinct across Monash. The Empowering Sustainability Theme is generic across each Station Precinct.

Whilst these Precinct Key Directions represent an advancement on the initial Draft Precinct Visions of Phase One and the subject of the February 2024 Council report, they do not provide a great level of detail and remain at a high-level conceptual plan stage.

The concerns expressed in the May 2024 Council report remain.

Overall, the key principles generally align with the direction and content of existing Council planning documents for Clayton and Glen Waverley in so far as promoting increased development intensity in the core commercial areas. The major difference in the SRLA material being the significant increase proposed for heights in the surrounding residential areas

The material for each of the Station Precincts contains several high-level key directions under each of the overarching themes.

There remains, however a distinct lack of detail on exactly what is meant by much of the content of the documentation, particularly due to the no-committal, indirect language used, such as *“reimagine Clayton Road as a high quality, accessible transport corridor”*.

On the face of it such statements are worthy aspirations but without any of the detail normally found in a precinct plan they are difficult to understand and unclear as to what needs to change to realise those aspirations and ultimately unlikely to be achieved.

It is acknowledged that this phase of the SRLA process is considered to be the “shaping the plans” stage, however the lack of even basic detail and identification of key issues and challenges is a significant short coming in this process.

This lack of detail means that it is unclear to officers and the community as to what form and content the ultimate **Precincts** Plans will take when released in late 2024. Given the extensive involvement that Councils have had over the last 4 years in the planning for the SRL East precincts this is a less than satisfactory outcome.

Precinct Planning Council Submission.

This report (and Attachment 1) set out:

- Issues common across each of the station precincts and each of the themes; and
- key issues for each station precinct in Monash, across the four themes proposed by the SRLA.

As noted earlier in this report much of the material for the precinct planning process remains at a high level and as such is difficult to respond to directly on how the priorities may be implemented.

The consequence is that in responding to the SRLA the proposed Council submission also takes a broader general approach, and in many cases, the submission serves to highlight issues that require more detailed investigation, calls out relevant existing Council policy or operational issues and identifies potential gaps in the SRLA approach to the planning process.

A detailed submission on each of the station precincts and the Key Directions is provided at Attachment 1.

Boosting the Economy: Key Directions

The SRLA has listed the following Key Directions for Boosting the Economy as:

- Jobs and economic growth
- Retail provision and activity centres
- Major health and education areas

Boosting the Economy: Common Issues – Officer response

These overarching Key Directions are considered appropriate principles for SRL Station precinct that will ultimately provide diverse employment and housing opportunities.

The identification of health and education areas aligns with the existing and emerging role of the Clayton and Monash Precinct and is consistent with State policy such as the Monash National Employment and Innovation Cluster and Council policy such as the Clayton Precinct Plan.

Enriching Community: Key Directions

The SRLA has listed the following Key Directions for Enhancing Place as:

- Housing diversity and inclusion
- Opportunities for community infrastructure

Enriching Community: Common Issues – Officer response

These overarching Key Directions are considered an appropriate starting point for principles for SRL Station precinct.

However, these statements lack detail and do not highlight the potential that these precincts have in meeting the needs of a growing Melbourne or addressing the current housing supply and affordability issues.

The key directions do not align with other elements of State policy including:

- The Planning and Environment Act 1987, Objective 1 (fa) *“to facilitate the provision of affordable housing in Victoria”*
- The Victoria Housing Statement,
- Fishermans Bend Framework (6% affordable housing)
- Current State policy of 10% affordable housing in developments over \$50 million (Clause 53.23 of all planning schemes)

The key directions also do not align with Council policy set out in the Monash Affordable Housing Strategy for inclusionary zoning and substantial affordable housing provision in the SRLA precincts.

The SRL precincts present a prime opportunity to embed housing affordability, affordable and social housing provision in the foundations of planning for these precincts. This is particularly the case given the significant public investment in these precincts and the development uplift that will eventuate from this investment.

More specific and directive Key Directions, with positive, real world community enriching outcomes, should be developed and included as overarching requirements in the precinct planning for each of the station areas.

The existing key directions should be reworded to give effect to State and Monash policy in a manner similar to the following:

- The provision of affordable, diverse quality housing
- The provision of accessible and responsive community infrastructure

In addition:

- The high-level directions set out on the website provide little more detail than the preliminary ideas set out within the Precinct Visions document released in December 2023.
- The “housing diversity and inclusion” statement is an overall statement of providing increased housing diversity there is no detail on what this means or how it will be delivered in practice
- Identification of community infrastructure is broad and appears to be solely based on existing Council facilities or land ownership.
- Precincts either have limited or severely constrained State education facilities and community infrastructure now. There is no identification or mention of changes or increases in the provision of these facilities.
- There is no indication of service provision standards or aspirations for the provision of community infrastructure.
- No detail has been provided to Council in what is underpinning these recommendations. Council’s Structure Plans for Clayton and Glen Waverley identify the use of many of these locations for infrastructure projects that were planned prior to the SRL project. There is no acknowledgement of this or the potential significance of the change.
- It is unclear whether the infrastructure locations identified on the plans is referring to upgrades or new facilities

Better Connections: Key Directions

The SRLA has listed the following Key Directions for Better Connections as:

- Key movement corridors
- Local movement networks
- Public transport upgrades
- Car parking

Better Connections: Common Issues – Officer response

Overall, the Key Directions touch on the majority of transport issues likely to require consideration in the precincts. However, of themselves, they do not provide further detail than that identified through the Draft Precinct Visions.

Whilst the key directions highlight elements of the movement network, they do not set aspirations or highlight overarching precinct objectives.

It is also potentially significant that the Key Directions now make reference to public transport upgrades as Council has consistently raised public transport and public transport interchange issues with the SRLA who have previously steadfastly advised that any changes to public transport were out of scope of the project. This was particularly the case for the bus interchange at Glen Waverley.

A significant and currently unaddressed issue is that the SRLA material does not adequately acknowledge the critical interdependency of road and public transport infrastructure and service improvements that are required to enable the changes the SRLA propose in the precincts.

The delivery of the SRLA visions, can only be achieved by real world improvements and changes to the transport network as highlighted in Councils submission to the draft precinct visions earlier this year.

A clear example of this interconnectedness is the SRLA objective of improving Clayton Road through the activity centre, the most significant catalyst for such a facilitating this change is the construction of Westall Road extension, rather than any aspirational precinct planning statements.

The current introspective nature of the Better Connections theme and the absence of calling out these supporting projects creates a disconnect between the visions of the SRLA and the infrastructure changes required to realise the SRL visions.

This issue is critical and needs to be addressed by the SRLA in their development of the detailed precinct plans between now and the intended release in late 2024.

Enhancing Place: Key Directions

The SRLA has listed the following Key Directions for Enhancing Place as:

- Maximising change in targeted locations
- Managing change in local areas
- High quality built form

- Accessible open space

Enhancing Place: Common Issues – Officer response

It is acknowledged that the SRL project will bring significant changes to the station precincts overtime, however the material and positions presented to date lack information to allow alignment with the overall key directions set by the SRLA.

The Enhancing Place plans identify the significant change, particularly building heights, in each of the precincts areas. The material provides no information or provision standards as to how:

- this change will be managed in local areas;
- high quality built form will be achieved; or
- open space will be provided and accessible.

Additional issues with Enhancing Place theme include:

- There is no explanation for the building heights across the precincts, particularly the residential areas.
- It not possible to determine if there is a relationship between the proposed building heights and the population forecasts for each precinct.
- It is not possible determine if the geographic extent of the increased building heights in residential areas is required for the forecast population.
- It may be preferable to focus additional height in the precinct cores and along main arterial roads where there would be improved public transport options to access the stations.
- The transition and management of change in building height between areas of up to 25 storeys and adjacent residential areas of up to 6 storeys is inappropriate and abrupt. Consideration of transition and interface issues for built form needs to be included.
- Existing planning controls, particularly where they are derived from and respond to local issues should influence whether land is included, the degree of change and the development of urban character and what is valued and should be maintained throughout that change.
- Insufficient information is provided on the location, area function and provision public open space.

A detailed response on each of the SRL Station Precincts themes is provided in the draft submission at Attachment 1.

FINANCIAL IMPLICATIONS

Whilst there are no immediate financial implications arising from this report given the high-level conceptual nature of the SRLA material, there are some pointers in that material to the potential for significant financial implication for Council as the project progresses and development of the intensity envisaged commences.

Of particular concern is the reliance of the SRLA planning documents on existing Council infrastructure across all of the SRLA precincts. Including instances where the current documentation appears to commit Council to upgrading existing infrastructure. An example of this can be found in the Clayton – Enriching Community theme which includes the specific

statement of “Ensure community infrastructure supports the resident and worker population, including upgrading the Clayton Community Centre”

There is no indication in the current documentation to indicate what capacity community infrastructure is at, what upgrades are required, how funding for these upgrades will be sourced and ultimately who will bear responsibility for these upgrades.

Whilst the SRLA do have planning authority status for the precincts they do not have authority over Council community assets and more detailed planning and costings are required before the SRLA move to uplift planning controls across these precincts.

Initial discussion with the SRLA have indicated the potential for the introduction of a Development Contribution. However, the current development contribution framework in Victoria was designed for use in growth areas and green field development, where development was effectively the conversion of paddocks to residential estate. This development contribution framework is entirely inappropriate for significant urban renewal development such as envisaged in the SRL precincts given the requirement for existing ratepayer, via Council, to meet the majority of the costs and certainly do not take into account “throw away” costs of demolishing existing infrastructure.

This situation exists despite the VAGO – Managing Development Contributions report of 2020 calling on the State to reform the system and the State conducting reviews in 2012.

In terms of the funding open space required in the precincts there is no indication from the SRLA about a change to public open space contributions. Noting that the Council Open Space Strategy proposed a 10% contribution based on pre-SRL development levels and that this was reduced by the Panel to 7.61%. Additionally, there the potential in the precincts for a range of residential development tenures that are not subdivided, such as build to rent, which therefore do not pay a public open space contribution.

For comparison the draft Fishermans Bend development contribution plan includes a flat rate of \$6,667 per dwelling for public open space, replacing the current subdivision contribution of 8%.

It is critical that that the SRLA ensure that their precinct planning includes mechanisms that provide funding for Council infrastructure and open space across all forms of development and at a level consistent with the demand created by that development.

POLICY IMPLICATIONS

Overall, the current thematic issues generally align with Council policy for activity centres in so far as promoting increased employment and housing opportunities, primarily as they are, for the most part, high level aspirational statements.

However, there are potentially significant policy implications in the future development of the Station Precinct Plans as the material presented to date by the SRLA has little reference to existing Council policy including:

- Monash Planning Scheme – residential zones
- Monash Housing Strategy
- Monash Open Space Strategy
- Monash Open Space Strategy and Implementation Plan

- Monash Urban Character and Landscape Strategy
- Monash Affordable Housing Strategy
- Regional Local Government Homelessness and Social Housing Group Charter
- Monash Integrated Transport Strategy

The submission and future engagement with the SRLA will continue to highlight the objectives of these policies and strategies.

CONSULTATION

Community consultation was not required in the preparation of this report.

SOCIAL IMPLICATIONS

In developing this report to Council, it is considered that the report does not raise any unintended social implications.

However, it should be noted that the report does raise issues that, if not adequately addressed by the State Government and the SRLA could present significant negative social implications in the future.

HUMAN RIGHTS CONSIDERATIONS

There are no human rights implications to this report.

GENDER IMPACT ASSESSMENT

A GIA was not completed because this agenda item is not a 'policy', 'program' or 'service'.

CONCLUSION

This Phase of the SRL planning process, with the exception of releasing building heights, continues a focus on high level concepts and broad statements. As result it has not really advanced the detailed planning process beyond the initial Draft Precinct Visions reported to Council in February of this year.

As part of the workshops with the SRLA, officers raised the issues of consistency with State and Council policy objectives, infrastructure funding concerns and detailed issues such as inappropriate building heights in sensitive areas as set out in this report and Attachment 1.

It is important to formalise these issues in writing to ensure that they are captured and considered by the SRLA as they move into the development of the precincts plans for release later this year.

ATTACHMENT LIST

1. Attachment 1 SRL East Phase 2 Monash City Council submission June 2024 (1) [7.1.4.1 - 41 pages]

Submission to
Suburban Rail Loop Authority

Project Phase - Realising the vision
Monash City Council

June 2024.

EXECUTIVE SUMMARY

Monash City Council (Council) welcomes and is supportive of the housing, employment and long-term transport benefits that will come from the Suburban Rail Loop East (SRL) project.

Council also appreciates the move to a more polycentric Melbourne to disperse growth to key centres across the south-eastern region.

The Suburban Rail Loop East station precincts proposed in Monash build on existing key centres of commercial and employment activity and consequently have a strong alignment with Councils existing planning framework for employment and housing growth in these locations.

Whilst Council is supportive of the overall project there remain areas of concern including:

- The high-level aspirational nature and lack of detail at this stage of the planning precinct planning process. This has often made it challenging for Council to properly consider and respond to the material, particularly as some material is released with little notice.
- The absence of clear explanation and understanding of the reasons for the inclusion of some areas as significant change in the precinct plans; for example, the steep, physically isolated suburban residential areas east of Springvale Road and north of High Street Road in Glen Waverley.
- The current lack of acknowledgement, identification and quantification of the interdependency of the significant infrastructure investment required by the State across and adjacent to the precincts to enable the realisation of the precinct visions. Particularly for need for significant public open space acquisition and road projects such as the long-planned Westall Road extension and the redevelopment of existing substandard bus/rail interchanges at the station locations
- The collection mechanisms, amounts, cost apportionment and responsibilities for the funding of community, social and transport infrastructure required to deliver on the vision of the project.
- The lack of clear reference to current State objectives and policy standards on the inclusion and provision of affordable and social housing in the SRL precincts.
- The limited or unclear influence that Councils existing strategic planning frameworks for the precincts have had in the development of the visions. This includes the relevant activity centre structure plans, Monash Open Space Strategy, Monash Affordable Housing Strategy and other relevant strategies.

Council remains supportive of the successful development of the SRL East project and is committed to ongoing productive participation in the SRLA planning process. In providing this support Council will continue to raise issues relevant to the delivery of the project and advancement of the long-term interests of the community of Monash.

Council submission Precinct Planning Shaping

Council's overriding concern relates to the lack of clarity in the process being undertaken by the SRLA in Precinct Planning and the absence of any clear line of sight to how existing State Government and Council policy objectives have influenced or will be given effect through the Station Precinct Plans.

As established urban areas and with common urban renewal planning challenges there is a substantial body of work and policy direction at both a State and local level that should be utilised in the development of the Precinct Plans.

In preparing this submission Council references existing State and local policy objectives and adopted strategic documents relevant to the precincts and issues raised by the SRLA Shaping the plans consultation phase.

This submission is arranged by SRLA Key Directions, providing general commentary across each key Direction and then individual commentary under the same Key Direction but for each of the Station precincts.

Key Directions – Overall

Whilst these Precinct Key Directions represent an advancement on the initial Draft Precinct Visions of Phase One and the subject of the February 2024 Council report, they do not provide a great level of detail and remain at a high-level conceptual plan stage.

The concerns expressed in the May 2024 Council report remain.

Overall, the key principles generally align with the direction and content of existing Council planning documents for Clayton and Glen Waverley in so far as promoting increased development intensity in the core commercial areas. The major difference in the SRLA material being the significant increase proposed for heights in the surrounding residential areas

The material for each of the Station Precincts contains several high-level key directions under each of the overarching themes.

There remains, however a distinct lack of detail on exactly what is meant by much of the content of the documentation, particularly due to the no-committal, indirect language used, such as *"reimagine Clayton Road as a high quality, accessible transport corridor"*.

On the face of it such statements are worthy aspirations but without any of the detail normally found in a precinct plan they are difficult to understand and unclear as to what needs to change to realise those aspirations. This may ultimately mean that they are unlikely to be achieved.

It is acknowledged that this phase of the SRLA process is considered to be the "shaping the plans" stage, however the lack of even basic detail and identification of key issues and challenges is a significant short coming in this process.

This lack of detail means that it is unclear to officers and the community as to what form and content the ultimate Precincts Plans will take when released in late 2024. Given the extensive involvement that Councils have had over the last 4 years in the planning for the SRL East precincts this is a less than satisfactory outcome.

Key Direction: Boosting the Economy

- Jobs and economic growth
- Retail provision and activity centres
- Major health and education areas

General Commentary

These overarching Key Directions are considered appropriate principles for SRL Station precinct that will ultimately provide diverse employment and housing opportunities.

The identification of health and education areas aligns with the existing and emerging role of the Clayton and Monash Precinct and is consistent with State policy such as the Monash National Employment and Innovation Cluster and Council policy such as the Clayton Precinct Plan.

As they remain at a high level it is not possible to fully comprehend the level of development envisaged, such as the breakdown of employment floorspace and whether the level of change proposed is appropriate.

Boosting the Economy - Clayton

- Grow the Monash Health Precinct
- Prioritise Clayton Road as a vibrant high street
- Rejuvenate and intensify the Audsley Street Employment Area



General Commentary

Council supports the intent of these directions but note that Clayton's role in the Monash National Employment and Innovation Cluster (NEIC) has not been identified as a key direction. Clayton benefits already from its transport connections to the CBD and the rest of Melbourne, its role as a major health precinct and its proximity to Monash University.

It also benefits from its proximity to large employment areas that foster large industry and enterprise. Although some of these uses do not sit within the boundary for precinct planning, its proximity to Monash University and large employment landholdings can provide a strong base for increased supporting industries, businesses and services which should be acknowledged.

There is limited commercial building stock within the precinct. Whilst offices are scattered throughout the precinct within Monash, there is potential for further office development in the activity centre within proximity to the train station which should be recognised as a key direction. A key direction '*support modern flexible office floorspace within appropriate locations within the precinct core.*' is suggested for inclusion.

Grow the Monash Health Precinct

Council is supportive of this Key Direction.

However, as with many of the Key Directions there is more detailed required to be developed as to what this means in a practical sense, what directions it will set for competing land uses such as residential and how it will be put into practice.

Prioritise Clayton Road as a vibrant high street.

Council supports the opportunity to prioritise Clayton Road as a more than just a retail strip. It is a major activity centre and should be expanded to ensure that the activity centre is recognised beyond Clayton Road. The level of growth anticipated means that adjacent streets surrounding Clayton Road will also need to provide significant levels of office space, urban living and provide community facilities and services.

Supporting retail and dining would also be expected to be delivered beyond Clayton Road, on adjacent streets and plazas in line with the Clayton Activity Centre Precinct Plan (CACPP) 2020.

Council strongly supports the role of Clayton Road to be prioritised for significant improvements to the public realm, including the widening of the footpath along Clayton Road to encourage walking, allow further alfresco dining, along with places to gather and mingle, as set out in the CACPP 2020.

The real improvement to Clayton Road can only be achieved with the construction of the Westall Road extension to alleviate Clayton Road of high volumes of heavy vehicle traffic. Clayton Road is well used by trucks as it is the only north-south connection for heavy vehicles in the wider area. State Government have prepared the Business Case for this project which has demonstrated that Clayton Road would have significantly reduced truck movements.

This would allow for the removal of some of the pedestrian safety barriers and significantly improve noise and pollution levels that currently make the pedestrian environment along parts of Clayton Road noisy and unpleasant.

As noted throughout Councils submission there is an interdependency on other State infrastructure projects that needs to be included in the SRLA planning for these precincts.

Rejuvenate and intensify the Audsley Street Employment Area.

Support this direction subject to further detail. More emphasis is needed in the first instance to identify the opportunities that lie within the precinct core for commercial office space to support high-valued knowledge jobs.

Boosting the Economy - Monash

- Strengthen Monash as the innovation precinct of global significance
- Establish a Town Centre in Monash
- Support a transition to knowledge-based businesses
- Grow and strengthen the research, science and medical technology sectors
- Support the growth of anchor institutions and attract new businesses



Strengthen Monash as the innovation precinct of global significance.

Council supports this direction, which will work to further enhance the area's existing role within the NEIC in maintaining its aspiration for further growth. However more detailed is required on how this will be given effect in a precinct plan.

It is important to note that a whole of government approach is required to achieving this Key Direction, particularly in terms of economic and business support policy.

It is also important to note that the ideal of "mixed use" precincts may be attractive conceptually, in practice the potential for land use conflict, operational constraints and land costs, may be counter productive to the overall objective.

Councils recent experience with spin-out innovation businesses in the precinct has shown that a multitude of factors beyond the physical precinct plan ultimately influence the ability to develop and retain innovative businesses in the precinct.

Council refers the SRLA to the recent experiences of **Amaero**, a high-tech materials additive business that was a spin-out from Monash University. Amaero initially established in Normanby Road in the Monash NEIC. This business grew into expansion mode and identified a site in the precinct. However, due to a range of unfavourable detailed State policy and regulatory settings, including the intrusion of sensitive land uses intrusion into the technology precinct, cancelled local expansion and relocated to a dedicated business technology precinct in Tennessee, USA. www.amaero.com.au

Establish a Town Centre in Monash.

Support the statement for the establishment of a new town centre in Monash, but this will depend on whether it is intended to introduce other uses that could be seen to be undermining the primary interest of employment and innovation prospects for the area.

The activity area is supported at a conceptual level but as discussed earlier in this submission has the potential to create land use and investment conflict that ultimately undermines the overall objectives for the precinct.

The direction will require careful and detailed consideration.

Council reiterates its concern regarding the introduction of residential or other sensitive uses within the new town centre where land use conflicts could occur with established industries in the area. It would not support sensitive uses within the new town centre until Council is satisfied that any potential reverse amenity issues can be managed appropriately.

The Monash precinct differs from other station precincts as it has a strong existing employment and student base that primarily operates around business hours. A new town centre will likely need the introduction of safe “out of hours” activities to ensure the area has activity and feels safe at all times of day.

Support a transition to knowledge-based businesses.

This is consistent with current State and Council policy for the Monash NEIC. However, this should not result in the exclusion of other high tech, high value industries such as advanced manufacturing.

Grow and strengthen the research, science and medical technology sectors.

This is consistent with current State and Council policy for the Monash NEIC. However, this should not result in the exclusion of other high tech, high value industries such as advanced manufacturing.

This direction should also provide encouragement for the transition of research and ideas into products with the precinct and/or the south-eastern area more broadly.

Support the growth of anchor institutions and attract new businesses.

This is consistent with current State and Council policy for the Monash NEIC. However, this should not result in the exclusion of other high tech, high value industries such as advanced manufacturing.

The SRL precinct only forms a small part of the MNEIC, and it is important that the cluster is able to sustain its role in retaining large enterprises and provide for additional opportunities for larger industries to locate to the MNEIC.

The core SRL Monash precinct should balance its objectives with the need to capitalise on the improved accessibility that this precinct will offer along with its proximity and linkages to the Monash University, the CSIRO and the Victoria Heart Hospital.

Boosting the economy - Glen Waverley

- Further enhance Kingsway as an active economic retail and dining area with more offices and community spaces
- Encourage commercial office space in the Precinct Centre to support high-valued knowledge jobs
- Extend the precinct centre along Springvale Road
- Support the growth of Aristoc and Springvale roads as local employment areas



Further enhance Kingsway as an active economic, retail and dining area with more offices and community spaces.

Council supports this opportunity as it broadly aligns with the Glen Waverley Activity Centre (GWAC) Structure Plan 2016.

As part of the recommendations from the GWAC Structure Plan, Council is considering options to widen footpaths along Kingsway in the future to provide improved areas for gathering, dining, socialising and entertaining.

If SRLA pursue the permanent closure of Coleman Parade at the intersection with Kingsway from vehicular traffic, the opportunity to enhance Kingsway could be compromised with the

additional vehicular traffic that it will need to carry, as Kingsway would remain the only north-south connection through the activity centre.

Council has long advocated their position that an additional vehicular extension should instead be built over the train line that would extend over the railway line connecting Myrtle Street to Railway Parade North, effectively providing a ring road that would circulate local traffic around the edge of the central activity centre, in line with the GWAC Structure Plan 2016. This will ensure Kingsway can remain a highly vibrant retail and dining precinct.

Encourage commercial office space in the Precinct Centre to support high-valued knowledge jobs.

This is supported as it aligns with the Glen Waverley Activity Centre Structure Plan.

Extend the precinct centre along Springvale Road.

Supported in principle. However, it is questionable as to what can occur and what interventions would be needed and possible to achieve this.

Springvale Road is a significant physical and psychological barrier. It is a 6 lane State Highway that forms a key part of the metropolitan road network.

GWAC Structure Plan had envisaged that retail and dining uses would be focused in and around Kingsway. The eastern side of Springvale Road would be developed as a mixed use and medical precinct.

Support the growth of Aristoc and Springvale Roads as local employment areas

Council considers that office floorspace should be focussed primarily on being accommodated within close proximity to the train stations in the Glen Waverley activity centre in the first instance.

Although in the long term there is the potential for the upgrading and land use change over time in the Aristoc Road precinct as a result of the growth experienced throughout the precinct, this should be allowed to occur in a more organic way rather than any significant planning lead intervention or change in land use.

Council wishes to maintain the current role of the Aristoc precinct as an area for service industry employment and other associated industries and businesses that are not viable in higher cost, higher amenity mixed use or commercial areas.

Boosting the economy - Burwood

- Support and facilitate the growth of Deakin University's Burwood Campus
- Create a mixed-use Precinct Centre around the SRL train station
- Transform Burwood Highway and Highbury Road into areas with more retail and businesses
- Create a network of high-amenity knowledge-based employment areas



Support and facilitate the growth of Deakin University's Burwood Campus

This concept is supported. (Noting that we defer to comments from the City of Whitehorse.)

Create a mixed-use Precinct Centre around the SRL train station

This concept is supported. (Noting that we defer to comments from the City of Whitehorse.)

Transform Burwood Highway and Highbury Road into areas with more retail and businesses

This direction requires further detail.

Highbury Road is a low-key arterial road with a strong established suburban residential character and is not supported in its current form.

Although the areas are largely residential now, with the additional population envisaged, it may be possible that further retail and businesses could establish along Highbury Road.

However, in identifying a 2 kilometre stretch of arterial road for further employment and commercial growth is completely at odds with the overall objective of the SRL East Project of focusing development in and around the station precincts.

Create a network of high-amenity knowledge-based employment areas

Broadly supported, as noted in our previous submission on the Precinct Visions that Council supports allowing for intensifying employment uses in the employment areas within the City of Monash, subject to impacts on the nearby existing residential areas and the creek environs.

The industrial site adjacent to Gardiners Creek should be carefully considered in respect of intensifying any uses adjacent to the creek to minimise impacts on the ecological values, amenity and cultural heritage values.

Key Direction: Enriching Community

General Comments

These overarching Key Directions are considered an appropriate starting point for principles for SRL Station precinct.

However, these statements lack detail and do not highlight the potential that these precincts have in meeting the needs of a growing Melbourne or addressing the current housing supply and affordability issues.

The key directions do not align with other elements of State policy including:

- The Planning and Environment Act 1987, Objective 1 (fa) *“to facilitate the provision of affordable housing in Victoria”*
- The Victoria Housing Statement,
- Fishermans Bend Framework (6% affordable housing)
- Current State policy of 10% affordable housing in developments over \$50 million (Clause 53.23 of all planning schemes)

The key directions do not align with Council policy set out in the Monash Affordable Housing Strategy for inclusionary zoning and substantial affordable housing provision in the SRLA precincts.

The SRL precincts present a prime opportunity to embed housing affordability, affordable and social housing provision in the foundations of planning for these precincts. This is particularly the case given the significant public investment in these precincts and the development uplift that will eventuate from this investment.

More specific and directive Key Directions, with positive, real world community enriching outcomes, should be developed and included as overarching requirements in the precinct planning for each of the station areas.

The existing key directions should be reworded to give effect to State and Monash policy in a manner similar to the following:

- The provision of affordable, diverse quality housing
- The provision of accessible and responsive community infrastructure

In addition:

- The high-level directions set out on the website provide little more detail than the preliminary ideas set out within the Precinct Visions document released in December 2023.
- The “housing diversity and inclusion” statement is an overall statement of providing increased housing diversity there is no detail on what this means or how it will be delivered in practice
- Identification of community infrastructure is broad and appears to be solely based on existing Council facilities or land ownership.
- Precincts either have limited or severely constrained State education facilities and community infrastructure now. There is no identification or mention of changes or increases in the provision of these facilities.
- There is no indication of service provision standards or aspirations for the provision of community infrastructure.
- No detail has been provided to Council in what is underpinning these recommendations. Council’s Structure Plans for Clayton and Glen Waverley identify

the use of many of these locations for infrastructure projects that were planned prior to the SRL project. There is no acknowledgement of this or the potential significance of the change.

- It is unclear whether the infrastructure locations identified on the plans is referring to upgrades or new facilities

There is no indication in any of the current documentation online to indicate what capacity community infrastructure is at, what upgrades are required, what the facilities are and how funding for these upgrades will be sourced and ultimately who will bear responsibility for these upgrades.

Infrastructure planning is best understood by having these detailed conversations with Council's subject matter experts that can advise on the preferred models and options around the types of facilities and services that the Council will need to operate and maintain in the future. Council's concern is that if these conversations are left too late in the structure planning process, it risks inferior outcomes that will ultimately be left for Council to manage.

For example, the infrastructure identified for both Clayton and Glen Waverley on the plans shown on the SRLA website infers that it will be located on Council-owned land.

No detail has been provided to Council in what is underpinning these recommendations. Council's Structure Plans for Clayton and Glen Waverley had identified the use of this land for infrastructure projects that were planned to meet the additional demand prior to understanding the much greater increases in population as a result of the SRL project.

It is unclear whether the infrastructure locations identified on the plans is referring to upgrades or new facilities.

Enriching the community - Clayton

- Provide a diversity of housing to support local living, such as different dwelling types including low, mid and high-rise apartments
- Ensure community infrastructure supports the resident and worker population, including upgrading the Clayton Community Centre



Provide a diversity of housing to support local living, such as different dwelling types including low, mid- and high-rise apartments.

A diversity of housing types is supported, although Council suggests that this is expanded or rephrased to refer to the following:

The Monash Affordable Housing Strategy 2023 advocates for substantial amounts of affordable housing at a level that reflects the future residential and workforce population demographics. Given that the SRLA has identified the growth of the Monash Health Precinct and will employ greater levels of people in healthcare, research, development and technology innovation, as well as the expected increase in numbers of both undergraduate and postgraduate students and the existing community of many low-income households, it is critical that a rate of affordable housing that is beyond what is recommended for major

redevelopment or rezoned land is provided. It would be expected to be greater than 10 per cent along with potential for additional inclusionary zoning requirements.

As noted earlier, these statements are supported in principle however lack sufficient detail to comment beyond that.

The challenge for the SRLA and the next phase of precinct planning is to create a planning and investment environment that actually encourages the construction of apartments and other more diverse housing types. This will require significant intervention from the planning system.

Ensure community infrastructure supports the resident and worker population, including upgrading the Clayton Community Centre

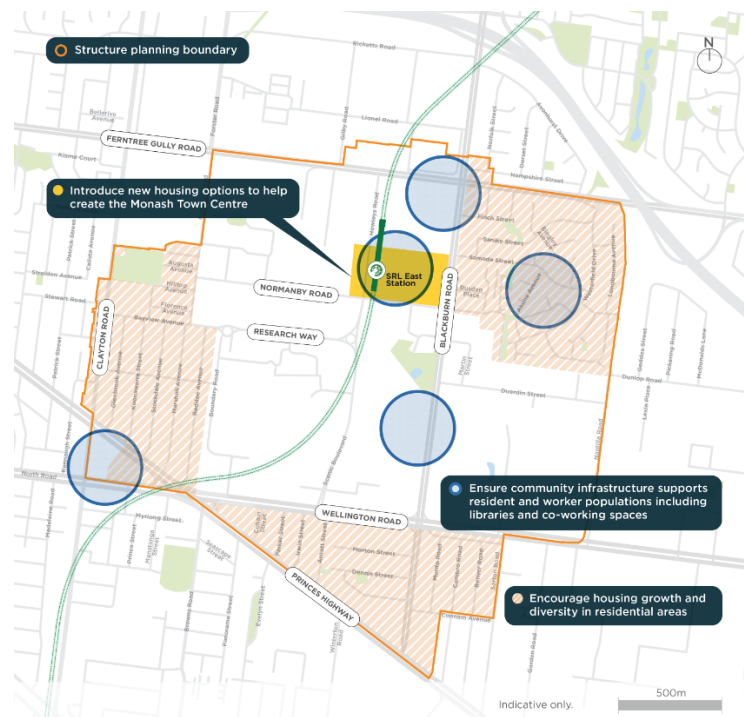
This statement is supported as an overarching ideal.

However, it is inappropriate and premature for the SRLA to commit Council to the upgrading of the Clayton Community Centre in advance of detailed discussion with Council or more detailed planning on community infrastructure needs, provision rates and funding sources.

As Clayton has a high need for community infrastructure services it is incumbent on the SRLA as the Planning Authority to complete a detailed assessment of community infrastructure needs for Clayton ahead of the release of the detailed precinct plans later in 2024.

Enriching the community - Monash

- Ensure community infrastructure supports resident and worker populations including libraries and co-working spaces
- Encourage housing growth and diversity in residential areas
- Introduce new housing options to help create the Monash Town Centre



Ensure community infrastructure supports resident and worker populations including libraries and co-working spaces.

This direction is supported as an ideal, however without further level of detail, the Council cannot provide further comment.

Encourage housing growth and diversity in residential areas.

Properties to the east of Monash University in Beddoe Avenue and Marshall Avenue are currently zoned Residential Growth Zone (RGZ3) to facilitate housing growth in the form of apartments. Given that this area is adjacent to Monash University which has good public transport accessibility this area is a priority area for substantial change in the diversity and density of the delivery of housing. As with Clayton, the challenge is developing a planning framework that encourages the construction of high-quality apartment development.

The growth in residential areas is supported along the arterial road treatments provided they maintain 'Garden City character' throughout the existing residential areas. This includes the

provision of significant levels of canopy trees, adequate front setbacks and high-quality public realm with high levels of planting.

Many of the design recommendations identified within the City of Monash's Boulevard's Urban Design Framework for Dandenong Road and Springvale Road are appropriate to adapt in the context along Blackburn Road that relate to the public realm design, residential interfaces, setbacks and appropriate planting including canopy trees.

Introduce new housing options to help create the Monash Town Centre

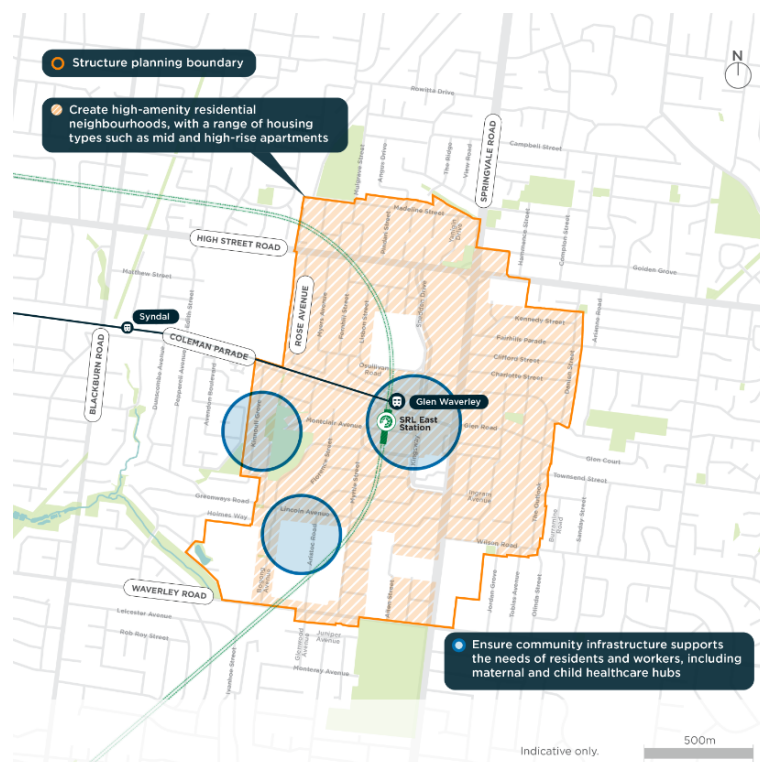
Whilst there may be some merit in this direction, it needs to be reviewed in the broader context of each station precinct along the SRL East corridor and existing State policy such as the Monash National Employment and Innovation Cluster, Plan Melbourne and Melbourne Industrial and Commercial Land Use Plan.

Careful consideration also needs to be given to the potential for negative impacts on employment land use, amenity conflicts and land values that ultimately work against land being used for employment uses.

On this basis Council has significant concerns about the introduction of residential uses within the town centre without the detailed assessment of potential negative impacts that could arise from the introduction of residential properties located within the proposed town centre.

Enriching the community - Glen Waverley

- Ensure community infrastructure supports the needs of residents and workers, including maternal and child healthcare hubs
- Create high-amenity residential neighbourhoods, with a range of housing types such as mid- and high-rise apartments



Ensure community infrastructure supports the needs of residents and workers, including maternal and child healthcare hubs.

This direction is supported as a starting point for sound precinct planning. However as with the majority of the directions without further level of detail, it is not possible provide detailed comment.

This lack of detail creates a concern that the SRLA is proposing the use of council owned land and existing facilities for meeting this increased, as yet unquantified, community infrastructure needs.

Although it was identified in the GWAC Structure Plan 2016 that some areas of additional public realm would be provided on council-owned land, these areas were to meet the needs of the additional population before the SRL project significantly increased the expected population levels further.

The plan also appears to randomly assign potential location for additional or increased public open space, but again lacks detail

The SRLA should reference the GWAC Structure Plan and the Monash Open Space Strategy in any assessment about open space locations and needs.

The limited amount of public open space in the precinct should not be assumed as potential locations for other community infrastructure as this land is required to meet the communities open space needs.

Create high-amenity residential neighbourhoods, with a range of housing types such as mid- and high-rise apartments.

The increase in the diversity of housing types is broadly consistent with the Monash Housing Strategy and the GWAC Structure Plan. However, as noted the SRLA proposes a significant increase in the areas proposed to provide that increased height and density. This expansion includes into sensitive areas that are currently within the Neighbourhood Residential zone due to environmental, character and topographical constraints.

The designation of areas for increased housing density should be reviewed in more detailed based on existing character, physical constraints and topography.

Enriching the community - Burwood

- Ensure community infrastructure supports the needs of residents and workers, including multi-purpose hubs
- Introduce greater housing diversity



General Comment

Although the bulk of change anticipated is located north of Highbury Road within the City of Whitehorse, it is noted that the plan identifies three areas for infrastructure within the City of Whitehorse.

Monash City Council would expect to see the equitable distribution of infrastructure and some level of community benefit for the additional development to the south of Highbury Road, given the increase in population and its physical separation to the other locations shown on this plan.

Ensure community infrastructure supports the needs of residents and workers, including multi-purpose hubs.

This is an overall positive aspirational statement.

Again, it is noted that no information is provided as to how this will be achieved, funded or where it will be located.

Introduce greater housing diversity.

This statement does not set a metric for what constitutes greater housing diversity.

The majority of the areas are currently traditional suburban areas, particularly in Monash and unlikely to experience significant change in the medium term.

Additionally, the plan identifies sensitive areas along the creek valley that are inappropriate for apartment style development.

Key Direction: Better Connections

General commentary

Overall, the Key Directions touch on the majority of transport issues likely to require consideration in the precincts. However, of themselves, they do not provide further detail than that identified through the Draft Precinct Visions.

Whilst the key directions highlight elements of the movement network, they do not set aspirations or highlight overarching precinct objectives.

It is also potentially significant that the Key Directions now make reference to public transport upgrades as Council has consistently raised public transport and public transport interchange issues with the SRLA who have previously steadfastly advised that any changes to public transport were out of scope of the project. This was particularly the case for the bus interchange at Glen Waverley.

A significant and currently unaddressed issue is that the SRLA material does not adequately acknowledge the critical interdependency of road and public transport infrastructure and service improvements that are required to enable the changes the SRLA propose in the precincts.

The delivery of the SRLA visions, can only be achieved by real world improvements and changes to the transport network as highlighted in Councils submission to the draft precinct visions earlier this year.

A clear example of this interconnectedness is the SRLA objective of improving Clayton Road through the activity centre, the most significant catalyst for such a facilitating this change is the construction of Westall Road extension, rather than any aspirational precinct planning statements.

The current introspective nature of the Better Connections theme and the absence of calling out these supporting projects creates a disconnect between the visions of the SRLA and the infrastructure changes required to realise the SRL visions.

This issue is critical and needs to be addressed by the SRLA in their development of the detailed precinct plans between now and the intended release in late 2024.

Overall, the Better Connections directions do not shed any further detail on what was identified through the Draft Precinct Visions that were presented to Council in February this year.

Discussions need to delve into greater detail early in the structure planning process to enable an engaged discussion around the hierarchy of roads, not just large arterial roads but also smaller local roads and the designs of these cross-sections.

Better connections - Clayton

- Reimagine Clayton Road as a high quality, accessible transport corridor, which prioritises pedestrians and buses
- Connect a network of strategic corridors that link to employment opportunities, encouraging walking and cycling
- Prioritise public and active transport to reduce reliance on private vehicles



Reimagine Clayton Road as a high quality, accessible transport corridor, which prioritises pedestrians and buses.

This direction aligns with the Clayton Precinct Plan and is supported.

Significant upgrading will be required to widen the footpath and realise the potential for further outdoor dining and improved public realm along Clayton Road.

As noted earlier in the submission the real improvements to Clayton Road can only be achieved with the construction of the Westall Road extension to alleviate Clayton Road of high volumes of heavy vehicle traffic.

As part of the development of the detailed precinct plans the SRLA must include the identification of supporting infrastructure improvements required to give effect to the SRL vision.

Connect a network of strategic corridors that link to employment opportunities, encouraging walking and cycling.

This direction is supported.

As discussed in the previous submission Council would expect:

- The opportunity for a pedestrian mall to connect Clayton Road with the Clayton Community Centre and public plaza associated with the development of the Cooke Street Carpark site, as set out in the Clayton Activity Centre Precinct Plan 2020.
- Further east-west connection opportunities explored such as through the medical and the retail precinct.
- Clarity on what is envisaged for the 'strategic corridors'. Significant enhancements will also be needed to be made to Cooke Street and Thomas Street, as well as Madeleine Road where higher levels of vehicular traffic would also be expected, making these narrow roads a particular challenge in delivering safe cycling network and walking infrastructure. Noting the additional traffic volumes expected along these roads, we do not expect it will be possible to provide best-practice active transport facilities along this local street. A hierarchy of these streets needs to be discussed to identify the roles of key local connections.

There is only one current local vehicular east-west connection within the town centre at Carinish Road that traverses Clayton Road. This is currently a busy road that is utilised for local traffic. SRLA's approved closure of Carinish Road presents a need for an alternative east-west vehicular route through the centre so that it does not create a barrier between the east and west sides of Clayton Road. We believe that this is key to the success of the Precinct Plan and local area, and it should warrant identification as a key direction for the precinct.

There are other opportunities where sustainable transport infrastructure can be provided through private land and public realm to provide more direct routes to key destinations. Some examples of this include the ability to connect through the hospital site to Fregon Reserve and beyond, the provision of an east-west link through the centre of Clayton Road retail centre or investigating links that connect with the existing cycle network. Some examples of this were identified within the CACPP 2020.

Prioritise public and active transport to reduce reliance on private vehicles.

Car ownership in Clayton is lower than the average across Monash.

This direction is supported however it is again unclear how this will be achieved and by who.

For Council to be satisfied with the levels of development proposed along arterial roads, there needs to be a commitment to significant additions to the bus services by frequency and connectivity with the proposed SRL stations to ensure convenient, quick and frequent access from the SRL Stations to people's respective homes.

Better connections - Monash

- Create high-quality public transport routes
- Create a new street grid to improve east-west connections
- Link the Monash and Clayton precincts
- Provide a network of safe and convenient walking and cycling paths
- Prioritise public and active transport to reduce reliance on private vehicles



Create high-quality public transport routes.

We support exploring emerging transport options to connect with the precinct such as the Chadstone to Rowville Link and other opportunities to connect with the proposed SRL. If other new transport infrastructure were to service the area, a station/stop should be provided at the SRL station to allow for seamless and direct public transport connections.

Create a new street grid to improve east-west connections.

Support this opportunity, subject to the detail around the impacts of traffic movements around the station and within the surrounding streets.

We support the SRLA in advocating to the institutions and large landholdings to orient buildings and engage with streets, considering the removal of hard boundaries, along with identifying new connections that will improve the connectivity. Council would be interested to understand how plans for Monash University might integrate with the SRL Structure Plan, given its sheer size and close relationship with the SRL Station.

Link the Monash and Clayton Precincts.

A key landholder between the two precincts is the Monash University. Integrating the Monash University masterplan with the SRL Structure Plan is critical to maximising pedestrian and cycling potential for the Monash precinct, but also in how it connects to and with Clayton and other parts of the NEIC.

Provide a network of safe and convenient walking and cycling paths.

Supported.

The new town centre and employment areas should provide connections that link the employment areas along Blackburn Road where the Australian Synchrotron, Moderna and the Melbourne Centre for Nanofabrication is located. Connections should also be provided to the employment areas further east where there is potential for employment expansion, as identified in the Draft NEIC.

Prioritise public and active transport to reduce reliance on private vehicles.

Supported in line with the above comments.

Better connections - Glen Waverley

- Rethink this section of Springvale Road to make it better for all types of transport, including walking, cycling, public transport and cars
- Redirect private vehicles away from the Precinct Centre
- Support public transport and active travel options to reduce reliance on private vehicles
- Provide a network of safe and convenient walking and cycling paths



Rethink this section of Springvale Road to make it better for all types of transport, including walking, cycling, public transport and cars.

Supported.

The Monash Boulevards Urban Design Framework 2022 sets out a vision for Springvale Road to guide future decision making around built form, its interfaces with surrounding areas and urban design of the public realm. This includes guidelines relating to footpaths, cycle infrastructure, utilities and road infrastructure and should also be incorporated into the future structure plan.

Redirect private vehicles away from the Precinct Centre.

If SRLA proceeds with the closure of Coleman Parade to vehicular traffic, it will be important that the Myrtle Street extension (loop road) which was identified as part of the GWAC Structure Plan 2016, is delivered. This will ensure that vehicles that currently run along Coleman Parade can be diverted north at its conclusion to direct traffic away from the dining precinct along Kingsway. We urge the SRLA to future-proof the ability to lower the existing

metropolitan station in future, by providing a direct underground paid area connection between the metro and underground stations.

Council advocates for the upgrading of the existing bus interchange on Railway Parade North and connections between it and the existing railway station to improve accessibility and uptake of the bus network to and from Glen Waverley.

The consolidation of car parking around the periphery of central Glen Waverley is supported.

Support public transport and active travel options to reduce reliance on private vehicles.

Supported.

Provide a network of safe and convenient walking and cycling paths.

Supported.

Better connections - Burwood

- Investigate improving walking, cycling and biodiversity connections along Gardiners Creek (KooyongKoot)
- Create a world class and well-integrated public transport interchange
- Upgrade and connect transport routes, as well as improve walking and cycling paths
- Support public transport and active travel choices to reduce reliance on private vehicles



Investigate improving walking, cycling and biodiversity connections along Gardiners Creek (KooyongKoot).

Supported.

More information should be provided on how the connections might link across neighbouring localities. Council advocates for cycling and walking trails that will either further enhance or integrate with the existing trail network as part of the Monash Walk and Ride Map which is currently being updated.

Create a world class and well-integrated public transport interchange.

Supported.

Upgrade and connect transport routes, as well as improve walking and cycling paths.

Supported.

Support public transport and active travel choices to reduce reliance on private vehicles.

Supported.

Key Direction: Enhancing Place

General Comment

It is acknowledged that the SRL project will bring significant changes to the station precincts overtime, however the material and positions presented to date lack information to allow alignment with the overall key directions set by the SRLA.

The Enhancing Place plans identify the significant change, particularly building heights, in each of the precincts areas. The material provides no information or provision standards as to how:

- this change will be managed in local areas;
- high quality built form will be achieved; or
- open space will be provided and accessible.

Additional issues with Enhancing Place theme include:

- There is no explanation for the building heights across the precincts, particularly the residential areas.
- It not possible to determine if there is a relationship between the proposed building heights and the population forecasts for each precinct.
- It is not possible determine if the geographic extent of the increased building heights in residential areas is required for the forecast population.
- It may be preferable to focus additional height in the precinct cores and along main arterial roads where there would be improved public transport options to access the stations.
- The transition and management of change in building height between areas of up to 25 storeys and adjacent residential areas of up to 6 storeys is inappropriate and abrupt. Consideration of transition and interface issues for built form needs to be included.
- Existing planning controls, particularly where they are derived from and respond to local issues should influence whether land is included, the degree of change and the development of urban character and what is valued and should be maintained throughout that change.
- Insufficient information is provided on the location, area function and provision public open space.

Given the lack of detail Council is limited in how it can comment on open space given there is no explanation as to the size and purpose of these open spaces, how it will be funded, whether they constitute new open space or upgrading and at what time or how it could be delivered. It appears that there is not enough open space provision for the level of development envisaged.

There is no detail in the material that underpins the basis or reasoning for the building heights proposed in their relative locations. Additional explanation and background on the reasoning for the building heights at the respective locations should be provided, along with the floorspace assumptions that underpin their reasoning for the levels of development envisaged.

Enhancing place - Clayton

- Identify opportunities for enhanced and new open space
- Support growth by encouraging change in targeted locations



Identify opportunities for enhanced and new open space.

There is a current shortfall of open space within Clayton, with little contemplative ‘green’ public open space that is accessible from the activity centre. This was identified and discussed in detail within the Monash Open Space Strategy 2021. With greater levels of affordable and student housing likely to be provided and high levels of apartments and other compact dwelling typologies, the area will be calling out for a ‘higher-than-standard’ provision for quality informal open spaces where people can meet, exercise or relax. Open space provision will remain a key infrastructure component that the Council expects the SRLA must deliver to ensure the future success of the area.

Adopting the recommendations set out within the City of Monash’s CACPP 2020 and Open Space Strategy will not go far enough to meet the needs of the additional population, as the recommendations that were identified in the Council’s structure plan pre-date the expected SRL population levels and were planned to meet the service standards needs of future growth and to meet some of the current shortfalls in open space experienced in and around Clayton.

Support growth by encouraging change in targeted locations.

This key direction is vague, as there are opportunities for growth proposed across the entire precinct.

The area marked for health-related expansion between Madeleine Road and Clayton Road enables buildings of up to 15 storeys high, while a portion of the Precinct Core allows for buildings up to 20 storeys. As Madeleine Road and other adjacent streets are part of an existing suburban residential area, development will need to carefully consider the interfaces and the existing residents' amenity. Council recommends that the heights along Madeleine Road transition down more gradually to the adjacent residential area which will allow for buildings of up to 8 storeys.

Likewise with proposed additional building heights along arterial roads that will allow for buildings up to 10 storeys, we suggest that building heights should transition down gradually as you move further into the existing residential areas behind.

We note that the Remembrance Gardens site is Council's only area of green open space within the activity centre. Although this space will transition to another role with the introduction of the SRL Station, if no alternative green space is found nearby, we would not be accepting of the 20 storey building heights to the north and east, as this remains the only 'green' open space within the precinct core. In the absence of design detail, including overshadowing considerations, Council is also not supportive of buildings designated up to 15 storeys immediately north of Fregon Reserve.

Enhancing place - Monash

- Identify opportunities for enhanced and new open space
- Support growth by encouraging change in targeted locations
- Introduce new building types and mixed-use spaces to attract jobs growth
- Deliver high quality and sustainable buildings
- Create well-connected and active streetscapes



Identify opportunities for enhanced and new open space.

This is supported however needs to reference back to the Monash Open Space Strategy as a starting point.

Support growth by encouraging change in targeted locations.

This key direction is vague, as there are opportunities for growth proposed across the entire precinct.

In relation to the development along arterial roads, we would expect the heights to transition down gradually toward existing suburban housing typologies at their rear.

We note that Blackburn Road is currently covered by the DDO1 which is in place to ensure that development contributes to the existing Garden City Character. This ensures that building scale and form in terms of height and bulk does not overwhelm surrounding

buildings. We understand that the area will undergo significant change, but council expects that the large setbacks and landscaped areas with canopy trees can and should be maintained as built form controls to protect the Garden City character within the area.

Introduce new building types and mixed-use spaces to attract jobs growth.

We support the need to provide the employment floorspace typology that will meet the needs in the future. We will support mixed-use spaces and the introduction of sensitive uses into new locations when it can be demonstrated that the introduction of sensitive uses will enable reverse amenity impacts to be managed appropriately.

Deliver high quality and sustainable buildings.

Supported, although this should be a key aim for all precincts, as high quality, sustainable buildings are an aspiration that should underpin all development to ensure energy and resource efficiency, conservation and prioritising safer, longer lasting and less toxic materials.

Create well-connected and active streetscapes.

As noted under 'Better Connections', this is supported and is critical to the success of the precinct.

Enhancing place - Glen Waverley

- Identify opportunities for enhanced and new open space
- Support growth by encouraging change in targeted locations
- Ensure Kingsway remains a key part of social connections with appropriate buildings and public spaces



Identify opportunities for enhanced and new open space.

Half of the spaces identified for open space appear to be located on parcels of Council-owned land. Council is open to discussing all possibilities to ensure the delivery of all infrastructure needs can be provided, but without understanding what the project would be and the funding mechanism, Council are unable to confirm or deny whether this has potential as an opportunity. It should be noted that Council owned land is already identified for contributing to the meet the needs of the resident and worker population as part of the GWAC Structure Plan 2016, which expected much lower levels of future population than the SRL projected populations.

Support growth by encouraging change in targeted locations.

This key direction is vague, as there are opportunities for growth proposed across the entire precinct.

Although we are accepting of much greater levels of building height around the precinct core, it is concerned that the building heights drop from a 25-storey height limit along Myrtle

Street and Bogong Avenue to the Transitional neighbourhood adjacent, which expects a limit of 6 storeys. Council thinks the change in heights is too stark and would impact too heavily on the neighbouring suburban dwellings located adjacent. Council would like to see this transitioned down gradually, particularly on the west side of Myrtle Street and southern side of Bogong Avenue.

Do not support the proposed 6 storeys in the 'Transitional Neighbourhood' which is partly zoned Neighbourhood Residential Zone (NRZ4) land in the residential area to the east of Springvale Road. Other portions are zoned GRZ2 and GRZ3. We consider that these areas should remain as having a limit of 3-4 storeys to protect the character of the area. The neighbourhood character objectives for the NRZ4 are:

'To ensure new development maintains important view lines to the Dandenong Ranges, along the streets and between buildings'

'To ensure development is defined by its spacious and generous garden settings, tall canopy trees and consistent built form and setbacks'; and

'To encourage open gardens to the street and retention of significant trees'

By allowing more significant building heights, council believes this would erode the character of the area further and impact on views not only from Glen Waverley but also toward it.

Similarly, the suburban area north of High Street Road should have a height limit of 3 storeys as it is within an area covered by the Vegetation Protection Overlay which relates to its contribution to urban character, mainly for its *'importance of canopy trees within the character of this area which provides a strong naturalistic image and sense of enclosure with a street'*. We think the introduction of further taller buildings will erode the character by reducing the high levels of vegetation and natural feel of this area.

Although the Monash Boulevards Urban Design Framework 2022 is principally focussed on residential development along this arterial road, it provides some built form controls and guidelines that aim to produce high quality outcomes that the Council will be expecting in all future development controls along this spine. Although the building heights suggested would need to be revised to align with the greater level of development, some of these principles can be adapted, particularly for the public realm and landscape aspects.

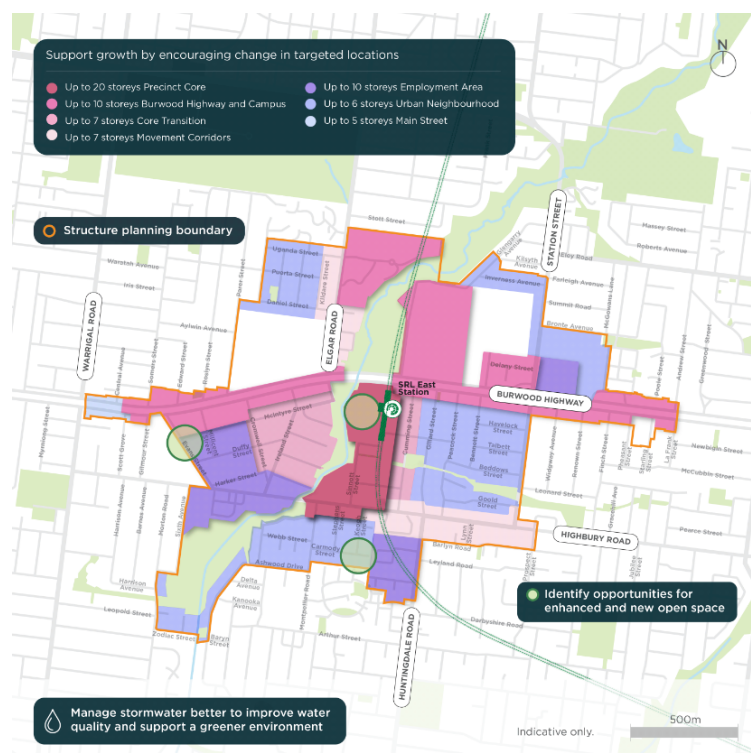
In terms of the other areas, we query why the employment areas should have such a low building height limit given they have much less amenity considerations, apart from their interfaces.

Ensure Kingsway remains a key part of social connections with appropriate buildings and public spaces.

Supported.

Enhancing place – Burwood

- Identify opportunities for enhanced and new open space
- Support growth by encouraging change in targeted locations
- Manage stormwater better to improve water quality and support a greener environment



Identify opportunities for enhanced and new open space.

Supported.

Support growth by encouraging change in targeted locations.

This key direction is vague, as there are opportunities for growth proposed across the entire precinct.

Council does not support the increase in building heights along the Gardiners Creek. The area is currently zoned Neighbourhood Residential Zone (NRZ3) – Creek Environs Area, and NRZ2- Creek Abuttal Areas. The objective of this schedule is

'To ensure new development transitions down in scale towards the creeks, respecting and reinforcing the natural topography.'

By allowing building heights to be increased from 2-3 storeys up to 6 storeys, Council would consider this undermining the objectives and the intent of protecting the creek environs and the natural creek character. We would not be supportive of allowing buildings up to 20

storeys along Highbury Road where it is adjacent to the creek and would not support the industrial area on Highbury Road adjacent to the creek to be allowed up to 10 storeys, particularly as this land sits immediately north and would impact sunlight to the creek and the environs significantly. We would expect that building heights would start low rise and then transition up away from the creek, so that there are no overshadowing impacts.

Manage stormwater better to improve water quality and support a greener environment.

This direction is supported although it is noted that many of the other directions appear to work against this direction.