



GLEN EIRA
CITY COUNCIL

BENTLEIGH
BENTLEIGH EAST
BRIGHTON EAST
CARNEGIE
CAULFIELD
ELSTERNWICK
GARDENVALE
GLEN HUNTLY
MCKINNON
MURRUMBEENA
ORMOND
ST KILDA EAST

GLEN EIRA CAULFIELD MAJOR ACTIVITY CENTRE STRUCTURE PLAN SEPTEMBER 2022





ACKNOWLEDGEMENT TRADITIONAL OWNERS

Glen Eira City Council acknowledges the Boonwurrung/ Bunurong and Wurundjeri Woi Wurrung peoples of the Kulin Nation as Traditional Owners and Custodians, and pays respect to their Elders past, present and emerging. We acknowledge and uphold their continuing relationship to land and waterways. Council extends its respect to all Aboriginal and Torres Strait Islander peoples.

Council honours the rich histories and cultures of First Nations peoples and recognises and values the important contribution of Aboriginal and Torres Strait Islander peoples in enriching our community. We support the Uluru Statement from the Heart and are committed to a Reconciliation Action Plan which is underpinned by the principles of self-determination. We work towards improved outcomes and long-term generational change, and to consolidate Glen Eira as a culturally safe place for Aboriginal and Torres Strait Islander peoples. We are committed to achieving equality for Aboriginal and Torres Strait Islander people to live healthy and prosperous lives and to improve life outcomes for current and future generations.

Glen Eira resides on country that always was, and always will be, Aboriginal land.

CONTENTS

1.0 INTRODUCTION		4.0 PRECINCTS		6.0 ACTION PLAN	
1.1 INTRODUCTION	5	4.1 PRECINCTS OVERVIEW	48	6.1 ACTION PLAN	92
1.2 REGIONAL LAND USE AND TRANSPORT	6	4.2 DERBY ROAD PRECINCT	49	6.2 FRAMEWORKS	93
1.3 STUDY AREA	7	4.3 VILLAGE EAST PRECINCT	52	6.3 PRECINCTS	98
1.4 PROJECT OVERVIEW	8	4.4 VILLAGE WEST PRECINCT	54	6.4 PLACES	99
1.5 CENTRE CONTEXT	9	4.5 KAMBROOK AND BOORAN ROAD PRECINCT	55		
1.6 SUMMARY OF KEY ISSUES	13	4.6 NEERIM ROAD PRECINCT	61		
2.0 VISION		4.7 GRANGE ROAD PRECINCT	63		
2.1 VISION	17	4.8 CAULFIELD STATION PRECINCT	65		
2.2 PRINCIPLES	19	4.9 RACECOURSE RESERVE PRECINCT	67		
2.3 STRATEGIC DIRECTIONS	22	4.10 CAMPUS PRECINCT	69		
3.0 FRAMEWORKS		5.0 PLACES			
3.1 INTRODUCTION	25	5.1 PLACES	72		
3.2 LAND USE AND ACTIVITY	26	5.2 CAULFIELD RACECOURSE	73		
3.3 ACCESS AND MOVEMENT	29	5.3 UNIVERSITY SQUARE	75		
3.4 OPEN SPACE, PUBLIC REALM AND LANDSCAPE	35	5.4 DERBY ROAD	77		
3.5 URBAN GRAIN AND BUILT FORM	41	5.5 SMITH STREET SHARED ZONE	80		
3.6 SUSTAINABILITY	45	5.6 STATION STREET PARK	82		
3.7 LOCAL CULTURE AND HERITAGE	46	5.7 SIR JOHN MONASH DRIVE	84		
		5.8 STATION STREET	86		
		5.9 EAST CAULFIELD RESERVE	88		
		5.10 NORMANBY ROAD	89		



1.0 INTRODUCTION

1.1 INTRODUCTION

The *Caulfield Structure Plan* area is located in the City of Glen Eira, a municipality central to Melbourne's south-eastern suburbs, and approximately 10 kilometres from Melbourne's CBD. The city's metropolitan strategy *Plan Melbourne 2017–2050*, identifies Caulfield as a Major Activity Centre, and Monash University campus as a State Significant Education Precinct. The Caulfield Major Activity Centre also includes Caulfield Racecourse Reserve, which is a state and regionally significant destination.

The City of Glen Eira recognises that the Caulfield Major Activity Centre (MAC) is located on the traditional land of the Yaluk-ut Weelam clan of the Boonwurrung peoples.

The Victorian economy is changing, influenced by global trends and the rapid rate of growth of metropolitan Melbourne. Glen Eira itself is currently experiencing a time of significant change, with infrastructure investment, transport upgrades, population expansion, shifting land use, changes to the way people work and do business, and an increasing interest in sustainable living. The municipality is experiencing these growth trends with the effects varying across different neighbourhoods and centres.

The City of Glen Eira's location in the middle ring of the south-eastern suburbs means that it is an established part of the urban fabric, where future development and growth opportunities are dependent on the availability of strategic sites and areas of infill development. There is strong demand for housing in Elsternwick, Carnegie and particularly Caulfield, as suburbs with excellent proximity and transport connections to the CBD, as well as lifestyle opportunities that attract young couples and singles.

The Caulfield MAC is the highest order Centre within Glen Eira, with a major transport hub as well as an established urban character, retail and commercial offering. It is therefore a logical location for current and significant future growth.

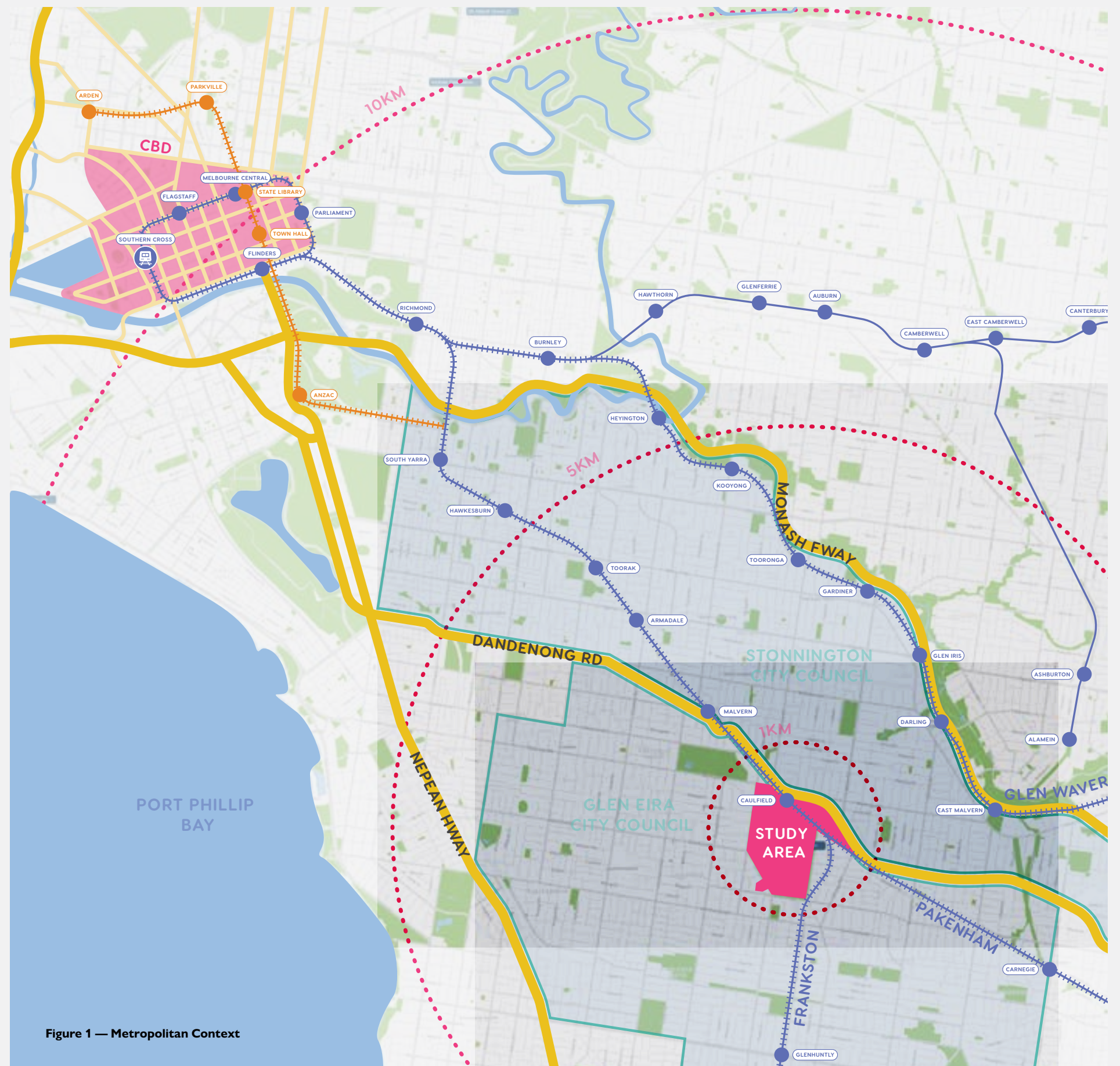


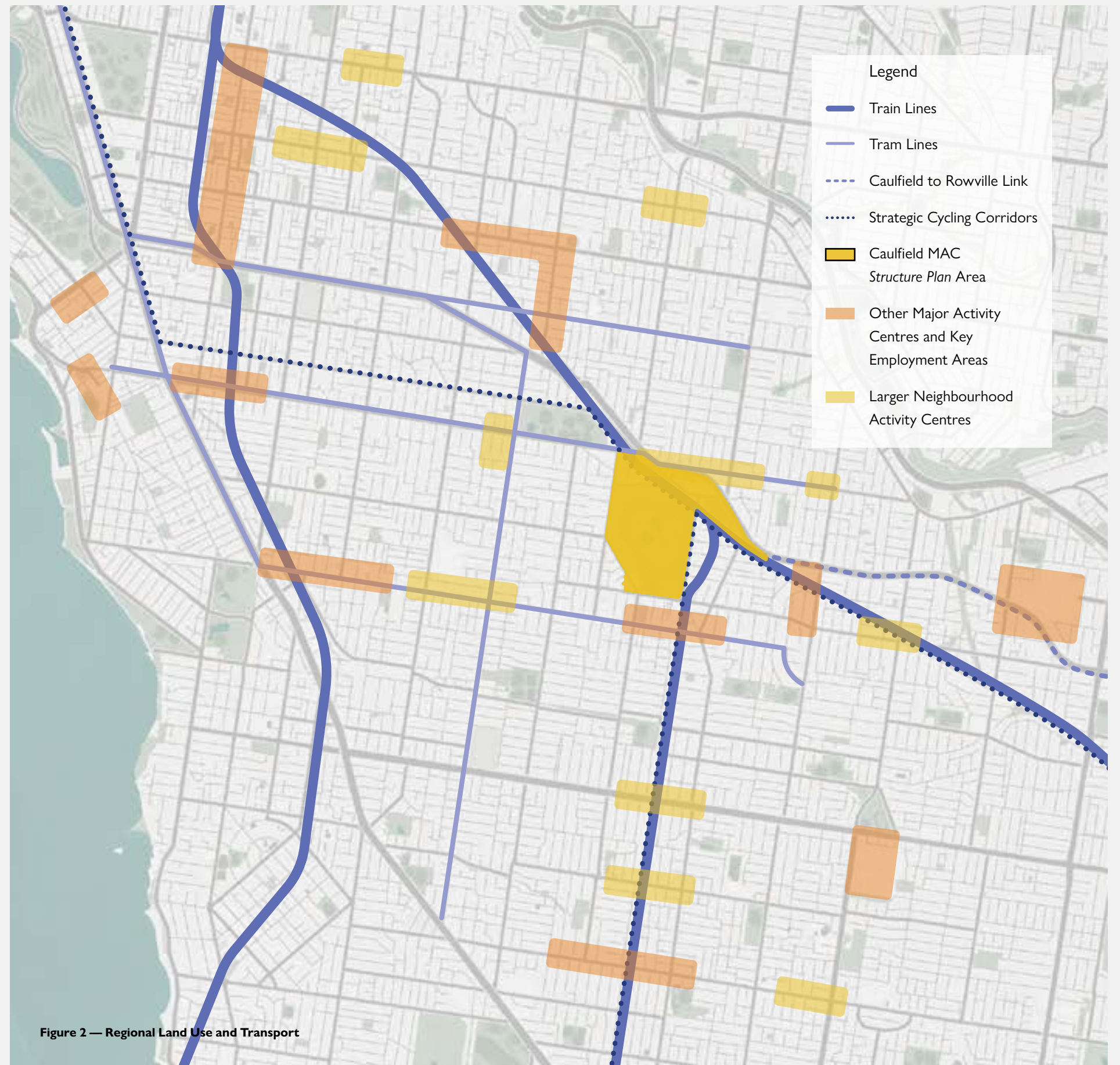
Figure 1 — Metropolitan Context

1.2 REGIONAL LAND USE AND TRANSPORT

Caulfield Station is at the junction of the Frankston and Cranbourne–Pakenham rail lines, and also provides access to regional passenger services to Gippsland. The completion of the city-shaping *Metro Tunnel project* in 2025 will result in Caulfield being connected to new city stations and Melbourne’s north-western suburbs via the Sunbury–Pakenham–Cranbourne rail line. It will also benefit from significant capacity and travel time improvements. Caulfield Station’s status as a major multi-modal interchange for commuters will be even more important into the future.

Caulfield’s high level of connectivity is central to its value as a major urban centre. It has easy access to Melbourne’s CBD, and to the south-eastern suburbs by train, and good access on Dandenong Road to the Melbourne freeway network. It is also directly served by the 3 and 3a tram routes and 623, 624 and 900 bus routes, and is in close proximity to the 67 tram route to the south. Strategic cycling links pass through the Centre from the north, east, south and west.

The Caulfield MAC (often referred to as the Centre) is located on the northern boundary of the City of Glen Eira and the southern boundary of the City of Stonnington. It is proximate to a number of other MACs and large Neighbourhood Activity Centres (NACs), including the directly Glen Huntly and Carnegie MACs (in the City of Glen Eira) and the Waverley Road NAC (in the City of Stonnington).



1.3 STUDY AREA

The Centre comprises 122 hectares of land bounded by Dandenong and Balaclava Roads to the north, Kambrook Road and Booran Road to the west, Neerim Road to the south and Queens Avenue and Grange Road to the east.

At Caulfield's heart are several major destinations and attractions, including the Monash University campus and the Caulfield Racecourse Reserve. Caulfield Station is a focal point for activity but the rail line also presents a barrier to movement between the north and south sides of the Centre.

The Centre is surrounded by residential neighbourhoods (in both the Glen Eira and Stonnington municipalities) and leafy streetscapes, providing safe and direct walking and cycling links. Caulfield is the City of Glen Eira's largest and most prominent Activity Centre and as such needs to play a pivotal role in the growth, character identity and local community for the municipality into the future.

Activity in the Centre has long been focused north of the railway corridor, and south of Dandenong Road, along Derby Road and within the University campus, with the exception of event days at the Caulfield Racecourse Reserve, south of the railway line. The development of Caulfield Village south of the railway line has begun to more evenly shift the activity across both sides of the railway line, and future development on surplus Racecourse Reserve land (as well as the activation of the Racecourse Reserve infield by Melbourne Racing Club and the Caulfield Racecourse Reserve Trust) will further shift the balance of activity. Glen Eira College also provides a focus for community activity in the south of the Centre.

Whilst there are several newer large scale buildings (particularly in the Caulfield Village mixed use development and the Monash University Campus), the Centre is also characterised by a number of lower scale heritage buildings that provide a link to Caulfield's past. These include heritage shopfronts on Derby Road, and heritage buildings associated with the Caulfield Racecourse Reserve and Caulfield Station.



Figure 3 — Study Area

1.4.1 PROJECT OVERVIEW

A *Structure Plan* is used to outline the future character, land use, features and activity of an area, and to guide future development where change is identified. The *Caulfield MAC Structure Plan* identifies and locates where specific changes should occur relating to transport, access, built form, and public realm, and provides guidance for the location and scale of retail, commercial and residential development into the future. It includes a long term vision (up to 2036) for how the Centre and particular precincts may develop and transform in the future.

The *Caulfield MAC Structure Plan* provides a framework to guide the growth of the Caulfield MAC in line with projected local population increases and infrastructure investment, and objectives relating to urban renewal and urban greening. Significant analysis has been undertaken to understand the opportunities and constraints for future growth and improvement of the Caulfield MAC as input into this *Structure Plan*.

It provides clear planning and urban design principles and directions to inform land use and built form changes within the Centre. It identifies important Centre shaping public realm and infrastructure projects which will encourage and incentivise investment and development in the MAC.

The *Structure Plan* (and the supporting background material) will address key issues related to:

- > Caulfield Station transport and rail upgrades (related to Metro Tunnel Program works)
- > Transformative projects in the area
- > Significant precincts and land-holdings
- > Environmental sustainability initiatives
- > Current and future role/function of Dandenong Road
- > Commercial and retail development
- > Open space and landscape
- > The cultural framework and how to integrate this into planning for the Centre
- > Monash University Caulfield Campus, and the associated education precinct
- > Significant racing and community events within the Caulfield Racecourse Reserve.

1.4.2 STRUCTURE PLAN OVERVIEW

Introduction	Overview of the study area, context, community profile and key issues	
Vision	Vision statement for the Caulfield MAC	
Principles	Overarching principles for the <i>Structure Plan</i>	
Strategic Directions	The major opportunities and key moves for the <i>Structure Plan</i>	
Frameworks	The Centre-wide initiatives to implement the Vision, including objectives, strategies and actions	
Precincts	The detailed urban design and planning initiatives for the <i>Structure Plan</i> precincts, including objectives, guidelines and actions	
Places	The placemaking initiatives for specific destinations, community focal points, and transport hubs and streetlife, including key components and actions	
Action Plan	Integrates the actions from the Frameworks, Precincts and Places	
Background Report	Provides further detail on: <ul style="list-style-type: none">> Strategic Context> Demographics, Housing and Employment	<ul style="list-style-type: none">> Transport> Urban Design> Planning Controls and Mechanisms

1.5 CENTRE CONTEXT

1.5.1 — Overview

The Caulfield MAC is on the threshold of extensive growth. The changing demographics and replacement of single dwellings and low rise commercial/industrial buildings with mixed use buildings and higher density living means that a dramatic shift in character, services and amenity is required in the Centre.

The existing character in the Caulfield MAC is one of disjointed sites/spaces, with major road and rail arterials dissecting the Centre into pockets with limited connectivity between them. The overall landscape is dominated by Dandenong Road and the rail line, and combined with busy adjacent feeder streets results in a pedestrian environment that is lacking in both safety and amenity.

In its favour, Caulfield is the beneficiary of major state investment with a number of major projects in the works which will contribute to the reshaping of the Caulfield MAC. It is critical that the *Structure Plan* captures, reinforces and responds to these projects to best leverage the significant investment and transformative change. These projects include metropolitan and state-scale infrastructure projects, along with private developments. See 1.5.5 and 1.5.6 for a description of these projects and sites.

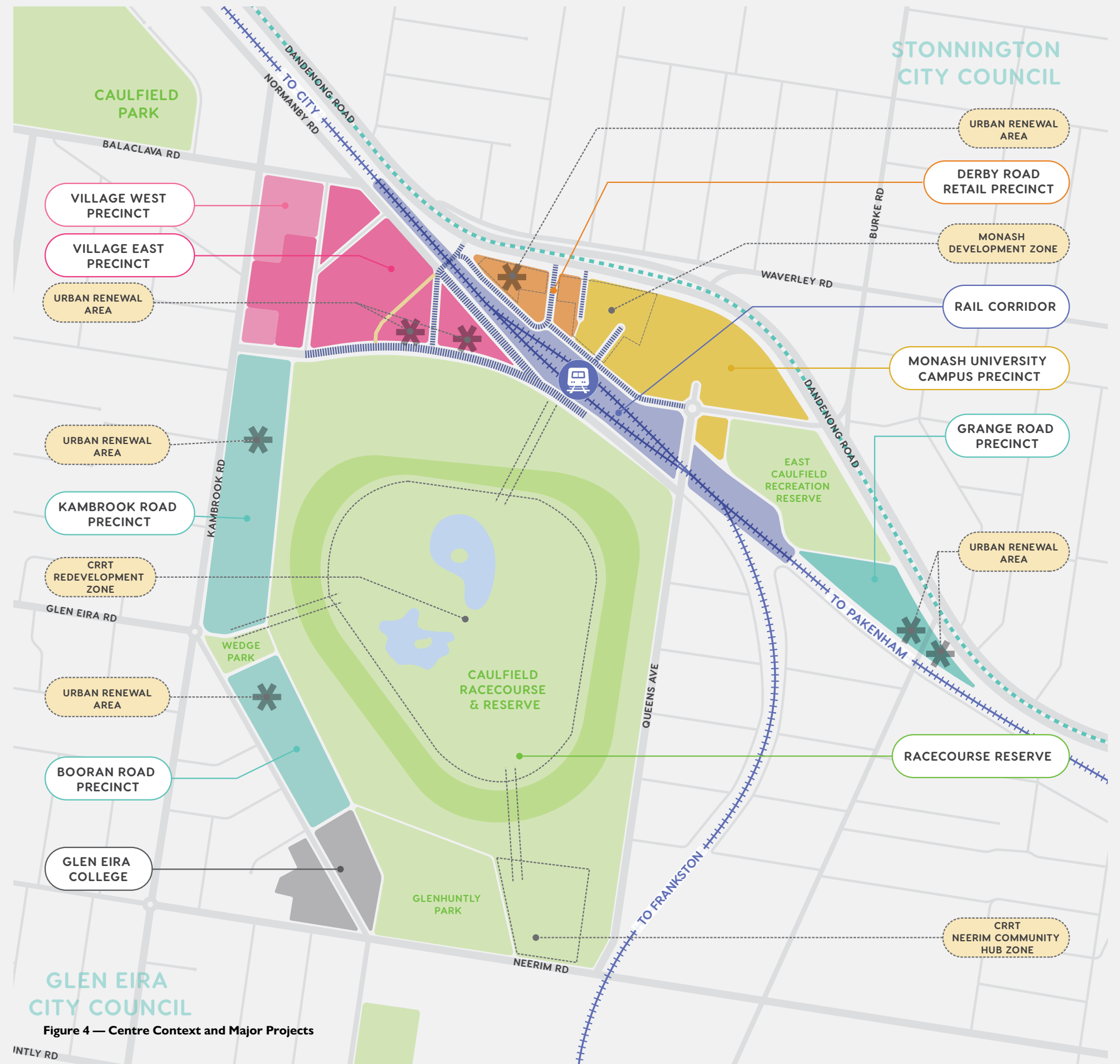


Figure 4 — Centre Context and Major Projects

1.5.2 STRATEGIC CONTEXT

Caulfield is identified as a Major Activity Centre and the Monash University campus as a State Significant Education Precinct in *Plan Melbourne 2017–2050*. The Vision for Melbourne is ‘A global city of opportunity and choice’. The vision is guided by nine key principles including: ‘Living Locally — 20 Minute neighbourhoods’, ‘Social and economic participation’, ‘Strong and healthy communities’ and ‘Infrastructure investment that supports balanced city growth’.

Plan Melbourne encourages the intensification of housing and employment within Activity Centres, providing housing choice and diversity in locations that will encourage people to walk cycle or use public transport to meet everyday needs and to make better utilisation of existing transport infrastructure. It also seeks to achieve a distinctive and liveable city with quality design and amenity.

Key directions and supporting policies relevant to the *Caulfield MAC Structure Plan* area are identified below:

- > Direction 1.2 Improve access to jobs across Melbourne and closer to where people live
- > Direction 2.1 Manage the supply of new housing in the right locations to meet population growth and create a sustainable city
- > Direction 2.2 Deliver more housing closer to jobs and public transport
- > Direction 2.3 Increase the supply of social and affordable housing¹
- > Direction 2.5 Provide greater choice and diversity of housing
- > Direction 5.1 Create a city of 20-minute neighbourhoods
- > Direction 6.4 Make Melbourne cooler and greener

The *Glen Eira Planning Scheme* recognises the designation of Caulfield as a Major Activity Centre and identifies its role to contain a mix of regionally significant commercial, educational, recreational and transport services” and “a preferred location to develop land more intensively for a variety of mutually compatible and supportive land-uses” (Clause 22.06 *Phoenix Precinct Policy*²). It is classified in the Municipal Strategic Statement as the major focus for the municipality for regional facilities and uses including higher density residential development. Elsternwick, Carnegie and Bentleigh centres are classified as secondary foci (Clause 21.03-5). Glen Eira Council is further considering the role of each centre in providing for housing growth as part of the current preparation of the *Housing Strategy*.

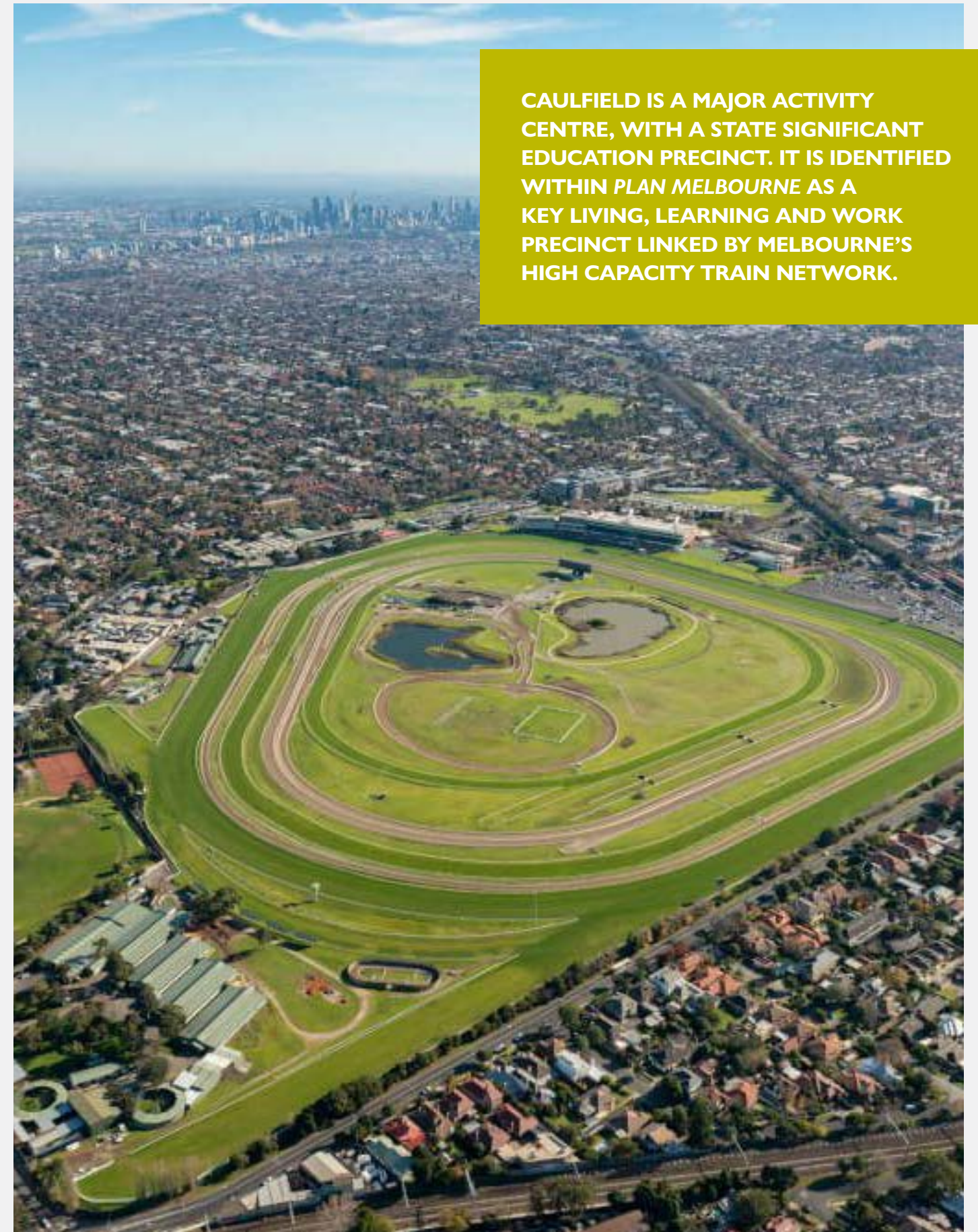
Caulfield also has a role to play as a 20-minute neighbourhood by giving people the ability to meet most of their everyday needs locally within a 20-minute journey from home by walking, cycling, riding or local public transport.

IT IS THE MOST STRATEGICALLY SIGNIFICANT ACTIVITY CENTRE IN THE CITY OF GLEN EIRA, WITH MAJOR OPPORTUNITIES FOR URBAN RENEWAL AND REVITALISATION.

CAULFIELD IS A MAJOR ACTIVITY CENTRE, WITH A STATE SIGNIFICANT EDUCATION PRECINCT. IT IS IDENTIFIED WITHIN *PLAN MELBOURNE* AS A KEY LIVING, LEARNING AND WORK PRECINCT LINKED BY MELBOURNE’S HIGH CAPACITY TRAIN NETWORK.

¹ Affordable housing covers housing suitable for a range of low to moderate income households. It includes social housing, which in itself is an umbrella term that encompasses public housing owned and managed by Department of Families, Fairness and Housing, and community housing owned or managed by community housing providers.

² It is noted that the Phoenix Precinct boundary does not accord with the Centre boundary, but it does include land from several of the *Structure Plan* northern precincts.



1.5.3 COMMUNITY PROFILE

Together with Greater Melbourne, Glen Eira is currently experiencing a time of significant change, with transport upgrades, population expansion, shifting land use and changes to the way people work and do business.

In recent years, metropolitan Melbourne has grown at a rapid rate, driven by increased volumes of net overseas migration and a slight increase in the fertility rate.

The municipality has a diverse population, representing more than 160 different cultural backgrounds¹, with an estimated population of 158,216 and over 54,000 households². It is the centre of Melbourne's Jewish community and 20.5% of the population identify as Jewish, which is the largest in Australia³.

The “*Demographics, Capacity and Demand Analysis Report*” prepared by Charter Keck Cramer (January 2022) estimates that the current population of the Centre is approximately 2,350 people. This represents rapid growth since 2016, when just 450 residents lived in the Centre. Charter Keck Cramer project that in the future the Centre will support a population of some 8,700 residents primarily comprised of small households (lone person and couple without children households). Based on Victoria in Future 2019 projections the Precinct's ultimate population is likely to represent 4.5 per cent of the municipality's total population at 2036.

The Charter Keck Cramer report also identifies that large numbers of students live in immediate proximity to Monash University both within the Centre itself and in nearby suburbs such as Carnegie and Caulfield North.

THE LOCAL COMMUNITY IS CHANGING — IT IS MORE DIVERSE, MOBILE AND RESILIENT THAN EVER. THE URBAN ENVIRONMENT THAT SUPPORTS THIS GROWING COMMUNITY NEEDS TO CHANGE WITH IT.



³ Source: www.gleneira.vic.gov.au/about-council/our-organisation/advocacy/about-our-city

² 2020 Estimated Resident Population; Source: profile.id.com.au/glen-eira/highlights-2016

³ Glen Eira Council and *Community Plan 2017-2021*

1.5.4

MAJOR PROJECTS

Metro Tunnel Project

Delivery of the *Metro Tunnel Project* will elevate the status and role of the Caulfield rail station, repositioning it as the primary rail interchange in Melbourne’s south. Caulfield will function as the key public transport gateway for a range of new Metro Tunnel destinations and works associated with the Metro Tunnel including services and changes to Caulfield Station. The State Government is currently designing the station upgrades and allocated \$2 million in the 2021–22 budget for the works.

Caulfield to Dandenong level crossing removal

The recently completed elevated rail corridor east of Caulfield Station also included construction of the Djerring Trail, landscape and public realm upgrades, within the Centre.

Frankston Line level crossing removal

The level crossings at Glen Huntly Road and Neerim Road in Glen Huntly will be removed by the *Level Crossing Removal Project* along the Frankston line, providing improved future connections into the Caulfield Station Precinct from neighbourhoods to the south, and improved active transport connections along Queens Avenue via a shared path.

Sustainable and active transport network

These are potential sustainable transport improvements through optimisation of the local road network which can prioritise pedestrian, bicycle and public transport movements. The *Structure Plan* identifies potential upgrades and new cross sections for Derby Road, Smith St, Sir John Monash Drive, Station Street and Normanby Road to give greater priority to these modes.

Feasibility study for the potential future Caulfield to Rowville link

A planning and design feasibility assessment was completed by State Government in 2018-19, and a number of route options are being considered. Proposed Stage 1 works would link Caulfield Station to Monash University’s Clayton campus via Chadstone Shopping Centre.

Caulfield Racecourse Reserve infrastructure improvements

Significant proposed transformation to the 54 Ha of Crown Land known as the Caulfield Racecourse Reserve is outlined in the *Land Management Plan (2021)*. This includes proposed new community sports facilities including a multi-purpose indoor sports stadium, club room, and change facilities as well as upgrades and expansion of landscaped spaces and biodiversity upgrades to the wetlands, and new community recreation spaces. It also incorporates major upgrades to existing tunnels to improve pedestrian and cyclist access, and a new ‘Outer Track’ loop around the perimeter of the Reserve with community access for walking, jogging and cycling.

1.5.5

TRANSFORMATIVE KEY SITES

Refer to Figure 7 for the locations of these key sites.

Derby Road West

A large land-holding of approx. 4,400sqm fronting Dandenong Road, Derby Road and Sir John Monash Drive. This site is capable of achieving a mix of uses with current proposals indicating commercial floorplates, residential apartments, hotel uses and associated hospitality tenancies at ground level.

Caulfield Village (ongoing current development)

A major infill development site of higher density mixed-use and residential uses adjacent to the Caulfield Racecourse Reserve and the rail corridor. Early development stages are complete and occupied, and current stages under construction include a major anchor supermarket, associated retail tenancies, some limited commercial space and a larger number of new ‘build to rent’ dwellings fronting Caulfield Boulevard. Future stages of development adjacent to Caulfield Station are proposed to incorporate commercial and residential dwellings within taller buildings, an expansion of retail shops and plaza space at street level.

Monash University Caulfield Campus

A proposed future expansion of the existing Campus footprint and buildings, including development into the Derby Road precinct, and the provision of a new University Square — a ‘campus heart’ directly linked to the Caulfield Station environment. The *Monash University Caulfield Campus Masterplan* includes improvements to the interfaces and connectivity of the Campus with surrounding streets, and uses to turn the Campus spaces outwards and better integrate activity into the wider precinct.

‘Caulfield Western Precinct’ redevelopment

A proposed major redevelopment of approximately 8.4 Ha of land formerly used for stables and horse training between Kambrook Road and the Caulfield Racecourse Reserve. It is a large site in single ownership providing a significant opportunity for higher density developed via a masterplanned approach.

Grange Road

The sites surrounding Grange Road are currently zoned for industrial and residential uses and provide opportunities for more intensive development. In particular there is land-holding of approx, 2,000sqm on the east side of Grange Road located at a gateway site to the Centre. It is an “island” site with road and elevated rail frontages on all sides, providing an opportunity for a mixed use redevelopment.

The *Structure Plan* guides outcomes from these projects, where it can, that are consistent with the ambitions of the area, and that contribute positively to the Caulfield MAC as a place.

1.6

SUMMARY OF KEY ISSUES

1.6.1 — Placemaking

Placemaking in the Centre is difficult, and the lack of cohesion in the urban environment currently presents few opportunities for activation. The two significant linear barriers of Dandenong Road and the railway line prevent easy pedestrian and cyclist movement. Although significant changes to either of these major pieces of infrastructure will be challenging, the *Structure Plan* considers these matters and includes recommendations to improve safety, connectivity and access. Similarly, the Station core is tired and unappealing, and lacking in quality public realm. Whilst the design decision for Caulfield Station lies with the State Government, this structure planning process provides opportunities to make recommendations on how it can best be revitalised as the heart of the Caulfield MAC into the future.

The Centre currently has relatively few high-quality public spaces where people can gather and socialise. Despite the comprehensive plans for the Caulfield Racecourse Reserve, and other developer-led initiatives, opportunity still exists to create

a better network of public spaces. Great places are typically defined by comfortable, welcoming, and accessible streets, and high-quality social spaces, and this needs to be a key part of *Structure Plan* recommendations. Efforts to also create and cultivate public/semi-public places (known as 3rd places) such as plazas, square, streets, arcades, cafés, and pubs to create a day to night time economy should also not be missed.

There is a notable lack of community facilities, services and places through the core of the Centre. In particular, the Centre does not currently provide facilities that specifically support school-age children (aside from Glen Eira college in the south of the centre), young families, or the elderly. In order to create a true Centre, it must go further to provide support and services for the broadest community.

The proposals to create a significant recreation and entertainment precinct within the Caulfield Racecourse Reserve infield are supported. The role of the *Structure Plan* will be to ensure this facility is widely accessible, connected to the community and welcoming.

1.6.2 — Land use and activity

The proposed expansion strategies by Monash University, Caulfield Racecourse Reserve Trust and the Melbourne Racing Club, in conjunction with current and ongoing private development projects and transport upgrades mean that the Centre is set for significant change over the coming years. The effects of the pandemic and a sudden decrease in student numbers at Monash University have disrupted the function of the Centre and have impacted the local economy, however this impact is expected to be short term and the Centre will continue to grow over time.

At present, the Centre lacks major economic anchors within private industry given that it is not an established or proven private sector office location. However, it does have a number of the critical elements needed to support commercial floor space expansion including labour force and transport accessibility, and a state significant education precinct in which to leverage skilled labour. The addition of high quality commercial floor space and associated transport and built form amenity seeds the potential to change this, and the structure planning process could further promote this.

The centre needs to provide additional housing to accommodate future population growth, including diverse options and affordable housing to cater to a range of households. The affordable housing supply should include social housing that may comprise public and/or community housing.



Campus Green as a busy public space needs better connections to the wider Centre



Major pedestrian activity between the Station and the campus needs to be reinforced



Queens Avenue underpass doesn't currently cater for cyclists safely



Caulfield Racecourse Reserve heritage gates should be celebrated in a revitalised Station Street



Sir John Monash Drive pedestrian environment needs to be improved



New development along Station Street is progressing but lacking in activation



The extension of Queens Avenue through the campus needs to be reinforced



The eastern end of Sir John Monash Drive is tree-lined but has no safe pedestrian crossings

1.6.3

MOVEMENT AND ACCESS

The Centre is a transport hub, surrounded by a series of major destinations such as the Caulfield Racecourse Reserve and the University. The overall challenge is how best to prioritise the street network for active and public transport, whilst not detrimentally affecting local business and major event spaces such as the Caulfield Racecourse Reserve.

A 50:50 mode share target of car and non-car trips by 2031 has been adopted by the City of Glen Eira in the *Integrated Transport Strategy 2018–2031*. A more aspirational target of 30:70 mode share target of car and non-car trips by 2031 was suggested in previous reports for the MAC (*Caulfield Station Precinct Integrated Transport Study Final Report, GTA for the Victorian Planning Authority & Department Of Transport, #V161080*). This target remains an ambition of the *Structure Plan*, however more definitive studies are needed to resolve some of the key issues for access and movement for the Caulfield MAC for this to be achieved.

The walkability of the Centre is currently compromised by the barriers of the Dandenong Road and the railway. Significantly improving the pedestrian experience throughout the Centre is critical to the success of the place into the future, and the *Structure Plan* must make a reasonable attempt to span those major infrastructure barriers. Station Street and Normanby Road (south of the railway), and Sir John Monash Drive and Derby Road (north of the railway) stand out as being critical connecting streets where the pedestrian experience can be significantly improved through a range of measures. The Queens Avenue and Smith Street underpasses are also critical crossing points in need of improvement.

The Djerring Trail is yet to be fully integrated into the Centre, and despite its importance as a major commuter route it lacks linkages to other trails. There is an opportunity to improve walking and cycling infrastructure for commuters both to and through the Centre.

CAULFIELD STATION IS THE HEART OF THE CENTRE. ITS STATUS AS A TRANSIT HUB, AND A PLACE PEOPLE USE AND MEET DAY TO DAY HAS NEVER BEEN MORE IMPORTANT.



Dandenong Road is a major barrier to pedestrian connectivity



The existing Station underpass is not accessible, nor particularly appealing or welcoming



The existing pedestrian laneways into the Campus Green are mostly narrow without activated ground floors



The existing pedestrian laneway off Derby Road could be visually improved and better activated



Footscray Station — Example of Heritage Station Renewal

1.6.4

OPEN SPACE, PUBLIC REALM AND LANDSCAPE

There is a reasonable network of public open space across the Centre, although Council analysis has identified it would benefit from additional, more local, diverse and context appropriate spaces to support its growth, in particular the incoming population that will call the Caulfield MAC home (*City of Glen Eira Open Space Strategy — Refresh 2020 (TBLD)*, adopted 9 June 2020). The *Structure Plan* will assess the types and locations of existing open space and ensure that there continues to be a good balance and mix of parks across the Centre. The goal will be to provide a range of parks and plazas which are readily accessible and can meet a range of future

recreational needs from the large event venues at the Caulfield Racecourse Reserve, through to small neighbourhood parks and plazas. It is also noted that while the Caulfield Racecourse Reserve provides recreational opportunities, there are restrictions on its use, meaning that it is not available for the community 24/7.

Including recommendations around increased tree canopy, water sensitive urban design, habitat creation and biodiversity in the public open space and streets of the Centre is also an important issue which the *Structure Plan* will address.

1.6.5

URBAN GRAIN, HERITAGE AND BUILT FORM

The Caulfield MAC consists of somewhat disjointed precincts with poor interfaces and connectivity across and within the Centre. Apart from certain heritage elements such as the Station building, the Caulfield Racecourse Reserve gates and Derby Road, the built form has limited distinctive elements to act as landmarks. The more recent buildings of Caulfield Village and the University do provide the higher density and more prominent built form anticipated for a MAC. New tall buildings will need to be designed and located to deliver local liveability in the core of Caulfield MAC. This will be balanced with aspirations to maintain a diverse and interesting skyline across Caulfield which considers relationships to adjacent tall buildings and to heritage buildings, public spaces, and views from the public realm.

Heritage is a key feature in the Caulfield MAC, connected to its history of development including the Racecourse Reserve and Station. The *Structure Plan* will need to balance new development while respecting the heritage elements of the Centre, and residential interfaces. Additionally, the *Structure Plan* must also provide direction on how to integrate tall buildings and respond to the surrounding context and the pedestrian experience, noting the importance of configuring ground level spaces to provide a positive contribution to the use and character of the streets and laneways.

The University campus precinct has a number of challenges to the street-level amenity and interface where the position of active uses are generally inward facing, leaving largely blank and inactive façades addressing surrounding streets. This affects the character and experience in the Caulfield MAC.



Highly contested pedestrian streetscapes should be improved with pedestrian connections prioritised



Challenging and dated train station environment and poor pedestrian connections divide the Centre



Djerring Trail and open space connections to the wider Centre need to be improved



Life and activity internalised to the campus should be encouraged to spread outwards



Inactive frontages and challenging pedestrian environments fronting Dandenong Road should be improved



Existing built form character along Station Street requires further activation



A fine grain streetscape along Derby Road offers convenience retail in a heritage context



Inactive frontages to Sir John Monash Drive should be improved to allow permeability between the campus and the street



Campus-style built form and public realm



Visual landmarks for Caulfield Racecourse Reserve should be highlighted



2.0
VISION

2.1 VISION

Caulfield Major Activity Centre will be a significant destination for education, employment, recreation and events. The revitalised Caulfield Racecourse Reserve, University campus, and public transport interchange will create a thriving hub of day and night activity, which will be boosted by a significant incoming and diversified population.

At its heart the Caulfield MAC will offer a local shopping experience, with a diversity of small scale shops, local services and facilities. Local traders foster the character of the Centre, serving the expanding local community as well as visitors to the Centre.

A sustainable Centre with distinctive neighbourhoods will emerge with access to diverse housing, employment, services, retail, and community spaces. It will feel re-connected to the local community and to the major places within it through people-friendly streets, convenient public transport options, and a distinctive character that showcases its local history, cultural heritage, and heritage built form."



Figure 5 — Centre overview and Precincts

2.1 VISION

Caulfield MAC Structure Plan



Figure 6 — Caulfield Major Activity Centre urban plan

2.2 PRINCIPLES

This section sets out the overarching principles for the *Structure Plan* and provides further detail on how the Vision can be achieved.

THRIVING DESTINATIONS AND PLACES:

Caulfield Station

The heart of the precinct, connecting both sides of the railway line with well integrated public and active transport options.

A Station reinforced as the 'heart' of the community, a hub of activity, mobility and identity for Caulfield which easily connects people to and from the Centre. The Station defines the character of Caulfield through its generous public places.



Recreation and events

A thriving day and night economy with local entertainment, events, sporting, recreation and community activities

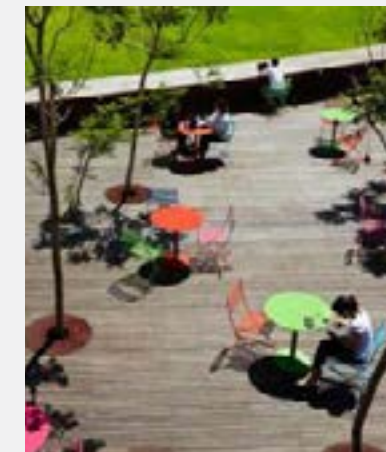
Caulfield is a natural home to world-class horse racing and an expanded calendar of large scale events. In addition to the major new events and recreation opportunities at the revitalised Caulfield Racecourse Reserve, the Centre will also incorporate a night-time economy supporting local dining and socialising spaces.



Education and employment

A renowned destination for education with expanded local employment opportunities

Caulfield hosts a vibrant and growing employment hub leveraging from the upgraded role of the Caulfield Station in the public transport network. The Centre is a sought-after location for employment and commercial business uses, linking high-quality housing and transport connectivity and leveraging the amenity provided by the Caulfield Racecourse Reserve and the new open spaces within the Centre. The University campus connects better into the wider Centre and brings life and activity to surrounding streets and spaces.



2.2 PRINCIPLES (CONTINUED)

SUSTAINABLE AND LIVEABLE:

Local neighbourhood

A diverse, liveable and inclusive neighbourhood with convenient access to services, shopping, dining, open spaces and community facilities

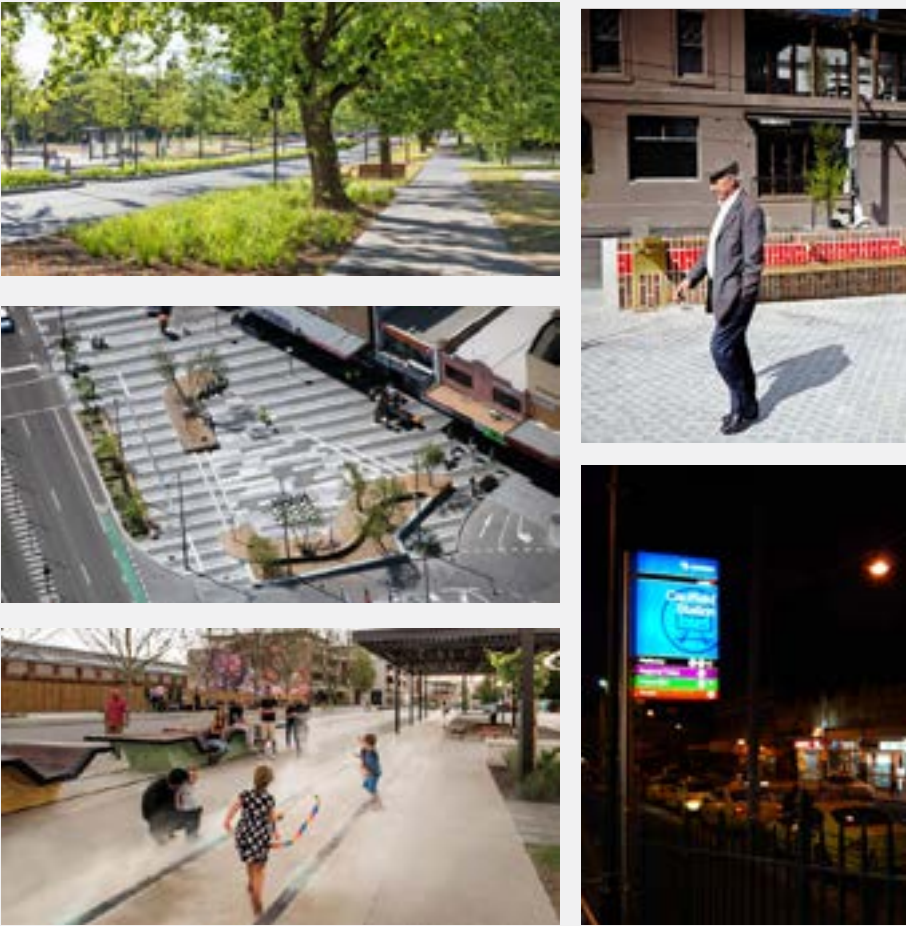
Caulfield offers a choice of activities everyday convenience to dining and socialising, supporting the growing community and visitors for major Caulfield Racecourse Reserve events. It has a thriving retail and commercial core, balancing the retail and convenience shopping offer between the Derby Road strip and the expanded retail strip of Caulfield Boulevard south of the rail corridor. The Centre is also supported by community facilities.



People-friendly streets

A network of improved streets, links and outdoor spaces that are safe and accessible for all ages and abilities, and support a local 'street life'.

Caulfield is an easier and more pleasant place to move around and spend time in. Streetscape are revitalised with a network of inviting places to meet and socialise, in safe and inclusive ways. The 'barriers' of Dandenong Road and the rail corridor are diminished through improved wayfinding as well as options for improved pedestrian accessways.



Urban forest

A healthy community that enjoys a greener, cooler and more comfortable Caulfield environment.

Caulfield incorporates inclusive places that are designed and programmed to encourage use by a range of groups, ages and abilities. Streets throughout the Centre are greener and cooler with shady, comfortable spaces for all of the community to use and enjoy. Tree planting and landscaping is prioritised in streets, open spaces and private developments.



2.2 PRINCIPLES (CONTINUED)

SUSTAINABLE AND LIVEABLE:

Open spaces

A diverse network of connected open spaces, supporting a variety of passive and active recreation activities, and social gatherings.

Caulfield has a network of inviting, well-connected and landscaped public spaces, streets, and active urban plazas and squares that are safe and family-friendly. Accessible parks and reserves support the growing local community and provide for a range of activities for all ages, at all times of the day.



Quality built environment

A place of high quality and sustainable built form, curated local character, and interesting architecture that contributes positively to the street, skyline and heritage character.

A distinctive skyline will define the 'heart' of Caulfield from a distance, and the Dandenong Road corridor with taller built form. It includes transitional skyline forms that taper down to adjoining residential neighbourhoods and streetscapes, and establish engaging skyline views. Architectural quality and articulation of the built form is exemplary in design, and development is respectful of the heritage character.



Climate and culturally responsive

An environment that facilitates more resilient, adaptable and future-ready places. Sustainability is embedded in all aspects of the precinct.

Caulfield embeds an integrated approach to sustainable living that is resilient and ready for changes in climate, sustainability, workforce and mobility. First Nations cultural frameworks are embedded into the place, and the local stories of Caulfield. Diverse and affordable housing options are available, and transit and mobility options increase into the future.

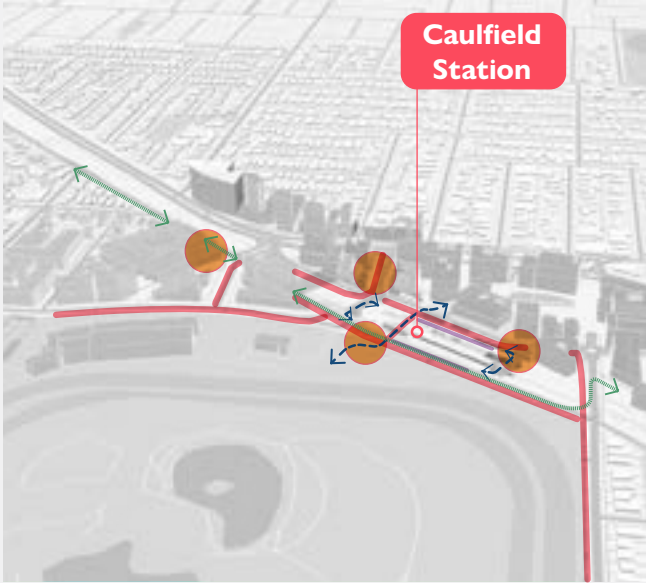


2.3 STRATEGIC DIRECTIONS

The following strategic directions represent a synthesis of the major opportunities within the Centre. These are the key moves and strategic directions that will help to deliver the Centre vision.

1. Revitalise and reconnect Caulfield Station as the ‘heart’

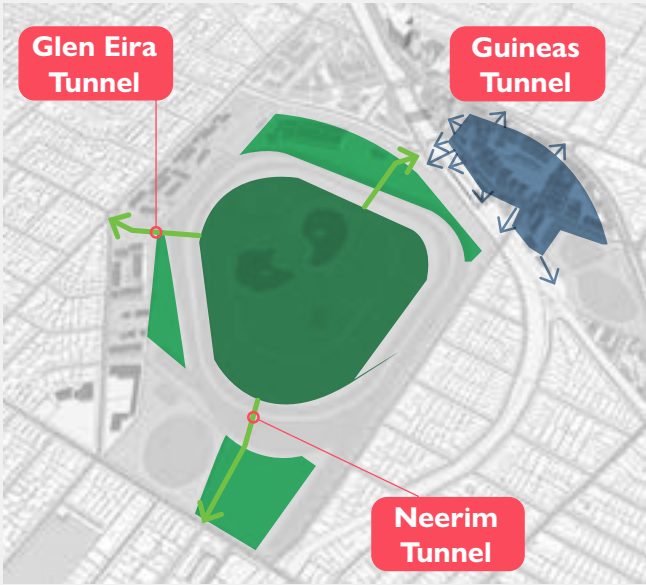
Whilst Caulfield Station has always been at the heart of the Centre, the railway corridor forms a significant barrier. The opportunity is to outline a series of design interventions that will minimise the barrier and improve connectivity throughout the Centre. It is an increasingly complex multi-modal interchange, and a public realm and user experience that is inadequate by contemporary standards, and the Station area is ready for revitalisation and improvements. The Caulfield Station will ultimately reflect its status as the premier transport hub in Melbourne’s inner south-east, and a hub of commercial activity and streetlife.



2. Integrate the Caulfield Racecourse Reserve and University into the precinct

Improving access to the Caulfield Racecourse Reserve via a series of improved and new pedestrian tunnels is central to its success as a public space. These safe, inviting and all-hours pedestrian tunnels are directly integrated into the Outer Track loop and the major destinations of the Centre.

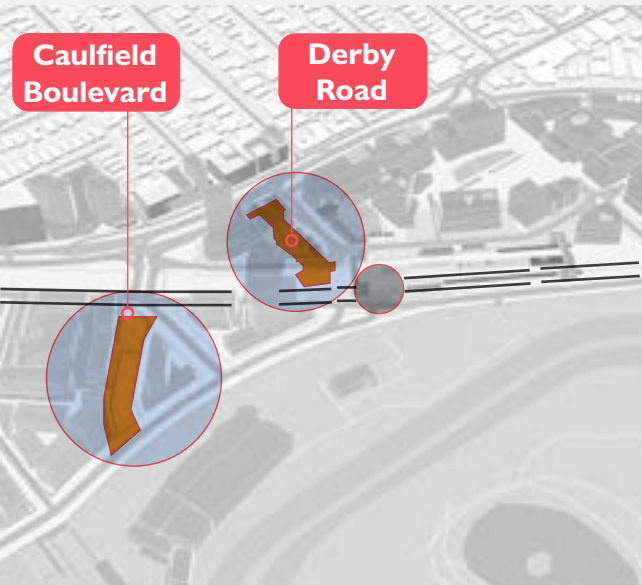
Improving the permeability of the campus through location of public spaces and new buildings will better integrate the campus with the stations as the heart of the Centre.



3. Define two distinct main streets historic Derby Road and Caulfield Boulevard

Reinforcing and celebrating Derby Road as the original main street of Caulfield with streetscape improvements, a new tram stop, and development that is respectful of the heritage character is critical to the success of the Centre.

With significant, new high-quality development occurring south of the railway line, the opportunity exists to foster a new ‘main street’ along Caulfield Boulevard. This brand new street, serving the growing local population will offer an additional destination for shopping, dining and socialising within the Centre.



4. Enhance the ‘street life’ of Caulfield

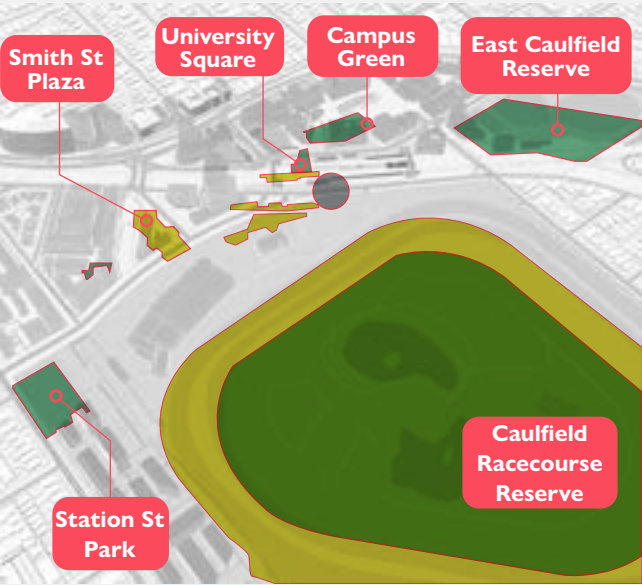
The streets of Caulfield will be re-imagined as beautiful, comfortable, sustainable and functional. Street life will be improved to create a more vibrant and inviting precinct, which is the key to achieving a refreshed local character for Caulfield.

Increased activity within the streets including more businesses open into the evenings will improve passive surveillance and create safer feeling spaces.



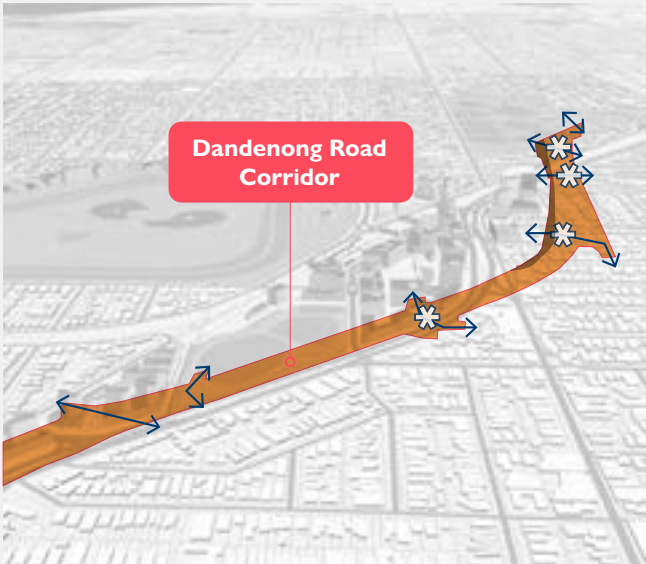
5. Re-shape and refresh the public spaces of Caulfield

Creating places to relax and unwind, places for children to play, and places to exercise will be required in the Caulfield MAC. The Centre will ultimately boast more open spaces (including a re-imagined Caulfield Racecourse Reserve) that will better provide for the community, and which will also establish a local character that people will love, value, and use day to day.



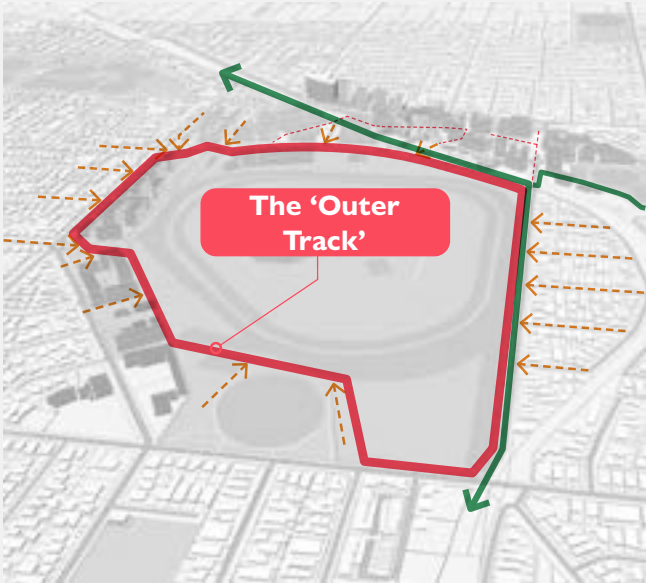
6. Revitalise Dandenong Road — a valued boulevard with safe crossings and access points

The Dandenong Road corridor will be reinforced as the main spine of Caulfield, incorporating important entry points into the Centre. The road corridor will become significantly greener with additional canopy trees for shade, low level landscaping and street level improvements. The potential for intersection improvements will enhance and shorten the crossing experience, and new service lanes will create safer access to carparking and local businesses.



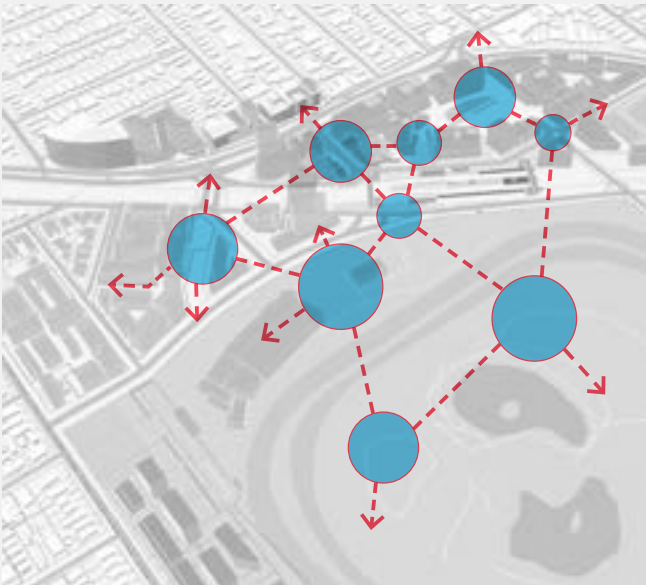
7. A new ‘Outer Track’ loop

Echoing the Tan Track around Melbourne’s Botanical Gardens, the ‘Outer Track’ in Caulfield will become a destination in itself whilst also linking key destinations within the Centre. It will create a safe, well-lit continuous path throughout Caulfield. It will also be home to interactive public art and way-finding (both physical and digital). It connects all of the major destinations in the Centre, and creates a new active recreation experience to enhance the wellbeing and liveability for residents and visitors.



8. Support and grow the local day and night-time economy

The activity of Caulfield will increasingly extend into the evenings to grow a night-time economy. Major events and gatherings at the Caulfield Racecourse Reserve will support local bars, cafes and shops in Caulfield Village. Derby Road will support increased on-street outdoor dining and shopping options, and the expanded transport services of Caulfield Station will ensure easy access to and from the Centre at all hours. Pedestrian-friendly spaces, cycle and vehicle networks prioritise a ‘people friendly’ Caulfield that hosts a vibrant, daily and seasonal street life.



9. Build an authentic local ‘Caulfield’ identity

A compelling local identity will be defined for Caulfield that invites people to see the best parts of Caulfield, but in a new way. The great people, places and businesses of Caulfield will be essential to an authentic character. Communicating this local character or ‘brand Caulfield’ to the community and visitors in consistent, highly visible ways — both physical and digital — across the Centre will be a key feature of a brand strategy.



10. A Caulfield urban forest, prioritising trees, landscaping and bio-diversity

Over time, the Caulfield Centre will be significantly greened, acknowledging the value of the urban forest in contributing to community health and well-being, environmental sustainability, liveability and urban character. Statement landscape streets will be created around the Station, Caulfield Racecourse Reserve and University, and Council will advocate to the Department of Transport to create a new shady boulevard within the Dandenong Road corridor. Expanded planting and landscaping in the centre of the Caulfield Racecourse Reserve will support sporting and event spaces.



11. Create well designed buildings and ‘elegant density’ with an interesting, varied skyline

Caulfield’s appeal to businesses, visitors and residents is reliant on the design of its buildings, streets, and open spaces. The significant redevelopment and growth across the Centre offers the chance to curate and craft an exemplary and locally appropriate form of ‘elegant’ density that respects local heritage character. Great design and considered planning will create new buildings and public places the local community are proud of, and support a liveable and loveable Caulfield.





3.0 FRAMEWORKS

3.1 INTRODUCTION

The *Framework Plans* provide Centre-wide initiatives as to how the *Structure Plan* will implement the Vision (as set out in Chapter 2) for the following elements:

- > Land Use and Activity
- > Access and Movement
- > Open Space, Public Realm and Landscape
- > Urban Grain and Built Form
- > Sustainability
- > Local Culture and Heritage

Each section includes a discussion of the approach to these framework elements, along with objectives, strategies and actions that will be used to prepare planning scheme controls and policies for the Centre and guide Council's future investment and advocacy.

Further context and urban design analysis can be found in the *Background Report*.



3.2 LAND USE AND ACTIVITY

The Land Use and Activity Framework outlines Centre-wide initiatives for how the Centre Vision will be achieved, and reflects the proposed future land uses across the Caulfield MAC. It identifies key development sites where there are significant development opportunities and also establishes an Activity Centre boundary which addresses the relevant boundary criteria from *Planning Practice Note 56: Activity Centre Zone* as follows:

- > It includes the existing retail and commercial areas, and land for future expansion of these
- > It includes existing institutional uses (Monash University and Glen Eira College)
- > It includes public open space areas and key public land uses that have a strong relationship to the Centre, including the Caulfield Racecourse Reserve
- > It identifies existing and potential key development sites
- > It considers the proximity of sites to public transport services, in particular the Caulfield Station, the tram route, and the potential future Caulfield-Rowville link
- > It considers the physical barriers of Dandenong Road, the railway line and Kambrook and Booran Roads

The Caulfield MAC has a particularly important role to play in planning and providing for the projected municipal population growth given the presence of a number of key development sites and its access to infrastructure. The *Land Use and Framework Plan* identifies the key development sites which will have a contribute to delivering this future housing mix. The expanded housing offering throughout the Caulfield MAC plays a critical role in unlocking the Centre's potential as a thriving, diverse and resilient urban centre and provides an opportunity to address issues of housing affordability in the local area. Provision of Affordable Housing in the MAC to provide more inclusive neighbourhoods will be beneficial to the Centre as a whole.

Economic analysis by Charter Keck Cramer (refer *Demographics, Capacity and Demand Analysis Report*, prepared January 2022) has forecast demand in the Caulfield MAC for:

- > An additional 5,350 people by 2036
 - > Additional retail floorspace of 6,400 sqm by 2036 to support additional residential growth in the Centre
 - > New commercial office floor space of 19,600 sqm within the Centre by 2036
- This has been identified as critical to the role and function of a Centre such as Caulfield which is the beneficiary of significant State Government investment and state and regional level infrastructure such as the Caulfield transport hub, the Monash university and the redeveloped Caulfield Racecourse Reserve.

Continuing to provide local employment opportunities and local services amenities is also important to service the existing and incoming residents of the Caulfield MAC. To support and facilitate employment expansion in the MAC, the *Land Use Framework Plan* identifies key sites where commercial uses are to form part of the land use mix.

The Land Use and Activity Framework also seeks to enhance the Caulfield MAC's role in supporting the 20-minute neighbourhood concept for both City of Glen Eira and City of Stonnington residents.

Land Use and Activity Framework

Legend

Core activity areas

- University Campus
- Caulfield Station and Railway Corridor
- Caulfield Racecourse Reserve's North Reserve — Grandstands and Multi-purpose Facilities
- Commercial and retail areas with upper level residential
- Adaptive re-use of heritage buildings within future development

Community

- Caulfield Racecourse Reserve — Racing Track Areas
- Caulfield Racecourse Reserve — South and West Reserves — Community Facilities and Recreation
- Caulfield Racecourse Reserve — Centre Reserve — Regional Open Space with mixture of facilities for Community, Sporting, Recreation, Events, Wetland and biodiversity.
- Network of local open spaces and reserves
- Glen Eira College — Local Secondary School

Residential

- Residential intensification and development

Context

- Adjoining Activity Centres

Key Development Sites

- 1 Kambrook Road
- 2 Booran Road
- 3 Caulfield Village East
- 4 Zagames — 840 Dandenong Road
- 5 964–972 Dandenong Road

Note: Building footprints are indicative, showing potential layouts for the purpose of providing context only.

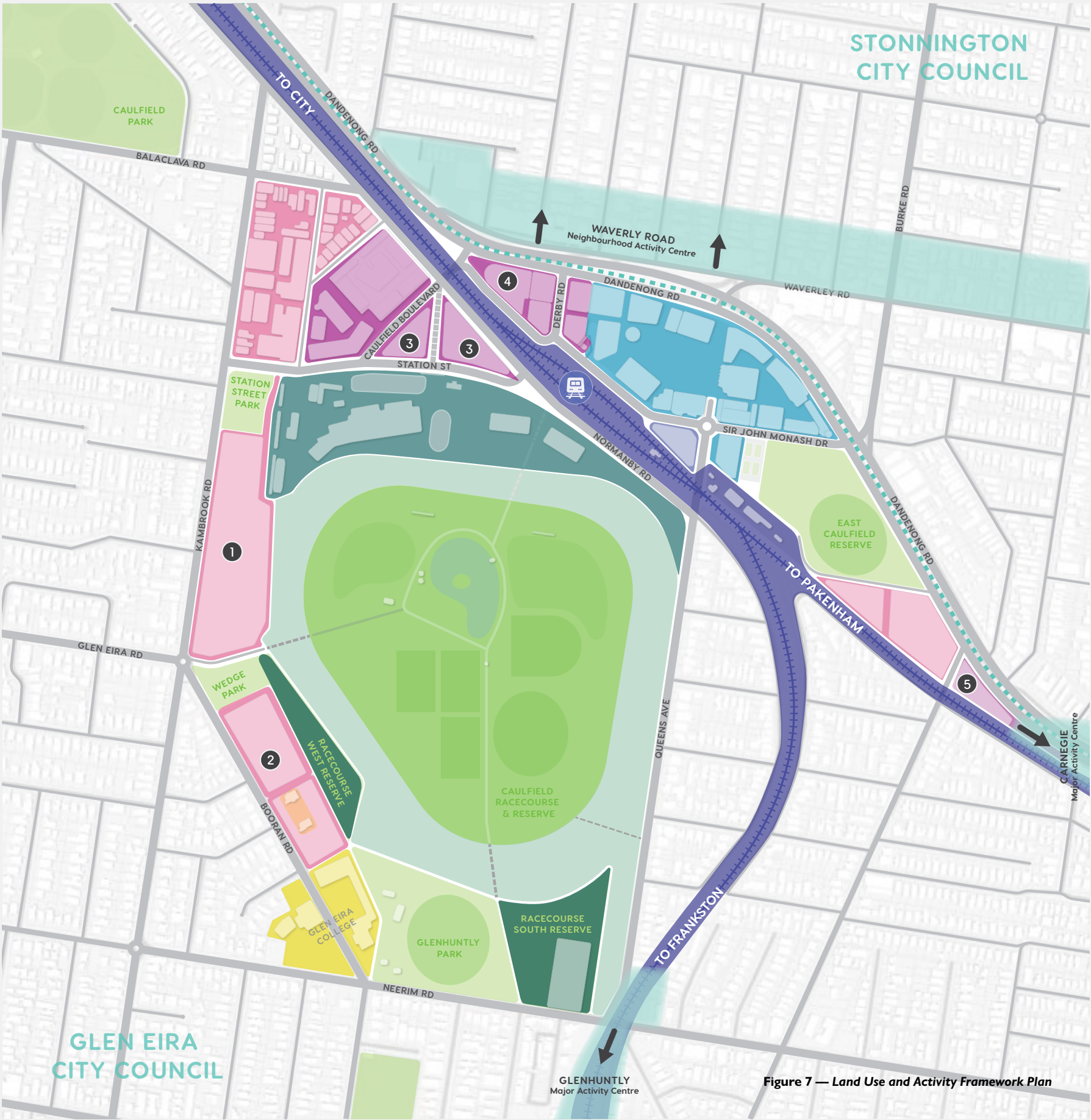


Figure 7 — Land Use and Activity Framework Plan

3.2

LAND USE AND ACTIVITY *Continued*

Objectives

- > To ensure Caulfield fulfills its role as a Major Activity Centre as identified in *Plan Melbourne*.
- > To capitalise on the important and expanded role of the Caulfield Station major transport hub.
- > To create distinctive precincts within the Centre.
- > To provide housing choices (including Affordable Housing) for a range of household types and income levels within high and medium density developments.
- > To encourage increased provision of commercial floorspace and employment uses in new development.
- > To enhance and diversify the retail offering both north and south of the railway line.
- > To support the growing events, festivals and Racing calendar of Caulfield Racecourse in line with the *Caulfield Racecourse Reserve Land Management Plan*.
- > To support the growth and development of the Monash University campus and its improved integration with the wider Centre.

Strategies

- > Expand the opportunities for mixed use, employment and residential growth by rezoning surplus freehold land and industrial land in the Centre.
- > Provide high density residential development opportunities which graduate to medium densities to the west where the Centre adjoins existing residential neighbourhoods.
- > Require significant new residential developments to be supported by public parks and community spaces.
- > Require sensitive adaptive reuse of heritage buildings, sympathetic to local streetscape context and their historical significance.
- > Require new developments to contribute to achieving Council's affordable housing objectives.
- > Seek the development of offices at podium levels on some development sites.
- > Improve, grow and diversify the retail core of the Derby Road strip.
- > Create a new neighbourhood retail strip south of the rail corridor, centred along Caulfield Boulevard, that complements the Derby Road strip.
- > Expand the night time economy by encouraging food and drink premises and entertainment options within the Derby Road and Caulfield Boulevard retail strips.
- > Improve the connection between the proposed major community facilities of the Caulfield Racecourse Reserve into the rest of the Centre.
- > Connect and integrate the Monash Campus with the Station and the Derby Road retail strip.
- > Utilise the Activity Centre Zone (ACZ) as the primary planning tool for the Centre to guide land use (noting that the ACZ will not be applied to the public and recreation uses, i.e. the Racecourse, University, railway land and parks, or the Priority Development Zone 2 (Caulfield Village) land)

Actions

- > Prepare a planning scheme amendment which includes:
 - A new Activity Centre Zone for the Derby, Village West, Kambrook, Booran and Grange precincts that reflects the *Structure Plan* land use outcomes sought within these.
 - Updated Clause 10 PPF planning policies that reflect the *Structure Plan's* vision for the use and development of the Centre.
 - 'Vertical zoning' permit triggers for some key development sites where some commercial development above ground floor is preferred.
 - A requirement for larger developments to be subject to a Section 173 Agreement for the delivery of affordable housing and infrastructure contributions.
 - A requirement in the new Activity Centre Zone schedule for the preparation of a Development Plan for the Kambrook and Booran Precincts.
 - Investigation and potential retention of third party notice, decision and review rights in certain situations (e.g. such as developments that exceed preferred maximum building heights).
- > As part of the 'Brand Caulfield' strategy, promote Caulfield as a location for commercial development, in particular for businesses that would benefit from synergies with the education and innovation activities in the Centre.
- > Monitor the provision of commercial floorspace against the minimum 19,600sqm 2036 demand.
- > As part of the 'Brand Caulfield' strategy, promote Caulfield as a night-time destination for activities such as dining and events.
- > Liaise with the Department of Transport regarding the future requirements and needs for their site at the south-east and south west corners of Queens Avenue and Sir John Monash Drive.
- > Investigate the need for any additional community facilities required in the Centre to cater for the increased population.
- > Advocate to State Government to provide social and affordable housing as part of redevelopment on government land.

3.3 ACCESS AND MOVEMENT

The Access and Movement Framework acknowledges the excellent public transport access available in Caulfield and the potential to improve connections from this transport hub into the surrounding local neighbourhoods and between destinations with the Caulfield MAC. It anticipates that traffic, pedestrian and cycling volumes and demand within the MAC area will continue to increase through the influence of both local and regional patterns of growth. For the Caulfield MAC to develop sustainably, emphasis will be focused on increasing sustainable transport modeshare, addressing barriers to movement, and access management. The Access and Movement Framework supports these outcomes.

Modeshare

A successful Caulfield urban environment will feature an increase in sustainable transport modeshare to ensure that external vehicle through trip demand does not continue to increase at the same rate or in direct correlation with the level of anticipated land use change within the precinct. This gradual change in modeshare will also mitigate local traffic network impacts associated with future development of the precinct and increasing event activity.

Public transport

The future upgrades to Caulfield Station, will form an important component of how the station entrances, walkways and access paths interact with the surrounding environment. Maximising the integration of the public realm will improve connections between future development sites and existing activity nodes with public transport services. This includes the future form, role and interchange opportunities at the existing and future Caulfield Station, as well as any new public transport infrastructure such as accessible tram stops, bus route changes and the proposed Caulfield-Rowville link proposals.

Bus and tram service improvements within the Centre include:

- > The reversal of SmartBus 900 return loop from Dandenong Road from anti-clockwise to clockwise direction to access the proposed future Caulfield-Rowville link terminus on Sir John Monash Drive. The terminus design features the potential for a shared island platform arrangement on the north side servicing the 624/900/969 bus services, the night bus and the future Caulfield-Rowville link in an integrated transit node.
- > Bus traffic access arrangements through the existing Queens Avenue roundabout are subject to future detailed studies and may require the potential conversion to a signalised intersection to also provide better pedestrian and cycling access along Queens Avenue and to the future pedestrian crossing improvements on Dandenong Road.

- > Rail replacement bus locations are relocated to indented kerbside bays adjacent the public transport parking on Normanby Road, providing direct and safe interactions with station platforms (particularly allowing for the future eastern pedestrian overpass) and providing safe interaction with cyclists and other road users.
- > A new accessible and covered shelter tram stop in Derby Road for the No. 3 tram which is integrated with the adjacent Derby Road footpath and streetscape improvements, and provides a safe and efficient intermodal interchange to Caulfield Station (particularly allowing for the future western pedestrian overpass).
- > A second accessible and covered shelter tram stop in Normanby Road connects tram users directly into The Boulevard and to major events and destinations in Caulfield Racecourse Reserve.

Walking and cycling

The *Framework Plans* propose a network of improvements to help prioritise walking and cycling as the preferred and most logical mode of transport for short trips within the Caulfield MAC. It also seeks to encourage greater use of the Strategic Cycling Corridors that pass through the Caulfield MAC to other parts of the Cities of Glen Eira and Stonnington and beyond. A number of initiatives are outlined in the *Access and Movement Plans* including:

- > Delineating a network of streets where the highest level of pedestrian priority should be provided.
- > Providing dedicated 'cool routes' for cyclists and pedestrians where urban cooling measures provide for safer passage during days of increased heat, reducing reliance on private vehicles in these events.
- > Identifying a number of projects including streetscape upgrades and measures to make the streets less car-dominated, and more pedestrian friendly.
- > Factoring in the emerging trend of small electric transport options such as e-bikes and e-scooters in the design of streets.
- > Connecting the Strategic Cycling Corridor through the core of the Centre along Normanby Road through continuous, safe infrastructure within the existing street cross sections, and balancing the considerable pedestrian volumes within and adjacent to the Caulfield Station environment (noting the anticipated volume of to/from and through cycle movements are much lower than pedestrian movement volumes and demand).
- > Providing cycling access along Sir John Monash Drive within the shared space streetscape upgrades, and local access pathways to Caulfield Station and the Monash University where end of trip facilities are provided.

- > Providing a shared path and cycling lane provision along Queens Avenue that is connected into the existing Djerring Trail, including the intersection treatment with Normanby Road, and the re-alignment of Queens Avenue under the rail underpass.

Design of streets should align with Council's *Street Design Guidelines* (currently under development).

Dandenong Road

The Framework prompts future investigation of measures to address the Dandenong Road corridor such as changes to the cross section, signal timing and crossing operation in the short term. The *Framework Plans* also outline a future service lane arrangement on Dandenong Road — similar to St Kilda Road — which will provide benefits for the Land Use interfaces along the corridor, and a greater level of access from Dandenong Road as the Monash campus continues to develop. The service lane configuration will further separate vehicle movement from pedestrian and public transport priority areas, and contribute improvements to through vehicle movements, pick-up and drop-off opportunities, safe local access, and pedestrian crossing conditions (subject to further detailed studies).

Major events

While the *Structure Plan* prioritises sustainable transport options, there is a continued need to accommodate vehicles circulating and parking, particularly in major event situations. The *Framework Plans* include provision and flexibility in their design for the major events within the Caulfield MAC. Flexible design approaches will enable streets and public spaces to be temporarily configured to prioritise public transport users and taxi/ carshare vehicle access during major events, subject to detailed design and local traffic management planning. Outside these large events, the mid-range events that may not need specific management plans but will be planned for with specific management strategies. It is important that these types of events are supported and the access priority increased demand is managed to mitigate frictions within the growing Centre, while providing for day-to-day access for local residents, businesses and visitation

Street Hierarchy Framework

Legend

- Primary arterial roads — provides for through-traffic, major roads carrying high traffic over longer distances
- Secondary arterial — provides for through-traffic, major roads carrying traffic and linking local neighbourhoods
- Collector roads
- Local access streets — provides for local access to properties and places
- Service roads / laneways — provides for property access and loading.
- Indicative pedestrian links
- Intersection / crossing improvements — provides for new or upgraded intersection improvement to facilitate proposed land use and development activities and prioritise walking and cycling opportunities

Walking and cycling priority areas

- Pedestrian activity street — retail core — provides for great walking, shopping and outdoor dining streets with a strong focus on improving the pedestrian experience and activity
- Pedestrian activity street — provides for great walking streets providing an improved pedestrian experience and activity
- Pedestrian activity lane — mid-block lanes provide improved pedestrian connections and activity
- Key cycling route through the municipality, connecting to Caulfield Station, the Caulfield Racecourse Reserve and Monash University

Note: Building footprints are indicative, showing potential layouts for the purpose of providing context only.
Note: Intersection improvements on arterial roads are subject to further discussions with the Department of Transport/relevant authority and subject to funding.



Figure 8 — Movement and Access — Street Hierarchy Framework Plan

Public Transport Framework

Legend

Public transport interchange

- Caulfield Station — major interchange
- Existing tram stop
- New tram stop* (accessible and covered shelter platforms)
- Existing bus stop
- New bus stop
- New transit interchange between tram, train services and the future Caulfield-Rowville link terminus (accessible and covered shelter platforms)

Public transport lines

- Train (lines to city via City Loop and new Metro Tunnel, to Frankston, to Cranbourne/Pakenham)
- Tram (routes 3, 3a)
- Bus (routes 623, 624, 900)
- Caulfield to Rowville Link (type of infrastructure to be confirmed) — Accessible stop shared with bus

*New Tram Stops are indicative and may move.

Note: Building footprints are indicative, showing potential layouts for the purpose of providing context only.



Figure 9 — Movement and Access — Public Transport Framework Plan

Active Transport Framework

Legend

Cycling focus areas

- Primary cycling route (protected / separated cycling lanes)
- Cycling route through MAC core (subject to detailed resolution)

Pedestrian Activity Focus Areas

- Shared zone
- Pedestrian activity street — retail core
- Pedestrian activity street
- Pedestrian activity lane
- Pedestrian desire lines to and from the centre

Pedestrian connections

- Caulfield outer track (off-street path around the Caulfield Racecourse Reserve)
- Key pedestrian connections through the Activity Centre and Caulfield Racecourse Reserve (infrastructure and placemaking improvements)



Note: Building footprints are indicative, showing potential layouts for the purpose of providing context only.

Figure 10 — Movement and Access — Active Transport Framework Plan

Private Vehicle Transport Framework

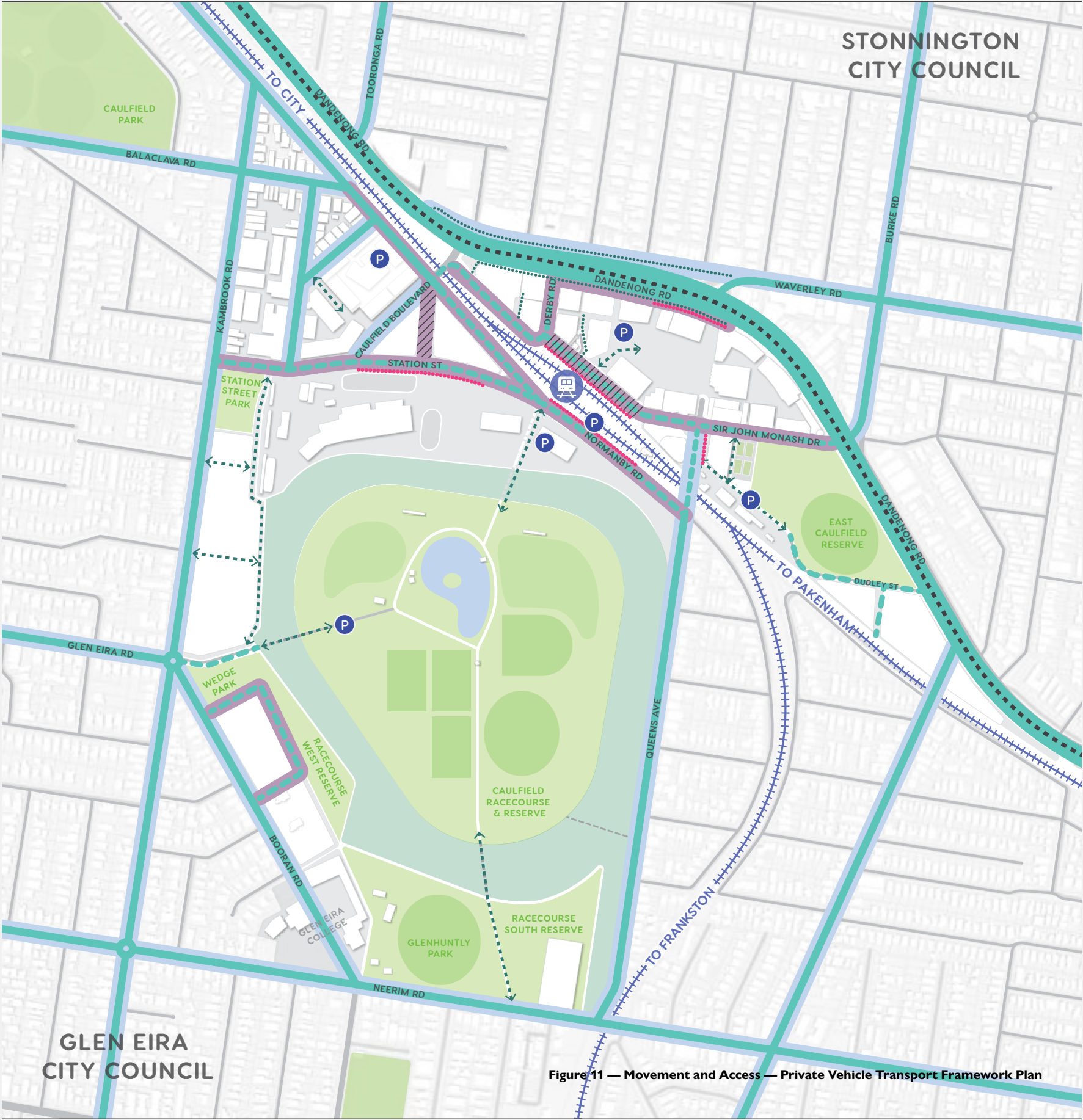
Legend

Driving access

- Streets with vehicular access
- Service roads and lanes with vehicular access
- Streets with vehicular access — prioritising pedestrian activity in these areas by investigating slower speeds and traffic calming treatments as part of future street design and improvement projects.
- Indicative pedestrian links
- Shared zone

Context for parking

- Key pick-up/drop-off areas in front of key destinations
- Publicly accessible off-street Parking (public and privately owned sites, including within the Caulfield Racecourse Reserve)
- On-street parking
- On-street parking to be reviewed as part of detailed planning and implementation



Note: Building footprints are indicative, showing potential layouts for the purpose of providing context only.

Figure 11 — Movement and Access — Private Vehicle Transport Framework Plan

ACCESS AND MOVEMENT

Objectives

- > To make getting around as a pedestrian or cyclist significantly easier, safer and more inviting.
- > To provide an integrated public transport network centred on the Caulfield Station.
- > To greatly improve connections to the public areas of the Caulfield Racecourse Reserve to support its expanded uses to the infield and make it more attractive for the local community.
- > To reduce through traffic and congestion within the Centre by directing vehicles to main roads on the edges of the Centre.
- > To provide car parking generally off-street within the high pedestrian areas, with some limited on street parking.

Strategies

- > Provide pedestrian priority on the core retail streets, pedestrian activity streets and lanes, local residential streets, local streets and reserve access roads.
- > Connect the public parks and plazas with a continuous network of pedestrian links.
- > Improve the way active and recreational users connect around, to and beyond the Caulfield Racecourse Reserve with a seamless network of trails, paths, loops through retail, campus, and new residential sub-precincts.
- > Knit together the more disconnected sub-precincts with a generous street level pedestrian experience, particularly in planning for the expansion of the Monash campus and the future upgrades to the Caulfield Station.
- > Deliver the Outer Track loop to connect the key destinations or 'places' in the Centre (as defined in chapter 5).
- > Provide dedicated 'cool routes' on primary cycling corridors and pedestrian routes.
- > Make getting across Dandenong Road as a pedestrian or cyclist more efficient and safe.
- > Deliver a network of on and off-street cycling infrastructure, shared paths and end of trip facilities that enables cyclists to safely travel to and through the Centre.
- > Ensure all street upgrades incorporate accessibility and universal design principles.

Actions

- > Prepare a planning scheme amendment which includes:
 - Requirement to provide end-of-trip facilities and secure cycle storage facilities in new developments.
 - Revision of the Parking Overlay to incorporate minimum and maximum parking requirements that provide flexibility for development located in the immediate vicinity of public transport and Caulfield Station compared to developments located further away.
 - Requirement for developments of 50 or more dwellings to provide an Integrated Transport Plan or Green Travel Plan.
- > Construct new and upgraded pedestrian links throughout the Centre.
- > Construct, signpost and promote the Caulfield Outer Track loop.
- > Install co-ordinated wayfinding and signage in key locations to direct pedestrians to key features, shops, transport, services and open space.
- > Advocate to the Department of Transport for short term improvements to the Dandenong Road pedestrian crossing (e.g. timing changes).
- > Advocate to the Department of Transport for long term improvements to the Dandenong Road pedestrian crossing.
- > Advocate to the Department of Transport for improvements to the Dandenong Road service lane, including the provision of pick-up and drop-off spaces.
- > Link the Djerring Trail to other parts of the Strategic Cycling Network including in City of Stonnington.
- > Ensure the public realm improvements for the dedicated 'cool routes' for cycling and walking include:
 - 30% canopy cover,
 - Road, footpath or shared path surfaces with a three year Solar Reflectance Index (SRI) >34 or an initial SRI >39,
 - Increased rest node provision (water and shaded seating).
- Install additional cycle parking facilities in key locations.
- Work with the Department of Transport to redesign the cross sections for the Smith Street and Queen Street rail underpasses.
- Advocate to the Department of Transport to relocate the tram stops on Derby Road and Normanby Road.
- Advocate to the Department of Transport to prioritise upgrades to Caulfield Station.
- Advocate to the Department of Transport to prioritise the construction of the Caulfield-Rowville rapid transit link.
- Prepare a Car Parking Strategy to identify maximum car parking rates for new developments.
- Encourage developers of apartments with more than 50 dwellings to "unbundle" car parking from dwellings to allow residents to lease or purchase a parking space separately.

3.4 OPEN SPACE, PUBLIC REALM AND LANDSCAPE

The Centre is projected to significantly expand with new residents, workers, students and visitors. It is therefore vital that public infrastructure such as parks, plazas and civic squares meet the needs of the community. The streets of the Caulfield MAC play an important role in moving people around but also as spaces that provide places for shopping, social interaction and recreation. Derby Road is perhaps the most important street in the Centre due to its retail and hospitality role, and over time this will be complemented by the development of Caulfield Boulevard south of the rail corridor.

The majority of the existing streets in the Centre are currently car dominated and lack many of these elements that are associated with great Activity Centres. The *Open Space, Public Realm and Landscape Framework Plans* outline a number of strategies to improve the Caulfield MAC's open space and public realm network.

The *Structure Plan* complements and supports the *City of Glen Eira Open Space Strategy, Refresh 2020* (Adopted by Council 9 June 2020)

Caulfield Racecourse Reserve

The Caulfield Racecourse Reserve is a restricted public open space managed by the Caulfield Racecourse Reserve Trust (CRRT) for racing, recreation and public park purposes. The CRRT's *Caulfield Racecourse Reserve Land Management Plan* includes a range of specific proposals within the reserve. The land is utilised for racing and event operations and is subject to various leasing arrangements and programs, meaning public access and use will be restricted over all or part of the infield at various times. The *Open Space, Public Realm and Landscape Framework Plans* outline initiatives to better connect the Reserve to the rest of Caulfield.

Local Streets

The *Framework plans* outline improvements to the streets including:

- > Cooling and greening the Centre over time achieved by transforming existing streets via extensive tree planting, increased local tree canopy and generous footpaths.
- > Recommending a place-based design of Derby Road to achieve a consistent streetscape including expanding footpath areas, incorporating an accessible tram stop and defining the northern retail and commercial core of Caulfield.
- > Framing new streets and spaces with high quality architecture and creative excellence delivered not just on new buildings, but on footpaths, parks, streets, signage and the Caulfield Station itself.
- > Creating a shared zone to Sir John Monash Drive between Derby Road and Queens Avenue, to support the significant pedestrian volumes between Caulfield Station, the Monash University Campus, Derby Road the adjacent transit connections. This shared zone will prioritise pedestrian movements while providing for taxi and car-share drop off areas, safe and integrated cycling access along Sir John Monash Drive and bus services.

Public Open Space Network

The *Framework Plans* outline improvements to the network of public open spaces including:

- > Establishing a new University Square adjacent to Caulfield Station and the Monash Campus, to directly integrate the street-life of Sir John Monash Drive with nearby campus-life. It will act as the central gathering and meeting place, connected to all major transit services and acting as the social heart of Caulfield.
- > Seamlessly connecting the recently completed Djerring Trail and high-quality linear parklands into the heart of the Centre and to the Caulfield Station.
- > Creating a new Station Street Park to offer neighbourhood green space, social spaces and passive recreation to the expanded residential catchment both east and west of Kambrook Road.
- > Improving Wedge Park and its connection to the new Racecourse Reserve West to expand the provision of green space within the Centre and in particular along the western edge.
- > Connecting all the new and existing parks and open spaces via the new 'Outer Track' loop.
- > Creating a new park and plaza space on Neerim Road adjacent Glen Huntly Oval, including the Neerim Hub, which will feature an urban park, active spaces and recreational facilities.
- > Establishing a proposed heritage precinct plaza and community hub in the Booran Precinct centred on the adaptive re-use of the Lord Lodge and Tecoma heritage buildings.
- > New public spaces and an improved entry experience into the Caulfield Racecourse Reserve when accessed from Station Street.

Active Open Space

The *Framework Plans* outline improvements to the network of active open spaces including:

- > Improvements within the East Caulfield Reserve ovals and sporting facilities to connect the Djerring Trail through the Reserve, and to promote easier pedestrian access into the Reserve.
- > Improvements to the Glen Huntly Oval and surrounds to directly connect it into the Outer Track loop.
- > Supporting the *Caulfield Racecourse Reserve Land Management Plan* proposal to create significant new sporting ovals, fields and facilities in the Caulfield Racecourse Reserve infield including soccer ovals, synthetic playing fields, courts, clubrooms and change rooms and associated parking and servicing (refer the *Caulfield Racecourse Reserve Land Management Plan (2020–2035)* for further details).

Landscape Character

The *Framework Plans* outline a variety of strategies to improve, expand and deliver a high quality landscape character for Caulfield. Tree canopy cover is an important element of this, increasing the total tree canopy cover of approximately 6.6 per cent (2018) towards a municipal tree canopy cover goal of 12.5–22 per cent by 2040. The goals for Council-managed land, include;

- > A minimum of 18 per cent tree canopy cover over roads and streets,
- > A minimum of 25 per cent tree canopy cover in parklands,
- > A minimum of 25 per cent tree canopy cover on Council owned car parks,
- > No one species will represent more than 10 per cent of the public urban tree population.

Streetscape upgrades and improvements in Caulfield will maximise tree canopy cover and have aspirational targets of up to 30 per cent canopy cover over roads and streets subject to consideration of site constraints.

Upgrades to streets containing tram lines should investigate the opportunity for landscaped tramways, leveraging learnings from the Southbank project delivered by the City of Melbourne. Collaboration with other infrastructure stakeholders such as VicRoads, the Department of Transport and Yarra Trams is necessary to maximise greening across the Activity Centre.

Biodiversity

Improvements to biodiversity across the Activity Centre are to be achieved primarily through collaboration between Council and the CRRT. With Caulfield Racecourse Reserve being one of the most important biodiversity hotspots in Glen Eira, there is opportunity to enhance existing vegetation within the reserve and reduce habitat fragmentation. Vegetated corridors or connections to surrounding proposed green areas such as Racecourse West Reserve, the open space of the future community hub to the south and proposed Station Street Park in Kambrook Precinct are to be maximised and linkages made through and beyond the Centre,

Integrating Landscape and Engineering Design

When designing streetscape upgrades, there can be conflicts between engineering requirements, such as the installation of services and traffic design features such as turning lanes, that restrict the ability to include landscaping and water sensitive urban design features. In order to ensure the public realm, sustainability and engineering requirements are all considered in a coordinated manner, a different approach should be employed rather than the traditional engineering design followed by landscape design.

It is recommended that a ‘land-use conflict investigation’ be undertaken in when commencing detailed design for future streetscape upgrades such as Station Street, Normanby Road, Smith Street and Caulfield Boulevard to ensure an integrated approach to public realm design and that any proposed public realm works would not conflict with other land use, built form or connectivity objectives or practical engineering standards. They have identified that these types of locations would benefit from this study given the extent of proposed pedestrian and cycling upgrades as well as new urban spaces and given the area is subject to high levels of urban heat. Council would need to consult with the community, developers of any adjacent properties and service authorities for the dedicated study area.

Classified Tree Register

Glen Eira recognises trees can be very long-lived and often contribute to the sense of character and identity of an area. Trees can also reduce the impact on an increasingly urbanised environment. Some trees, through age, size, and rarity of planting or association with historical events offer a greater level of benefit to the community than others on public and private land. Trees that meet the Categories of Significance are listed on the Classified Tree Register.

Classified Trees are an integral part of our community and are essential for people’s health and wellness. They play a key role within our City by providing environmental, social and economic benefits for all Glen Eira residents. The *Caulfield Structure Plan* is committed to protecting trees on this register as these trees are regarded as integral to local identity, the environment and underlying land values. .

Public Realm Character Framework

Legend

This framework provides an overview of the various public and publicly accessible spaces proposed across Caulfield. Refer to the *Open Space Framework* for the defined list of Open Space types.

This *Framework Plan* embeds the *Caulfield Racecourse Reserve Land Management Plan* recommendations, providing context and illustrating its integration with the surrounding parts of the activity centre.

- Active open space**
Green open space with sporting fields as primary function (includes East Caulfield Reserve, Glen Huntly Park and restricted sporting and recreation sites within the Caulfield Racecourse Reserve)
- Informal passive open space**
Green open space or reserve with flexible and informal opportunities for recreation
- Informal forecourts and plazas**
Landscaped Public Squares, Plazas or Forecourts
- Informal shared zone and priority streetscape improvement**
Pedestrian focused Street Spaces that continue to support vehicle movements as required. As much as practical these areas will provide extended footpaths, plazas and urban greening to support a pedestrian friendly experience
- Priority streetscape improvement**
High quality streetscape design with statement landscaping, supporting outdoor shopping and dining at Derby Road and Caulfield Village, and provide a grand racecourse entry and statement street along Station Street and Normanby Road fronting the Caulfield Station.
- University — internal areas**
Ancillary open space enclosed within the University site including the campus green, recreation areas and courtyards
- Caulfield Racecourse Reserve wetland**
Wetland and biodiversity area within the Caulfield Racecourse Centre Reserve
- Caulfield Racecourse Reserve event spaces**
Flexible event spaces within the Racecourse Centre Reserve
- Caulfield Racecourse Reserve outer areas**
Racecourse West Reserve and South Reserve (located outside of the racetrack) to become more accessible for community use. Future design and use to be determined through separate processes.
- Caulfield ‘Outer Track’ path**
Key connections though the Activity Centre
Caulfield Outer Track loop, improved pedestrian connections with place-making, wayfinding through the Activity Centre connecting the network

Note: Building footprints are indicative, showing potential layouts for the purpose of providing context only.



Figure 12 — Public Realm Character Framework Plan

Open Space Framework

Legend

This framework map embeds the *Caulfield Racecourse Reserve Land Managements Plan* recommendations, providing context and illustrating its integration with the surrounding parts of the activity centre.

Restricted open space — Caulfield Racecourse Reserve

- 1. The Reserve North (outer areas including the racing grandstands, patron areas and current car parks) and Racetrack will support racing operations and multi-purpose facilities.
- 2. The Reserve Centre will include a mixture of restricted public open space for sporting, events and recreation.

The outer areas of West Reserve, South Reserve and North Reserve's Station Interface will include spaces with improved community access and use (see: Accessible Public Reserves below)

Open space

- 3. Glen Huntly Park (with potential expansion on Racecourse Reserve South land).
- 4. East Caulfield Reserve
- 5. Station Street Park (corner Kambrook Road and Station Street)
- 6. Wedge Park (at Booran Road and Glen Eira Tunnel Entry interfaces).

Urban forecourts, courtyards, shared zones and priority streetscape improvements

- 7. Sir John Monash Drive (Heritage Palms)
- 8. University Square (facilitates a welcoming Station-to-University Gateway on the University site)
- 9. University Campus Green and Courtyards (publicly accessible space within the University site).
- 10. Caulfield Racecourse Reserve Northern Gateway (part road closure on-street, facilitates grand entry at Caulfield Racecourse Reserve frontage)

- 11. Caulfield Racecourse Reserve Northern Grandstand and Events Entry Forecourt (on Caulfield Racecourse Reserve crown land)
- 12. Caulfield Village Plaza (publicly accessible forecourt on privately owned land)
- 13. Shared Zone with Priority Streetscape design improvements — Sir John Monash Drive (facilitates pedestrian friendly Station to University connection on-street)
- 14. Shared Zone with Priority Streetscape design improvements — Smith Street South (re-imagined street prioritising pedestrian activity with plaza, high quality landscaping and tree planting, closed off from cars except where required for local access to Caulfield Village development)
- 15. Priority Streetscape design improvements — Caulfield Boulevard (new street as part of Caulfield Village), Racecourse frontage along Station Street and Normanby Road, and Derby Road heritage streetscape.

- 16. Tree lined character of Queens Ave valued.

Accessible public reserve

- 17. Racecourse West Reserve (improved accessibility to crown Land facilitating a proposed park and community hub). Note that this is also classified as restricted open space as at times it will not be open to the public.
- 18. Racecourse South Reserve (improved accessibility to crown land facilitating a proposed park and community gardens). Note that this is also classified as restricted open space as at times it will not be open to the public.
- 19. Kambrook Road revised street cross-section

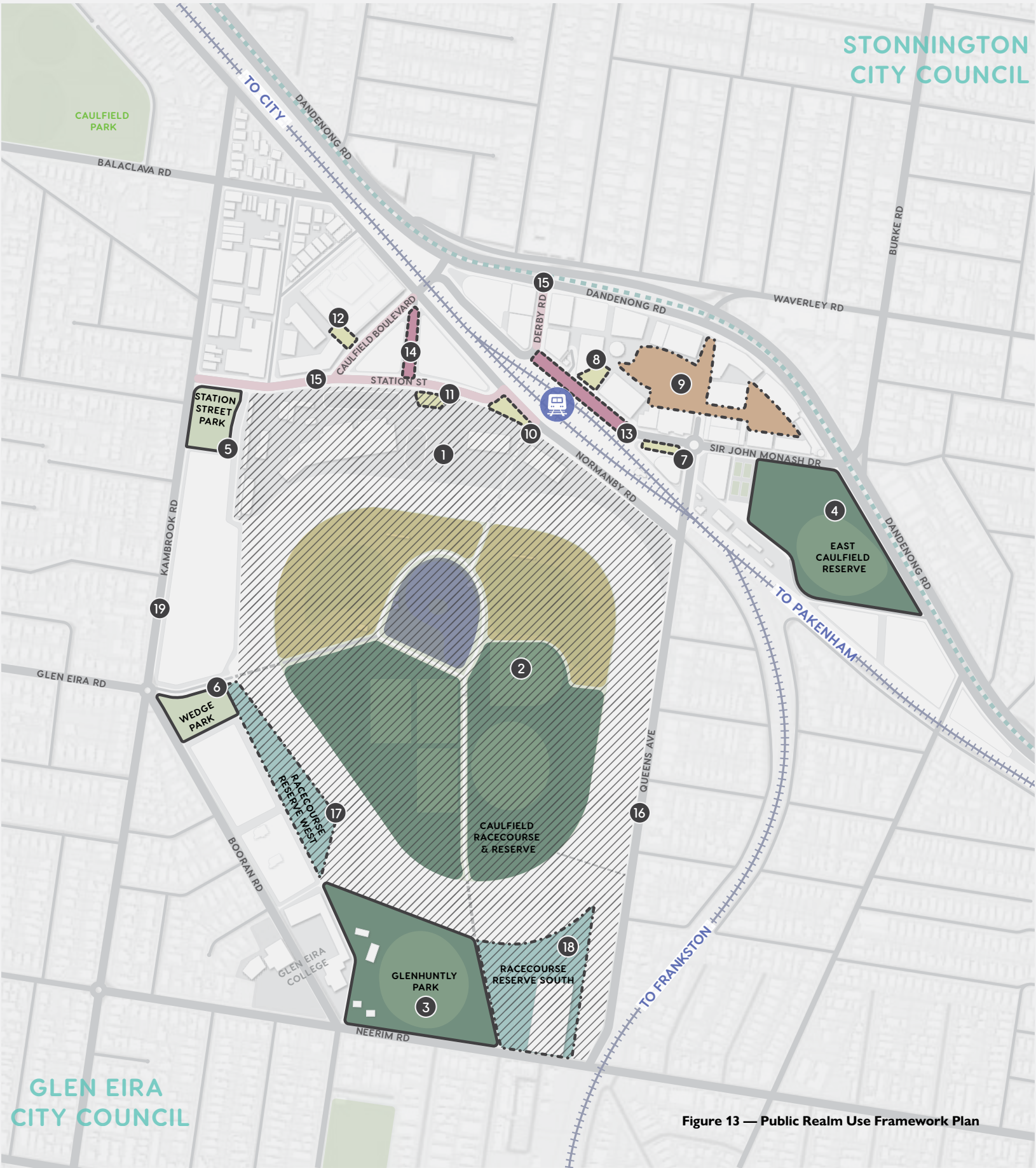


Figure 13 — Public Realm Use Framework Plan

Refer to *Public Realm Framework Plan* which includes a legend for the various colours shaded in each space.
Note: Building footprints are indicative, showing potential layouts for the purpose of providing context only.

Landscape Character and Biodiversity Framework

Legend

- Existing trees**
Existing tree canopy — refer to detailed specifications for canopy tree protection in the *Open Space and Tree Canopy Report* (TBLD, 2021).
- Key tree planting and landscaping opportunities**
Public open spaces, public spaces and reserves
Statement landscape streets including around the Station, Racecourse and University
Boulevard Street on Dandenong Road
- General tree planting and landscaping opportunities**
Targeted improvements in remaining streets
Target planting and landscaping in the centre of the Caulfield Racecourse Reserve around sporting and event spaces (heights restricted due to race-day viewlines) Consistent with the *Caulfield Racecourse Reserve Land Management Plan*
Planning controls require private development to prioritise tree planting and landscaping within street setbacks (shown in orange dotted line), landscape areas and buffers, private open spaces, communal open spaces within developments. Incorporate innovative greening opportunities on buildings using wall and roof planting
- Grassed areas provide greenery and permeability (with limited tree planting opportunities)**
Active sporting fields, event spaces, racecourse event patron areas and racetrack
- Low opportunity greening areas**
Commercial-centric precincts and rail infrastructure areas to provide greening opportunities where practical



Figure 14 — Landscape Character and Biodiversity Framework Plan

Note: Building footprints are indicative, showing potential layouts for the purpose of providing context only.

Objectives

- > To create more open space for the growing Caulfield community, responding to the limited local provision.
- > To establish a new preferred local character for Caulfield as a distinctive, successful, safe and vibrant place.
- > To transform the network of existing streets through extensive tree planting and sustainable transport goals to create connected, cool and safe streets for Caulfield.
- > To significantly increase the tree canopy cover within the Centre on both public and private land.
- > To include generous and high quality landscaped areas within the public realm and private developments.
- > To strongly encourage the retention of existing vegetation in streetscapes and on development sites.

Strategies

- > Define two key retail strips for Caulfield to the north (centred on Derby Road) and to the south (centred on Caulfield Boulevard) of the rail line through a mix of planning measures, design interventions, activation and placemaking.
- > Develop new public plaza spaces and shared streets supported by a prioritised pedestrian environment either side of Caulfield Station.
- > Create a new sense of place and local character within the retail strips where people can naturally meet, gather, socialise, eat or move through.
- > Support and guide the major new open space provision and facilities in the Centre of the Caulfield Racecourse Reserve, and connect pedestrians to them safely and effectively.
- > Create a new green public park fronting Station Street.
- > Redefine the role and function of existing parks, such as Wedge Park and East Caulfield Reserve, so they better support, provide for the local community needs.
- > Work to connect and better integrate the activity and identity of key places such as the Caulfield Racecourse Reserve, Monash University campus and Caulfield Station into the wider Centre.
- > In collaboration with the community, local businesses and stakeholders, pursue opportunities for placemaking activities (e.g. public art) throughout the Precinct which contribute towards Caulfield's local and emerging character and sense of place.
- > Expand the urban forest through streetscape designs that provide ample space for street trees and people movement and aim for a greater diversity of tree species (with no more than 10 per cent of one individual species).
- > Prioritise the Village East, Village West, Derby, Caulfield Station and Grange precincts for increased tree canopy and greening.
- > Require new developments to retain existing vegetation wherever possible.
- > Encourage vegetated biodiversity corridors or stepping stones from the habitat areas in the Caulfield Racecourse Reserve to the wider precinct.

Actions

- > Prepare a planning scheme amendment which includes:
 - Open space contributions of at least 8.3 per cent, with land contributions to be sought for the Station Street Park, and equivalent cash contributions from other development sites.
 - Consideration of the retention of existing vegetation for new developments.
 - Encouraging the provision of green roofs and walls on new developments.
 - Incentivising new development to achieve 40 per cent green cover or a Green Factor score of 0.55.
- > Construct new parks and plazas as shown on the *Open Space and Public Realm Framework Plan*.
- > Liaise with Monash University regarding upgrades to campus plaza spaces and ensuring that they are welcoming and 'public' in their design.
- > Identify a suite of public furniture and signage for use in public spaces, in accordance with Council's *Street Design Guidelines* (currently under development).
- > Prepare a municipal-wide lighting strategy which includes illumination of streets and other public spaces and the use of feature lighting to emphasise key features and provide a more pleasant pedestrian experience within the rail underpasses.
- > Install public art in existing and proposed new public spaces and along railway corridor embankments.
- > Collaborate with Traditional Owners and First Nations community members in relation to utilising in-language words to name new areas of public open space
- > Incorporate First Nation design principles design principles in public realm works.
- > Implement and prioritise a street tree planting and public realm landscaping program in the Derby, Village East, Village West, Rail Corridor and Grange precincts.
- > Investigate opportunities for landscaped tramways.
- > Collaborate with the City of Stonnington and Department of Transport to improve the landscaping outcomes along Dandenong Road.
- > Monitor the number and species of street trees against the tree canopy goals and 10 per cent maximum per species goal.
- > Work with the Caulfield Racecourse Reserve Trust and the Melbourne Racing Club to prepare a Biodiversity Management Plan for the Caulfield Racecourse Reserve and to seek funding for the implementation of their *Land Management Plan*.
- > Add the six significant Coast Manna Gums located at the south-eastern corner of Caulfield Racecourse Reserve to Council's *Classified Tree Register*.

3.5 Urban grain and built form

The urban character of the Caulfield MAC is evolving from a predominantly low rise built form to include taller buildings on sites such as Caulfield Village and Monash University and along the Dandenong Road corridor. This provides an opportunity for new buildings to define a contemporary and authentic character for the Centre.

Directing density and growth within the MAC will mean more people will be living close to jobs, services and entertainment and it will reduce pressure for new housing in lower rise areas distanced from services.

The *Urban Grain and Built Form Framework* outlines the design strategies which will achieve a high quality built form environment and an engaging Caulfield skyline. The *Framework Plan* identifies the preferred building heights, setbacks and street interfaces across the *Caulfield Structure Plan* area.

The Caulfield skyline

The existing built form character of the Caulfield MAC varies with a mix of double storey older shopfronts, some mid-rise buildings (5-7 storeys) located through the Monash Campus and Caulfield Village, and more recent development of buildings up to 12 storeys. A key component of a strong built form character of Caulfield is the development of taller buildings to punctuate the skyline, create visual interest, accommodate population growth and act as a landmark for the City of Glen Eira's largest urban Centre.

The *Framework Plans* aim to direct taller buildings to locations within the retail and commercial core of the Caulfield MAC, centred on Caulfield Station, utilising larger redevelopment sites and prominent locations to contribute to creating a stronger entrance into Caulfield. The building heights identified in Figure 14 demonstrate how this has been applied.

Built form interfaces

The varied built form interfaces across the Caulfield MAC require careful consideration. The *Framework Plans* support active frontages to new and existing buildings to help establish interest, life and vitality to streets within Caulfield, and will support flexibility in street wall heights which help respond to the varied character of the Centre and support different building typologies. Articulation of façades at street level and frequent building entries, doors and windows with few or no blank walls, will complement lively internal uses that are visible from the street. Vehicle access and services will be located off existing or proposed laneways rather than main streets in Caulfield and no car parking within buildings will be visible from the street. Development of sites with heritage buildings will ensure the interface between old and new built form is undertaken in a sensitive manner.

Overshadowing

There are several areas within the Centre for which the protection of sunlight access is a key planning consideration. Figure 15 identifies the areas of public open space where the sunlight provision criteria from Planning Scheme Amendment C218 should be applied. The Amendment proposes that open space “not be overshadowed by buildings on nearby land between 10am to 3pm on 21 June beyond the shadow that would be cast by a 9 metre high building immediately adjoining the land proposed for public open space”. The ResCode provisions relating to overshadowing on secluded private open space should be reflected for the residential properties opposite the Kambrook and Booran Precinct. The Racecourse also has overshadowing considerations to ensure the course turf receives adequate sunlight for optimal growing conditions.

Future-proofing built form

Buildings in Caulfield will need to respond to changes in technology and the way the community live and work over time. As spaces such as car parking become redundant, they should be designed so they can be adapted to alternative uses to avoid unnecessary demolition and associated environmental impact through building obsolescence. Similarly, buildings should be adaptable to accommodate new uses and needs, such as changing ways of working. Flexibility in building design is critical to ensuring the Caulfield MAC is adaptable into the future.

Refer to the *Caulfield MAC Background Report (2022)* for more information on strategic context and urban analysis

Built Form Framework

Legend

Maximum building heights

- 2 storeys
- 4 storeys
- 3-6 storeys
- 8 storeys
- 9 storeys
- 12 storeys
- 20 storeys

Street wall heights

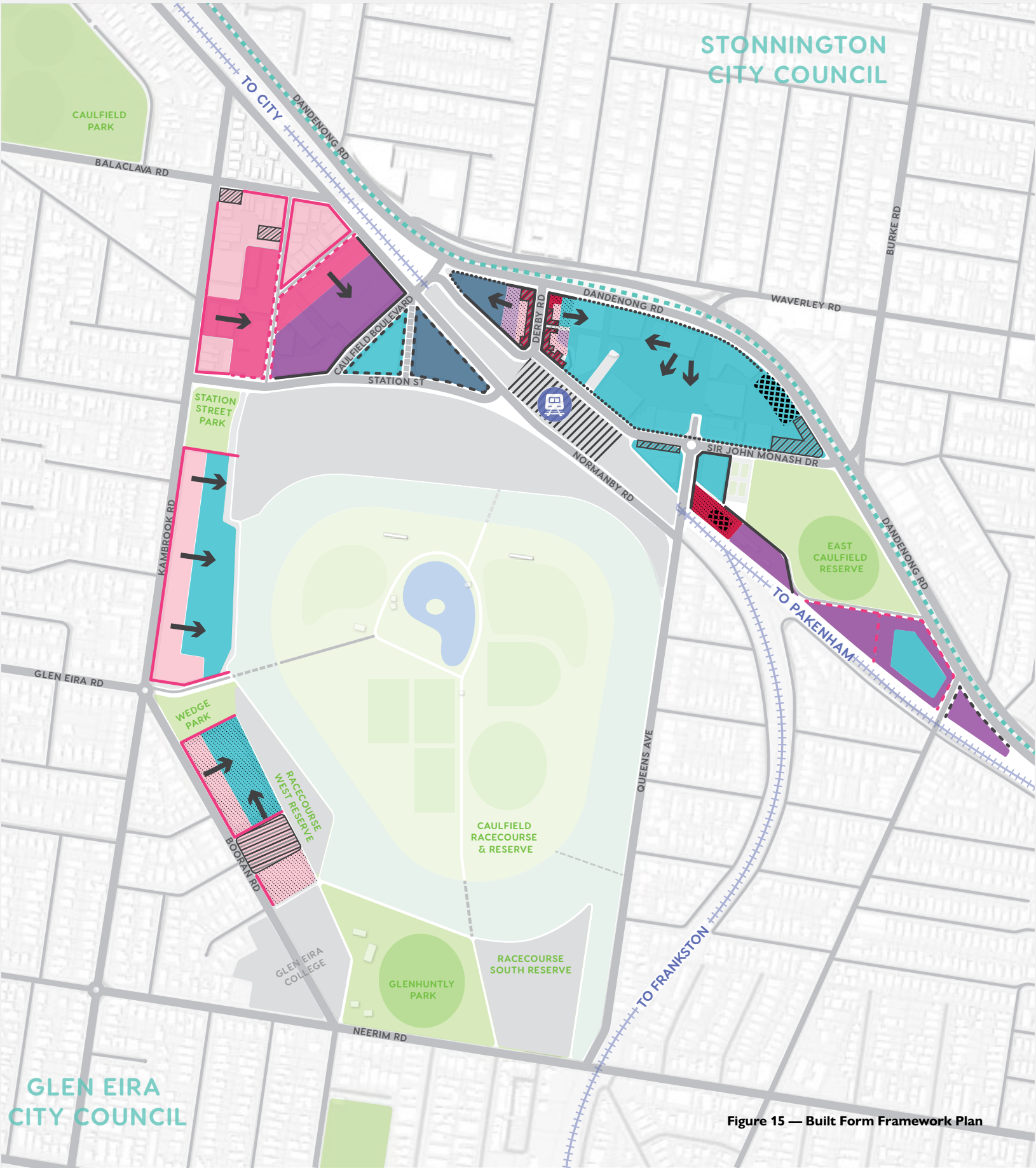
- 3-4 storeys (include 5m landscape setback from existing and proposed streets, and reserves within sites)
- 3-4 storeys (include 1-2m landscape setback)
- 2-3 storeys
- 4 storeys
- 5+ storeys

Height transitions

- On large sites built forms will transition from lower to upper heights. The lower forms are designed to respond to sensitive interfaces and ensure taller forms are recessed. Taller areas within each precinct will accommodate variation in building heights that facilitate the transition, provide visual interest, and respect any relevant heritage elements.

Context (excluding racecourse)

- Other areas where redevelopment is supported but maximum building heights are not prescribed by this Structure Plan.
- Existing Heritage Overlays — Caulfield Station Heritage Site
- Existing Heritage Overlays — contributory elements for retention across the Activity Centre
- Historical Buildings under Heritage Review — contributory elements for retention at Monash University Building and Railway Substation. Proposed Heritage Overlay protections within the Caulfield Racecourse Reserve not shown on this map.
- Future urban renewal development must incorporate a respectful, interpretive and contextual heritage design response.



Note: Building footprints are indicative, showing potential layouts for the purpose of providing context only.

Figure 15 — Built Form Framework Plan

Built Form Shadow Protection Framework

Legend

- 10am to 3pm 21st June shadow controls for open space.
- 9-3pm September Equinox shadow controls for residential abuttals (accord with ResCode where affecting land in NRZ or GRZ).

Shadowing of the ‘Racetrack Course Proper’ should be managed to ensure optimal growing conditions for the turf can be achieved. Avoiding unreasonable overshadowing of the Racetrack between the hours of 10am and 3pm on September 22nd should be used as a starting point but be determined at the permit application stage in consultation with the racetrack operators.



Figure 16 — Shadow Protection Zone Framework Plan

Note: Building footprints are indicative, showing potential layouts for the purpose of providing context only.

Objectives

- > To visually delineate the central core of the Caulfield MAC through higher built form.
- > To support significant new building heights and podium/ tower forms where the amenity impacts on the public realm or open space are minimal.
- > To support development that provides opportunities for street activation.
- > To encourage development that embraces some taller built form whilst remaining respectful of valued local elements including heritage fabric.
- > To ensure that development addresses sensitive residential interfaces through landscaped setbacks, transitional built form and respectful design responses.

Strategies

- > Create a distinct, varied and architecturally interesting skyline for the Caulfield MAC that establishes a strong local sense of place.
- > Require spacing between taller buildings to create a skyline of separate forms, rather than a continuous wall of built form when viewed from within Caulfield and the Caulfield Racecourse Reserve.
- > Require spacing between taller buildings to deliver high quality amenity within buildings having regards to outlook, daylighting and overlooking.
- > Focus the highest built form opportunities around Caulfield Station and the Dandenong Road corridor to visually delineate this area from a distance and on key viewlines.
- > Transition building heights down to residential streets and neighbourhoods which comprise existing single and double storey dwellings.
- > Support taller built form that respects valued local elements such as heritage and the Racecourse.
- > Ensure the site layout of development responds to the function and character of adjoining streets, laneways and open spaces.
- > Support finer grain urban form that provides opportunities to activate important streets in the Centre, such as Caulfield Boulevard, Station Street, Derby Road, and Sir John Monash Drive.
- > Conceal service areas from the street frontage to minimise the loss of active perimeter.
- > Ensure buildings are setback sufficiently from front, side and rear boundaries (based on the height of a building) to enable adequate sunlight and daylight in streets, contribute to comfortable wind conditions, allow for views to the sky, and to not visually overwhelm the public realm.
- > Create highly walkable precincts with increased permeability and laneways through blocks.

Actions

- Prepare a planning scheme amendment which includes:
- > Preferred (discretionary) maximum building heights as depicted on the *Built Form Framework Plan*.
 - > Zero lot line setbacks at ground level within the Derby precinct.
 - > Street wall heights and setbacks as depicted on the Precinct Plans.
 - > Development that should avoid unreasonable overshadowing:
 - On East Caulfield Reserve, Station Street Park, Wedge Park and Glen Huntly Park from 10am to 3pm on 21st June beyond the shadow that would be cast by a 9m high building immediately adjoining the land proposed for public open space.
 - On the Caulfield Racecourse Reserve (Track ‘Course Proper’) to ensure optimal growing conditions for the turf can be achieved. Avoiding overshadowing of the racetrack between the hours of 10am and 3pm on September 22nd should be used as a starting point but be determined at the permit application stage in consultation with the racetrack operators.
 - Development that should avoid overshadowing the secluded private open space of residential properties on the west side of Kambrook and Booran Roads from 9am to 3pm on September 22
 - > Active street frontages in the Derby precinct and on certain sites within other precincts (as per the Precinct plans).
 - > Car parking to be provided in basements or “sleeved” by other land uses if at ground or upper levels.
 - > Encouraging the use of high quality, durable and low maintenance materials.
 - > Avoiding locating large expanses of blank wall, large service areas, or bin storage areas along ground floor frontages.
 - > Including acoustic treatments within development along the rail corridor and Dandenong Road to minimise potential adverse impacts associated with noise and vibration.
 - > Adaptable buildings with minimum floor to floor heights that allow above-ground car parking levels to be converted to other uses in the future.

3.6 Sustainability

It is essential that the Caulfield MAC embraces best-practice sustainability in all aspects of design and operation. Declaring a climate emergency in May 2020, Glen Eira City Council recognised the need for urgent action to reduce emissions and prepare the local community for the impacts of climate change. The development of the Caulfield MAC provides an opportunity to link Council's *Climate Emergency Response Strategy* (the *Strategy*) with place-based implementation, embedding Climate Emergency principles and providing an immediate practical application of the *Strategy*.

Ambitious Environmentally Sustainable Design (ESD) standards for new development including zero carbon will be adopted, and climate risk assessments will also be required for larger developments to analyse key hazards and identify potential future impacts to inform design strategies for more resilient buildings. Council's *Sustainable Buildings and Infrastructure Policy* and climate risk assessment framework will be consistently applied to all Council assets to be refurbished or delivered through the *Structure Plan*.

The primary public assets that will be driven by the new policy and framework include infrastructure such as non-arterial roads, drainage and open space. Application of the *Structure Plan* strategies and actions will ensure that assets are being delivered to achieve sustainability and climate resilience objectives.

The use of stormwater harvesting and water sensitive urban design will help to reduce potable water use, improve stormwater quality and reduce runoff volumes.

To facilitate the transition to low emissions vehicles, electric vehicle charging stations will be encouraged at the following locations:

- > Derby Road (parking for retail)
- > Caulfield Village (parking for anchor supermarket and retail)
- > South of Caulfield Racecourse Reserve (Neerim Community Hub)

These locations are ideal for charging stations as they will have high visitation rates and usage, and an optimal average length of stay to allow for sufficient charging.

Objectives

To ensure that the development and use of the Caulfield MAC is undertaken in a sustainable manner that considers climate risks and adaptation.

Strategies

- > Ensure new development achieve high levels of ESD outcomes.
- > Ensure Council assets are designed to be climate resilient.
- > Encourage the use of stormwater harvesting and water sensitive urban design and reduce reliance on potable water for irrigation.
- > Use built form controls to help provide greater certainty and encourage the use of solar in appropriate areas of the Caulfield MAC.
- > Identify opportunities for new and existing buildings to increase greening, including green roofs and vertical greening.
- > Reduce the mean annual runoff of the Caulfield MAC by 25 per cent by 2040.
- > Coordinate waste collection between the Caulfield Racecourse Reserve and other major developments.

Actions

Prepare a planning scheme amendment that applies the following standards to all new development that includes more than 10 dwellings and/or more than 1,000 sqm of non-residential uses (with flexibility provided to consider alternative design solutions that meet the objective):

- > All development should be designed to reflect the following hierarchy in achieving net zero carbon performance from all operational energy use:
 - Design building envelope and openings to increase energy efficiency.
 - Selection of energy efficient systems and appliances.
 - On-site generation of renewable energy.
 - Offsetting of carbon emissions or purchase of off-site renewable energy.
- > All development should be designed to reduce potable water use on site by at least 30 per cent in interior and irrigation uses, in comparison to an equivalent standard development, with improvements to the efficiency of use prioritised in the delivery of reductions.
- > All new development should be designed to avoid consumption of natural gas or other on-site fossil fuels.
- > At least 75 per cent of the development's total site area (building and landscape) should be provided with urban cooling elements to reduce the impact of the urban heat island effect.
- > All new development should achieve 40 per cent green cover or a Green Factor score of 0.55
- > Operational waste management plans should maximise waste stream separation and collection.
- > Requires developments of more than 50 dwellings and/or more than 5,000sqm of non-residential uses to prepare a Climate Risk Assessment that aligns with relevant Australian standards including AS 5334:2013 Climate Change Adaptation for Settlements and Infrastructure or Green Star Buildings methodology.
- > Requires waste management plans for major developments to separate the collection of waste into four streams:
 - General waste
 - Co-mingled recycling
 - Glass
 - Organics
- > Design community facilities to be used as emergency relief facilities.
- > Apply Council's *Sustainable Buildings and Infrastructure Policy* and climate risk assessment framework to all Council assets to be refurbished or delivered through the *Structure Plan*.
- > Consider passive irrigation and Water Sensitive Urban Design opportunities for all streetscape improvement works.
- > Provide publicly accessible electric vehicle charging stations (that are also usable for scooters and mobility devices) in Derby Road, Caulfield Village (to service the supermarket and retail area), and the Neerim Community Hub.
- > Investigate a partnership model for waste collection from major developments using a single contractor per waste stream.
- > Investigate locations for container deposit scheme sites within the Centre.
- > Incorporate interpretive signage with climate and environment related messaging in the public realm to provide passive education opportunities for residents, workers and visitors.
- > Explore the inclusion of a tool library/repair café and/or community garden in the Kambrook Precinct, Racecourse West Reserve, Wedge Park or Racecourse South Reserve/ Neerim Hub.

3.7

Local Culture and Heritage

First Nations Heritage

Glen Eira City Council’s vision for reconciliation is for a unified, respectful and thriving community that embraces Australia’s First Peoples for their experiences of the past, their resilience in the present and their aspirations for the future.

Council will achieve this vision by:

- > Acknowledging the special relationship Aboriginal and Torres Strait Islander peoples have as the Traditional Owners of this land;
- > Creating an inclusive and engaged community where Aboriginal and Torres Strait Islander peoples feel culturally safe;
- > Appreciating and celebrating Aboriginal and Torres Strait Islander peoples cultures, histories and heritage, and the unique contribution it offers to the diversity of Glen Eira.

For millennia First Nations people lived in close connection with the landscape surrounding Caulfield and this connection to country has continued since the arrival of Europeans in a variety of traditional and contemporary ways. While there are many stories and places of the wider Caulfield area that contain evidence of this connection, this is not always something that is currently apparent or visible to people who live, work or visit Caulfield.

There are a number of cultural strategies that could underpin a future Cultural Framework for Caulfield:

- > Caring for Country: Holistic approach to Country, nurturing Country, including the land, water, plants, and birds, animals and fish.
- > Connections to Country: Strengthening connection to Country through stories, traditions and cultural practices, both traditional and contemporary.
- > Traditional knowledge: Promoting, preserving and reigniting traditional knowledge, including Aboriginal languages; education.

- > Celebrating community: Celebrating all of the community inclusively, including recent immigrant groups.
- > Respect for ancestors: Remembering the stories of ancestors.
- > Celebrating culture: Expressing Aboriginal identity, culture and spiritual life.
- > Stories of survival and the need for healing Stories of Aboriginal people finding their community and keeping community strong.
- > New knowledge: Valuing archaeological and historical research that uncovers new information about Aboriginal history.

The revitalisation of Caulfield presents an opportunity to reveal the area’s rich cultural history and to create space for the ongoing interpretation and sharing of cultural values that remain an important part of contemporary Aboriginal communities.

European Heritage

The Caulfield Major Activity Centre contains a number of elements that contribute to the cultural heritage significance of Glen Eira.

Caulfield emerged from the mid-19th century as a sparsely inhabited and peripheral region of Melbourne — a landscape of swamp, heath and red gum flats. An area known as The Heath (now Caulfield Racecourse) was used for horseracing from the 1850s. The construction of the Caulfield railway station (1879) opened the floodgates for the surrounding area to be transformed from market gardens and orchards to residential suburbs. Surging subdivision and construction activity occurred during the 1880s, slowed during the depressed years of the 1890s and returned once again at the turn of the century and through the Federation and Interwar years.

Stables at the rear of residential buildings surrounding the racecourse were common. A number of these structures survive to tell the story of jockeys, trainers, racehorse owners who lived within walking distance of the racecourse itself. It was commonplace for champion racehorses to be walked to and from the track for training or racing.

The Derby Road commercial precinct is one of Glen Eira’s earliest commercial strips and transport nodes.

Significant buildings within boundaries of Monash University tell the story of Caulfield Technical School/College and Chisolm Institute of Technology

There are a number of places and precincts included within the Heritage Overlay (HO) in the study area, with some places included on the Victorian Heritage Register (VHR), including:

- > Caulfield Racecourse (currently under consideration for inclusion on the VHR).
- > Caulfield railway station (HO78/VHR)
- > 30 Booran Road — “Lord Lodge” villa and stables (HO94/VHR71)
- > 32 Booran Road — “Tecoma” villa (HO95)
- > 1 Bond Street — “Grace Darling” House and Stables (HO93)
- > Former Caulfield Technical School, Sir John Monash Drive (HO65)
- > Former Art and Applied Science Wing, cnr Dandenong Road and Sir John Monash Drive (HO101)
- > Derby Road Commercial Precinct (HO71)
- > Canary Island Palms, Sir John Monash Drive (HO85)

Council is currently undertaking a heritage review of this study area and will continue to protect and support heritage in the region.

Objectives

- > Incorporate Traditional Owner history and knowledge into the planning for and development of the Centre.
- > Celebrate the Caulfield MAC’s heritage features.

Strategies

- > Support the recognition and interpretation of the Aboriginal cultural values and heritage in Caulfield through engagement with the development industry and other stakeholders and in ongoing consultation and collaboration with Traditional Custodians.
- > Explore opportunities to reveal the history of Caulfield as a rich and watery ecology, source of food and place of meeting through design, planting and curated programs. In particular, collaborate with the Traditional Custodians and local community to recognise this through the design of key spaces.
- > Restore and nurture the local natural environment through indigenous planting and land management practices developed in collaboration with Traditional Custodians.
- > Create opportunities to embed Aboriginal language, design and names in streets, parks and public buildings in consultation with Traditional Custodians.

Actions

- > Engage with Traditional Owners through the *Reconciliation Action Plan* (2021–2023), to identify opportunities to incorporate traditional custodian history and knowledge in the planning for and development of the Centre, including through the preparation of a Cultural Framework.

A photograph of a modern urban street scene. On the left, a multi-story apartment building with a mix of grey, white, and reddish-brown facades and balconies with glass railings. A bright green car is parked on the street in front of it. In the center, a paved road with white lane markings leads into the distance. On the right, a sidewalk with a grassy verge and young trees. Two people are walking on the sidewalk. In the background, more apartment buildings and a clear blue sky with a lens flare are visible.

4.0 PRECINCTS

4.1 PRECINCTS OVERVIEW

The *Precinct Plans* support the *Framework Plans*, and contain objectives, strategies and guidelines that are consistent with delivering the Vision for the Caulfield Major Activity Centre as established in Chapter 2.

Nine Precincts have been delineated for the Caulfield MAC as follows:

1. Derby Road Precinct
2. Village East Precinct
3. Village West Precinct
4. Kambrook and Booran Road Precinct
5. Neerim Road Precinct
6. Grange Road Precinct
7. Caulfield Station Precinct
8. Racecourse Reserve Precinct
9. Campus Precinct

The Precincts chapter is set up to provide relevant information for each Precinct depending on its future use and role in the centre as follows:

- > Future Precinct Outcomes are statements of the future intended outcomes for each precinct.
- > Objectives for each precinct.
- > Land-use and Design Guidelines for those precincts recommended to be included in the new Activity Centre Zone (i.e. Derby Road, Village West, Kambrook/Booran Road and Grange Road).
- > Guidelines and Actions for the other precincts where:
 - Public use zones apply — Caulfield Station, Campus, Racecourse Reserve and Neerim,
 - The Priority Development Zone applies — Village East.
- > These guidelines provide a level of direction to future permit applications and assist Council in decision making within these precincts.



Figure 18 — Centre overview and Precincts

4.2 DERBY ROAD PRECINCT

Future precinct outcomes

- > The Derby Road precinct is the northern retail and mixed-use core of the Centre. It serves an important function as the 'front door' of the activity centre to Dandenong Road, and provides the direct link to the Caulfield MAC at the Train Station.
- > It is anchored by a retail strip supported by a mixed ground floor upper-level plane. It is an urban environment which will be supported by improved streetscapes, increased tree canopy and footpath dining.
- > It provides an important transport function with an accessible tram stop and bus stops linked to the Train Station and vehicular through-traffic discouraged to create a pedestrian priority environment.
- > The historical grain and scale of the heritage streetscape will be retained with higher, new built form setback behind the existing streetwall.
- > Buildings interfacing the public realm will be activated and be visually permeable to support enriched street life.
- > Taller building forms will concentrate along Dandenong Road and at the Smith Street corner, which forms the highest built form within the Caulfield MAC. In these locations off-site amenity impacts to important public realm areas are minimised.
- > Taller buildings in the precinct can visually act as a landmark for the core of the Centre, and for Caulfield Station as a major destination.

See Chapter 5.4 for more detail on Derby Road as a key "Place" within the Caulfield MAC.

Objectives

- > To further develop the precinct as the northern retail and mixed-use core of the Centre which include commercial office floorspace.
- > To encourage built form that reflects the gateway location to the Centre.
- > To ensure that development respects the heritage character of Derby Road.

Guidelines

- > Development should accommodate a broad mix of land uses which support daytime and evening activities.
- > Development should include active frontages and clear glazing at ground level.
- > Development should be built to the street edge.
- > Development should include continuous weather protection over footpaths without compromising the existing or proposed street trees.
- > New built form in the north-west corner of the precinct should include a landmark building that defines and emphasises its gateway location.
- > Development on Derby Street should respect and complement the heritage character.
- > Enhanced and new east-west pedestrian laneways should be provided in the locations shown on the *Precinct Plan*, and be activated with shop fronts, outdoor seating and dining opportunities.



Support and activate street life for Caulfield



Plan for new contemporary tram stops and upgrades



Revitalise Derby Road and provide high quality public realm



Plan for a new active east-west laneway connection into the Campus Precinct



Plan for high quality contemporary built form that is respectful of the heritage streetscape



Support a new landmark tower at the north-western gateway to Caulfield

Derby Road Precinct

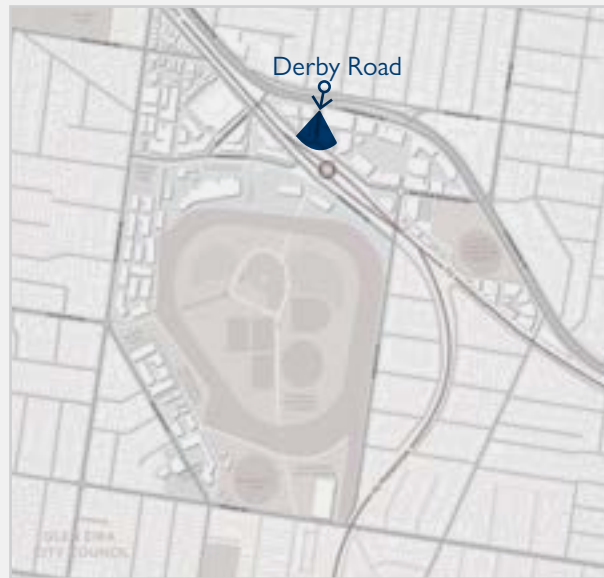


Figure 19 — Artists impression of indicative Derby Road environment

Note: The imagery is indicative of possible future outcomes based on the recommendations of the *Structure Plan*.

Derby Road Precinct

Legend

Proposed built form

- - - Precinct boundary
- Lower built form
- Upper built form
- Taller built form
- # Maximum preferred number of storeys
- Street wall — 1–2 storeys preferred
- Street wall — 2–3 storeys preferred
- x x x Street wall — 4–5 storeys preferred
- Expanded footpath zones for investigation, integrated with on-street parking provision
- Increased street tree canopy coverage
- Pedestrian lane with active retail and commercial frontages (open to sky at least 60 per cent of length)
- Active frontage — primary retail/commercial, activated footpaths and buildings with weather protection
- Active frontage — secondary commercial, with entries, activation, ground floor visual permeability
- Pedestrian entry improvements
- Important corners
- Important taller built forms (within precinct and surrounds)

Access and movement

- Public pedestrian links
- Intersections
- Accessible platform tram stop

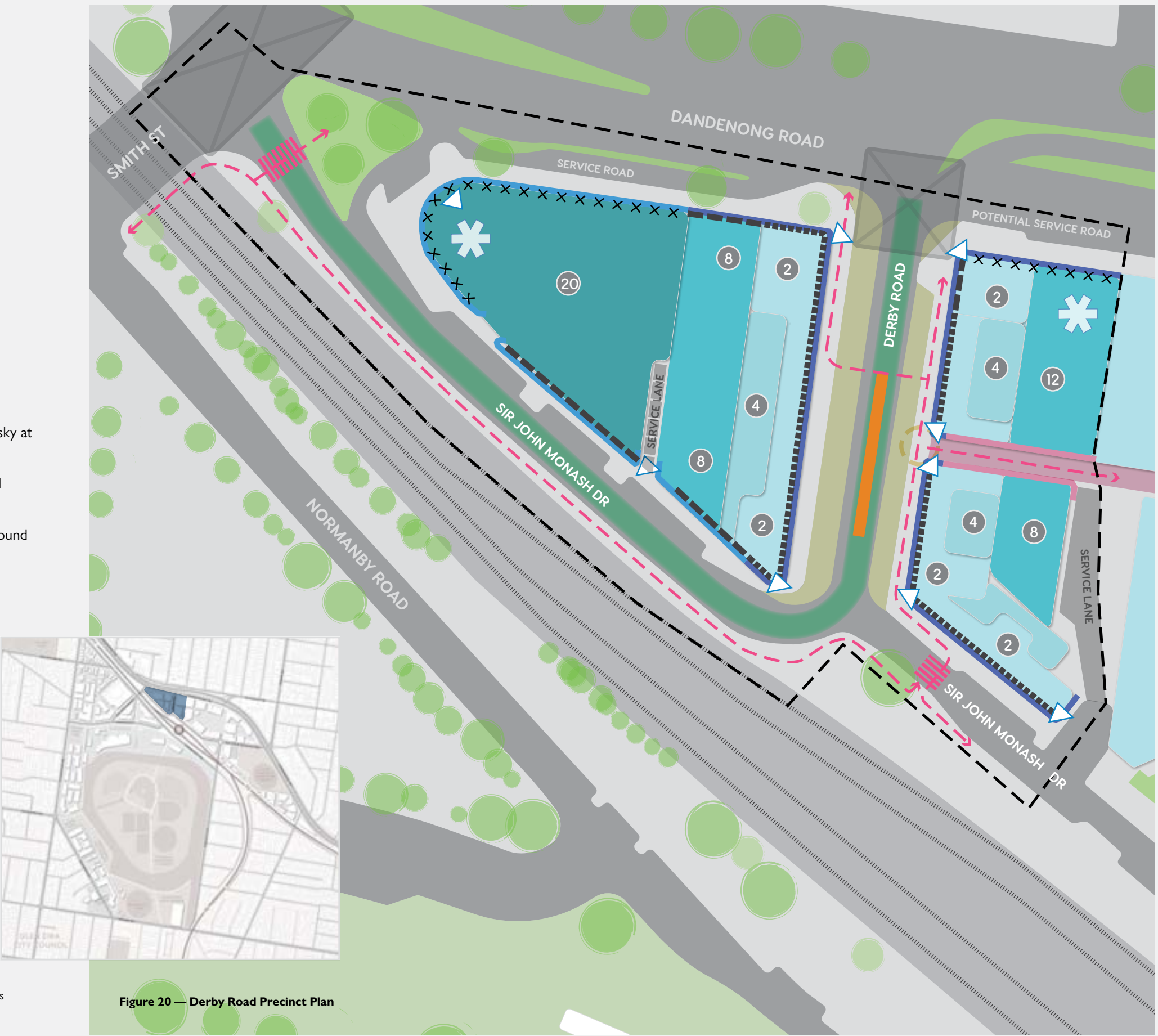


Figure 20 — Derby Road Precinct Plan

Note: Refer to Built Form Framework for height controls
Note: This plan is to indicate heights across the precinct and is not intended to be read as building envelopes.

4.3 VILLAGE EAST PRECINCT

Future precinct outcomes

- > The Village East precinct includes the existing Caulfield Village development and surrounding roads, Station Street, Smith Street and Normanby Road.
- > The Village East precinct is a dense use urban environment incorporating retail (including a new major supermarket), eateries, mid-rise residential, and mixed-use higher-rise at the Station Street/ Normanby Road junction which will provide a local landmark and visual cue for the Caulfield Station.
- > The built form heights and character transition down to the lower scale residential streets and neighbourhoods to the west.
- > Smith Street is an important piece of public realm and green relief within the precinct but is activated with eateries, retail, and building entries incorporated at street level and commercial space at podium levels.
- > The precinct features easy, safe and direct pedestrian connections to and from retail and commercial tenancies, and between residential buildings and the transport hub of Caulfield Station. The provision of mid-block breaks (between Heywood/Caulfield Boulevard and Kambrook/ Bond Street) provides a pleasant off-road walk for residents looking to access the train station from the west.

It is recognised that Caulfield Village will remain in the Priority Development Zone, and an *Incorporated Plan* applies. Therefore the guidelines are provided to assist Council in providing feedback to the developer on their future development proposals and seek to align them with the Vision and direction of the *Structure Plan*.

See Chapter 5.5 for more detail on the Smith Street Plaza as a key “Place” within the Caulfield MAC.

Objectives

- > To further develop the precinct as the primary retail and mixed-use destination south of the rail corridor.
- > To support the development of the Precinct in line with the *Caulfield Village Incorporated Plan*.

Guidelines

The guidelines for development are set out in the *Caulfield Mixed Use Area Incorporated Plan*. The guidelines below are provided to support development that accords with the existing planing controls and incorporated plan.

- > Development at ground level should be active uses or residential development that engages with the street.
- > New built form in the south-east corner of the precinct should include a landmark building that defines and emphasises the presence of Caulfield Station.
- > Building heights and setbacks should be consistent with the existing planning controls in the *Incorporated Plan*.

Actions

- > Liaise with the developers of Caulfield Village to ensure that the site is developed in accordance with the *Incorporated Plan* and to maximise opportunities to achieve the vision and objectives of the *Structure Plan*.



Support new local convenience retail on Caulfield Boulevard



Connect to existing medium rise in Village East



Revitalise streetscapes with generous footpaths, mature canopy trees and low level landscaping



Link into existing urban plazas in Village East



Formalise the Strategic Cycling Corridor along Normanby Road



Support new high quality medium-high density apartments

Village East Precinct

Legend

Proposed built form

- - Precinct Boundary (Caulfield Village)
- Lower built form
- Upper built form
- # Maximum preferred number of storeys
- Active frontage — primary retail / commercial, activated footpaths and buildings with weather protection
- Active frontage — secondary commercial, with entries, activation, ground floor visual permeability
- Residential frontage — residential at street level with landscaped setback, with entries, activation, ground floor visual permeability
- Pedestrian entry improvements
- Important corners
- Important taller built forms (within precinct and surrounds)
- Smith Street Plaza
- See chapter 5.5 for more detail on the Smith Street Plaza as a key “Place” within the Caulfield MAC
- Increased street tree canopy coverage

Street wall heights

- 3–4 storeys (include 5m landscape setback from existing and proposed streets, and reserves within sites)
- 3–4 storeys (include 1-2m landscape setback)
- 2–3 storeys
- x x x 4 storeys

Access and movement

- Strategic cycling corridor
- Public pedestrian links
- Outer track loop
- Intersections
- Accessible platform tram stop

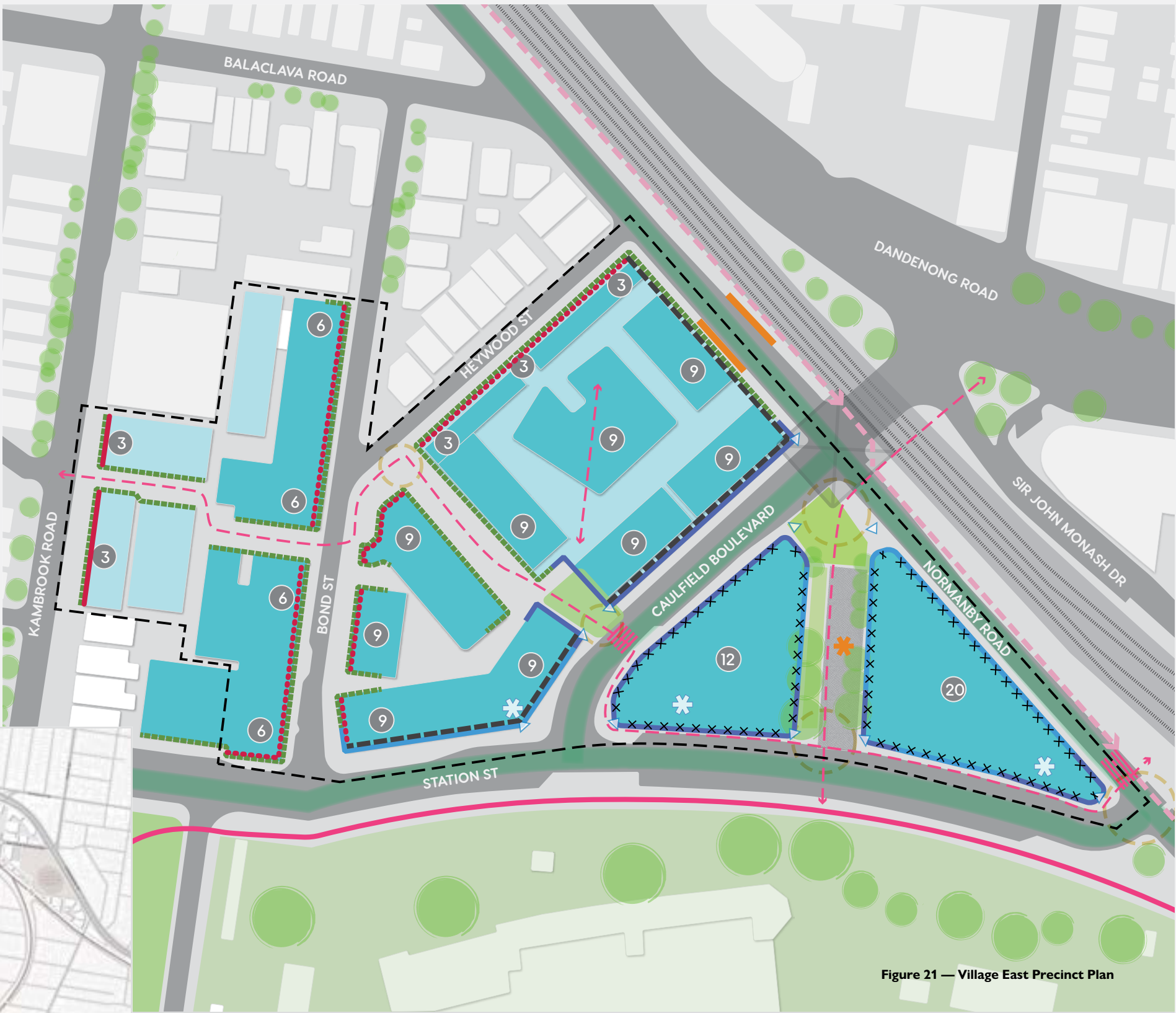


Figure 21 — Village East Precinct Plan

Note: The heights reflect the existing development heights, and the building heights in the Caulfield Mixed Use Area Incorporated Plan for sites that have yet to be developed
Note: This plan is to indicate heights across the precinct and is not intended to be read as building envelopes

4.4 VILLAGE WEST PRECINCT

Future precinct outcomes

- > The precinct provides the transition from mid to higher rise built form to the east, to the residential neighbourhoods west of the Centre.
- > The precinct is accessed via typical local residential streets which will provide an increased tree canopy and comfortable and safe footpaths providing connection back into the core of the Caulfield centre. The mid-block link provided in the Village East precinct provides an alternative pedestrian route to access the train station.
- > The built form will evolve as sites are developed for townhouses and potentially low-rise apartments via site consolidation.

Objectives

- > To provide medium density dwelling options including townhouses and low rise apartments.
- > To provide a transition in built form scale between the adjoining low density residential area and the higher scale built form within the centre.
- > To encourage the consolidation of land to facilitate larger-scale development sites.
- > To respect and carefully incorporate the heritage features in the Precinct, and encourage a sensitive design response for nearby built form.

Guidelines

- > All development should provide a landscaped front setback to respond to its context.
- > Properties which front an established residential streetscape (as indicated on the *Precinct plan*) the depth of the front setback should be determined in response to the particular streetscape context.

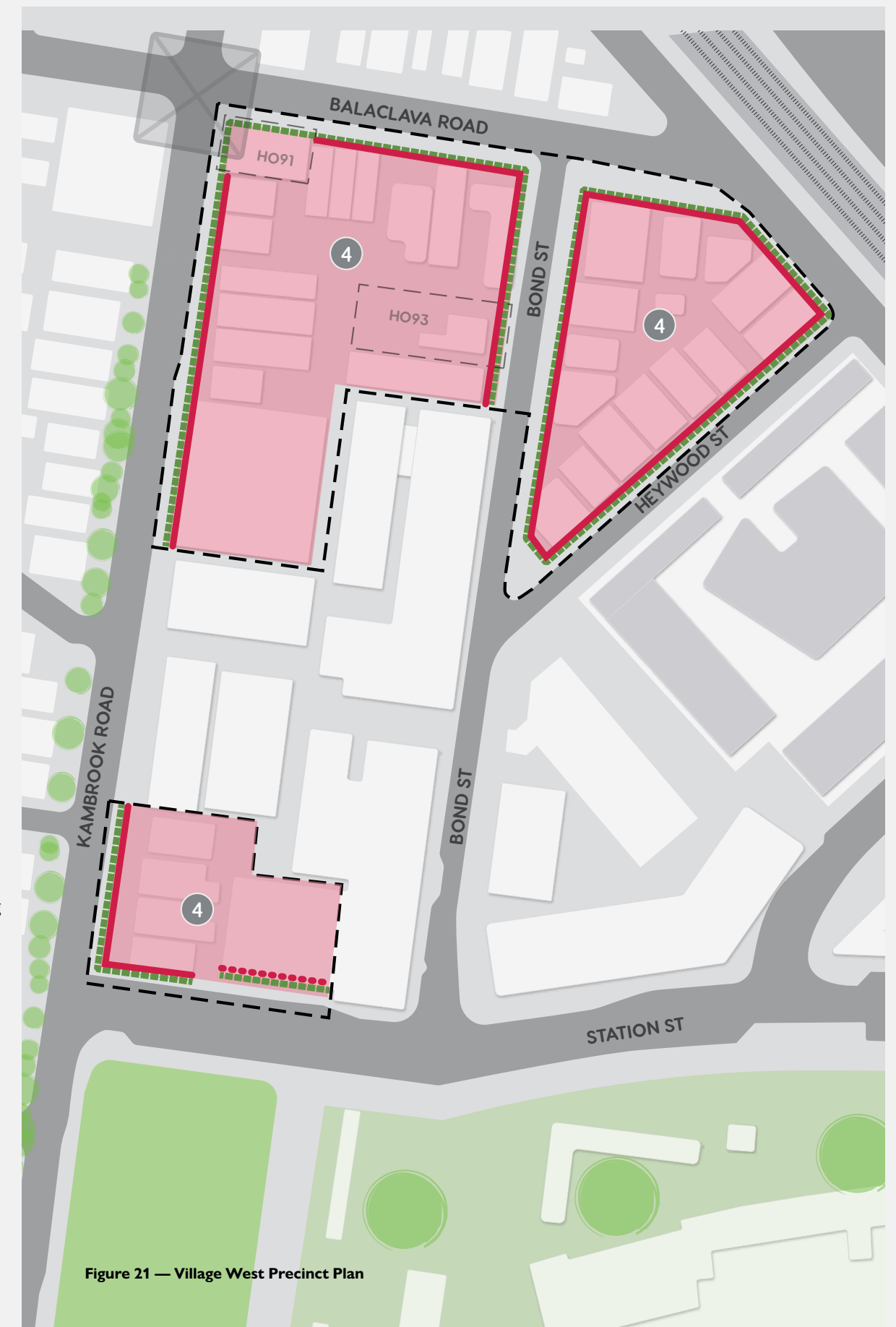
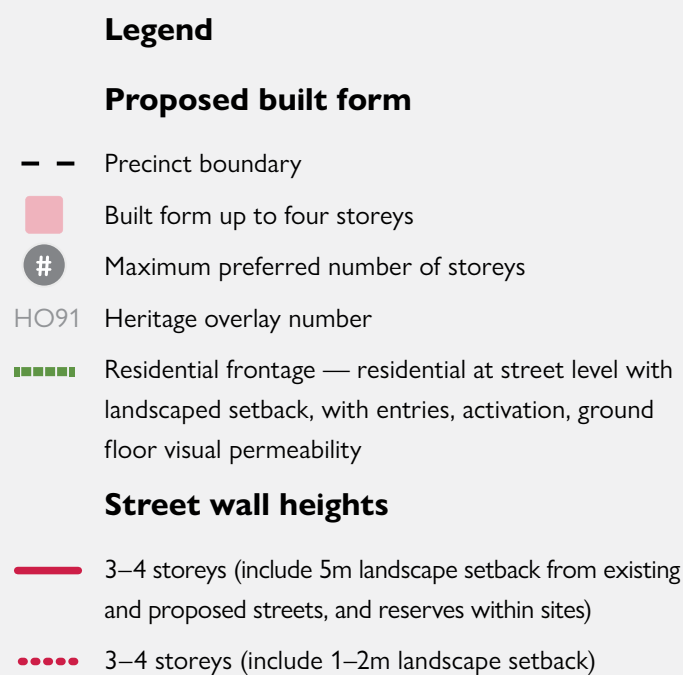


Figure 21 — Village West Precinct Plan

4.5 KAMBROOK AND BOORAN ROAD PRECINCT

Future precinct outcomes

- > The Kambrook/Booran Precinct primarily provides for new low to mid-rise residential development and higher forms along the western side of the MAC which enjoy excellent access and views to open space via the Station Street Park, Wedge Park and the Racecourse Reserve infield.
- > The linear skyline along the Racecourse edge is varied and articulated, with taller buildings located to not detract from nearby existing residential neighbourhoods.
- > The heritage precinct to the southern end of Booran Road incorporates the Tecoma and Lord Lodge heritage buildings in an integrated precinct, with allied uses, food and drink premises, and plazas.
- > The precinct is directly accessible from Kambrook Road and Booran Road and can be connected on foot/bike to all the major destinations within the centre via the Outer Track loop. The primary pedestrian route to the Caulfield Station and core of the centre is north via Station Street.
- > The new residential population will be supported by existing, improved and new public green spaces as follows:
 - Station Street Park performs a neighbourhood urban park role, located in the main pedestrian route along Station Street and with excellent solar aspect.
 - Wedge Park is an urban park, supporting daily passive recreation needs and connected into the Racecourse West Reserve to its east.
 - Caulfield Racecourse via the Glen Eira Tunnel entry into the Racecourse Reserve (limited around racing and events).

See chapter 5.6 for more detail on the Station Street Park as a key “Place” in the Caulfield MAC.

Objectives

- > To capitalise on the opportunity for increased housing density and diversity near public transport, public open space and amenities well located within the City of Glen Eira’s highest priority Activity Centre.
- > To create tree lined boulevards along Kambrook Road and Booran Road, complemented by landscaped setbacks to new development.
- > To respect and carefully incorporate the significant heritage features in the Precinct, facilitate adaptive reuse, and encourage a sensitive design response for nearby built form.
- > To encourage development that celebrates the site’s history and its relationship with the Caulfield Racecourse Reserve, and site design that interprets the past uses.
- > To provide a community hub in the Booran Road heritage buildings and potential for some complementary development (e.g. food and drink premises).
- > To provide a transition in built form scale between the adjoining low density residential areas up to higher/mid-rise buildings adjacent to the Racecourse.
- > To provide clear views to the sky from the street and create an interesting and undulating skyline that avoids a wall of taller form adjacent the racetrack.
- > To enhance and provide additional public open space, including the Station Street Park.
- > To protect and improve the amenity of the public realm by managing impacts of taller buildings such as overshadowing or building bulk.
- > To ensure the Racecourse turf receives adequate sunlight for optimal growing conditions.
- > To create high quality building interfaces at ground level with active terraces, front yards and passive surveillance, and other ways of engaging with the public life on the street.
- > To create legible and safe links to the Racecourse Reserve.



Support engaging residential interfaces with new landscaped public realm



Plan for urban parks and green spaces supporting the growing community



Link destinations within Caulfield with active transport paths and trails



Create elegant mid-rise built form which is setback from main road frontages



Create high quality housing choices and options



Encourage sustainable and well-landscaped built form

Guidelines

- > The Kambrook/Booran Precinct primarily provides for new Built form and massing should generally transition in height from the low-rise buildings on Kambrook Road and Booran Road to taller form towards the Caulfield Racecourse Reserve.
- > The four storey streetwall fronting Kambrook and Booran Road should remain the dominant visual component of the built form when viewed from the public realm.
- > Taller buildings behind the street wall should be sufficiently setback from Kambrook and Booran Roads so that they do not visually dominate the viewline from the street as shown in Figure 26. The buildings should be well articulated and employ architectural treatments at the upper levels to allow them to visually recede.
- > The location and orientation of development in the precinct should provide strong visual linkages through the site to the Caulfield Racecourse Reserve aligned to Hudson and Payne Streets, as shown in Figure 26.
- > The placement of buildings should create a diverse and interesting skyline which carefully considers relationships to adjacent buildings and public realm spaces. The design should create views to the sky at points throughout the site within an articulated skyline.
- > Design treatments should also be employed to ensure the development does not appear as a large continuous building mass when viewed from the public realm, and to include breaks between building forms.
- > Buildings adjacent to the heritage features to the south of Wedge Park should respond to the scale of the heritage features, providing a transition in height and minimising negative impacts like overshadowing and visual bulk and should respect and complement the heritage character.
- > Development within and around the Tecoma and Lord Lodge heritage buildings should respect and complement the heritage character.
- > Development should provide passive surveillance to the public realm at both ground and upper levels.
- > Building setbacks and street level interfaces should contribute positively to the public realm by:
 - Establishing a maximum street wall height of four storeys.
 - Incorporating a front setback of five metres for built form along Kambrook Road and Booran Road to respond to the existing residential character, protect existing tree

root zones, and create a high quality landscape interface at street level.

- Incorporating a 5m setback above four storeys up to eight storeys for buildings on the east-west public pedestrian links, and additional setbacks for levels above eight storeys.
- Incorporating building separation and side and rear setbacks to provide clear views to the sky from the street, articulate the skyline of the activity centre and avoid a wall of taller built form.
- > Development fronting the Racecourse West Reserve, the Station Street Park and the north side of Wedge Park should:
 - Include a 5m landscaped setback preferably incorporating private open space with low fencing or terraces to adjoining dwellings.
 - Address the public space with entries, windows and balconies.
 - Incorporate a low, visually permeable fence and landscape interface to clearly define the public realm while retaining the potential for visual interaction.
- > Built form should avoid unreasonable overshadowing of Wedge Park from 10am to 3pm on 21 June beyond the shadow that would be cast by a 9m high building immediately adjoining the public open space.
- > Built form should avoid overshadowing the secluded private open space (SPOS) of properties along the western edge of Kambrook Road for a minimum of five hours between 9am and 3pm on 22 September (at the Equinox).
- > Shadowing of the racetrack should be managed to ensure optimal growing conditions for the turf can be achieved. Avoiding unreasonable overshadowing of the racetrack between the hours of 10am and 3pm on 22 September should be tested and be determined at the permit application stage in consultation with the racetrack operators.
- > Prioritise retention of established and mature trees as part of an integrated landscape design.
- > The site should be designed to be highly permeable and welcoming for pedestrians and active transport users.
- > Public and private open space should be clearly demarcated and delivered generally in accordance with the locations shown on the *Precinct Plans*.
- > Development should provide a diversity of dwellings with a mix of 1, 2 and 3+ bedrooms.



Support small commercial opportunities such as cafe/hospitality, within the heritage buildings



Create smaller areas of public realm amenity



Create new examples of elegant density for Caulfield



Create local parks supporting a diversity of uses for the growing community



Guide quality building interfaces with an emphasis on landscape



Support opportunities for community interaction and social exchanges

Kambrook Road Precinct

Legend

Proposed built form

- - Precinct boundary
- Lower built form
- Upper built form
- # Maximum preferred number of storeys
- Residential frontage — residential at street level with landscaped setback, with entries, activation, ground floor visual permeability

Movement network

- 'Outer track' path
- Public pedestrian links
- Service access to Caulfield Racecourse Reserve
- Public access road to Racecourse Centre Reserve via tunnel

Street wall heights

- 3–4 storeys (include 5m landscape setback from existing and proposed streets, and reserves within sites)

Other

- Existing mature trees retained where possible (shown indicatively, actual locations to be identified through detailed analysis).
- Proposed heritage elements (racecourse wall and stalls) — proposed as part of separate racecourse heritage amendment process.
- Land for racing purposes: back of house racing uses such as offices, parking and loading.
- Upgraded racecourse fence — permeable
- Upgraded racecourse fence — impermeable

Open space

- Public parks



Note: Future planning scheme provisions will require Development Plans to be prepared for land within the Booran and Kambrook Road precincts, which show more detailed planning around height transitions, building layouts and access points/intersections.

Note: The Kambrook Road Reserve is proposed to be expanded along the eastern side to retain selected existing mature canopy trees, with the new outer track loop meandering around the existing trees (the additional verge width will vary in places, subject to detailed analysis).

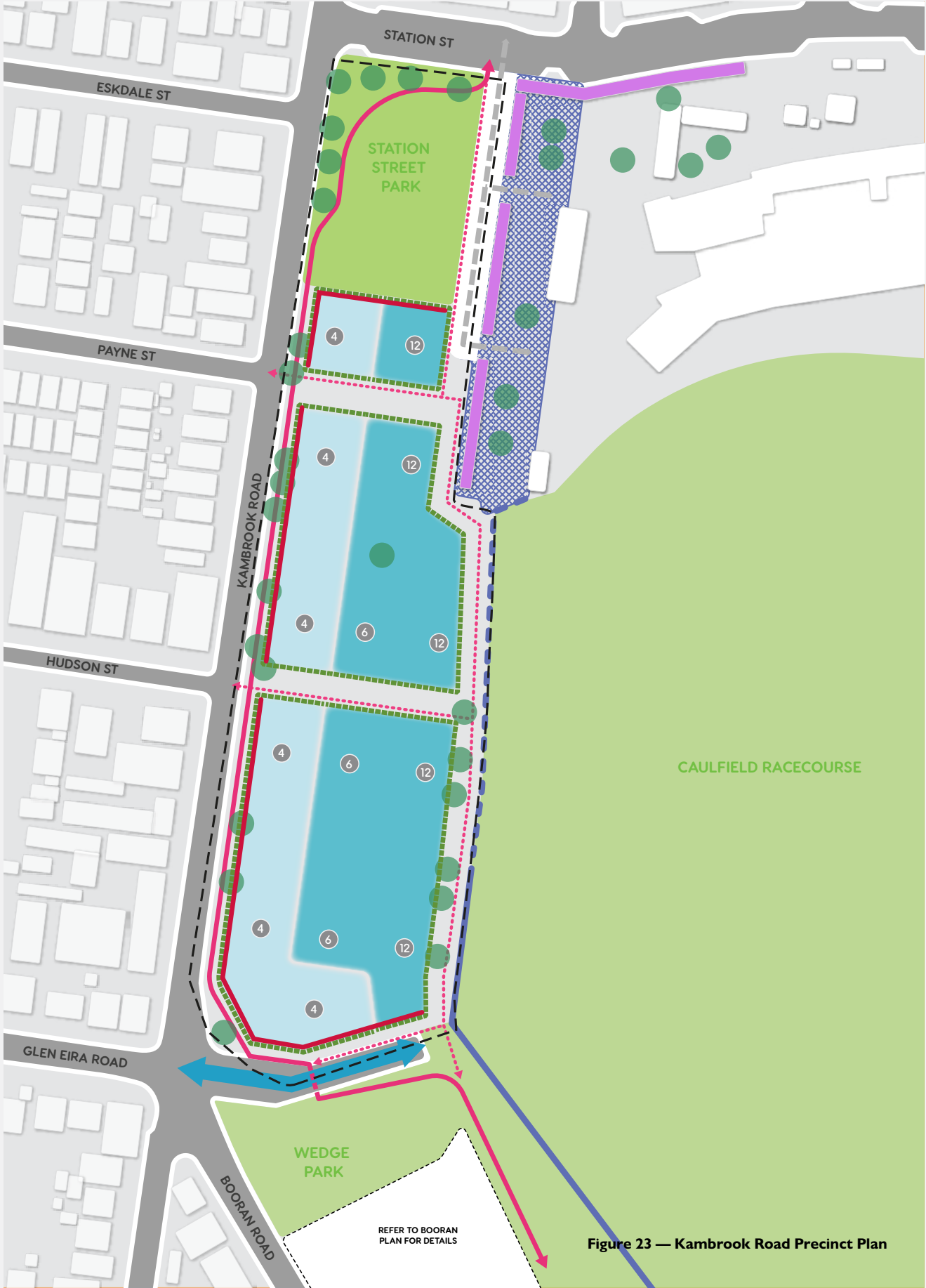


Figure 23 — Kambrook Road Precinct Plan

Booran Road Precinct

Legend

Movement network

- — Precinct boundary
- ↔ 'Outer track' path
- ⋯ Public pedestrian links
- ↔ Public access road
- Precinct access points with gateway landscape designs

Other

- Existing mature trees retained where possible (shown indicatively, actual locations to be identified through detailed analysis).
- ⊗ Adaptive re-use of heritage buildings for commercial or retail
- Heritage buildings
- - - Upgraded racecourse fence — permeable
- Upgraded racecourse fence — impermeable

Street wall heights

- 3–4 storeys (include 5m landscape setback from existing and proposed streets, and reserves within sites)

Proposed built form

- Lower built form
- Upper built form
- # Maximum preferred number of storeys
- ▤ Residential frontage — residential at street level with landscaped setback, with entries, activation, ground floor visual permeability
- Street setbacks with trees and landscaping prioritised (5m from Booran Road and Crown Land, and 5m from internal roads)



Figure 24 — Booran Road Precinct Plan

KAMBROOK AND BOORAN ROAD PRECINCT BUILT FORM ARTICULATION

Note: The Kambrook Road Reserve is proposed to be expanded along the eastern side to retain selected existing mature canopy trees, with the new Outer Track loop meandering around the existing trees (the additional verge width will vary in places, subject to detailed analysis).

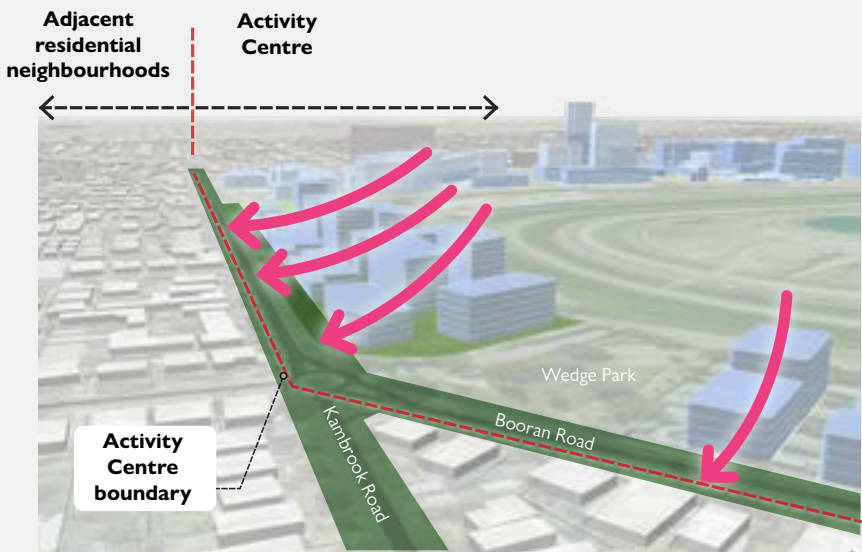


Figure 25 — Activity Centre building height transitions — Kambrook and Booran Road Precinct



Figure 26 — Views from adjacent streets

KAMBROOK AND BOORAN ROAD PRECINCT SITE SECTIONS

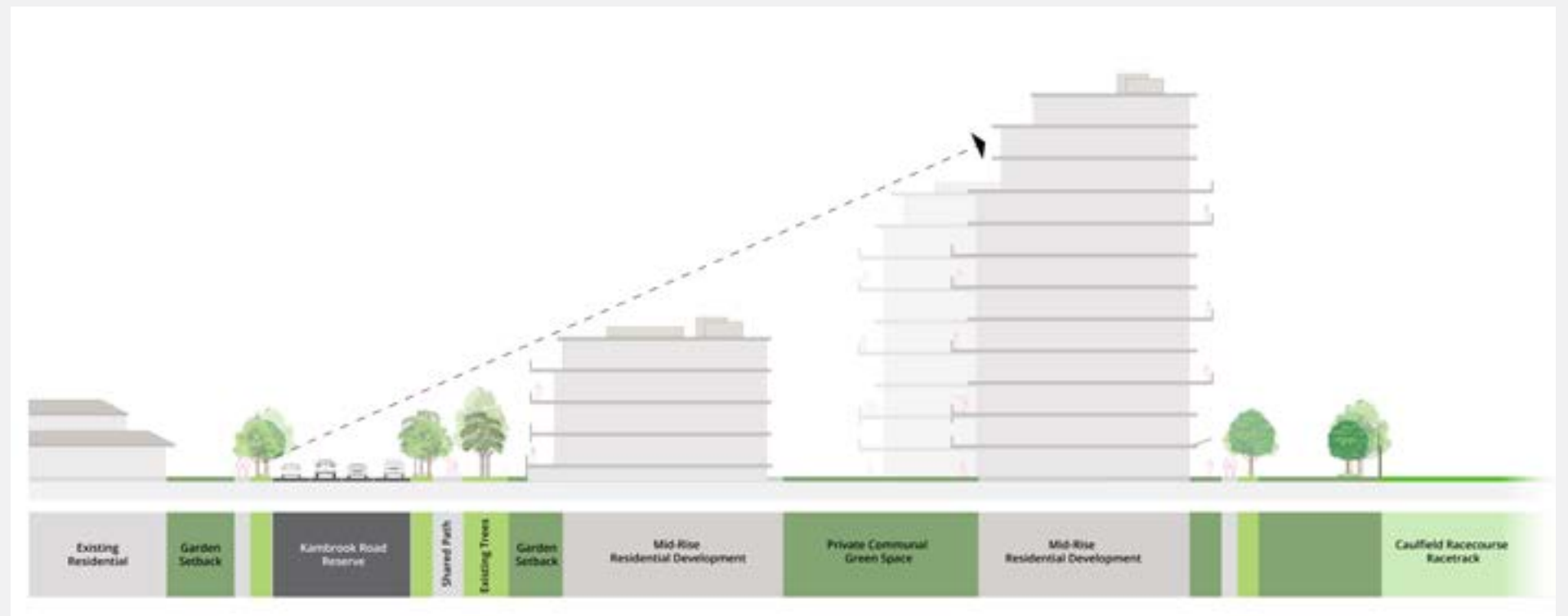
The illustrative cross sections on this page indicate how development should taper down to address the residential interface to the west and to position the greatest height so that it is visually recessive when viewed from the western side of Kambrook/Booran Road.



Booran Precinct interface with Heritage Precinct

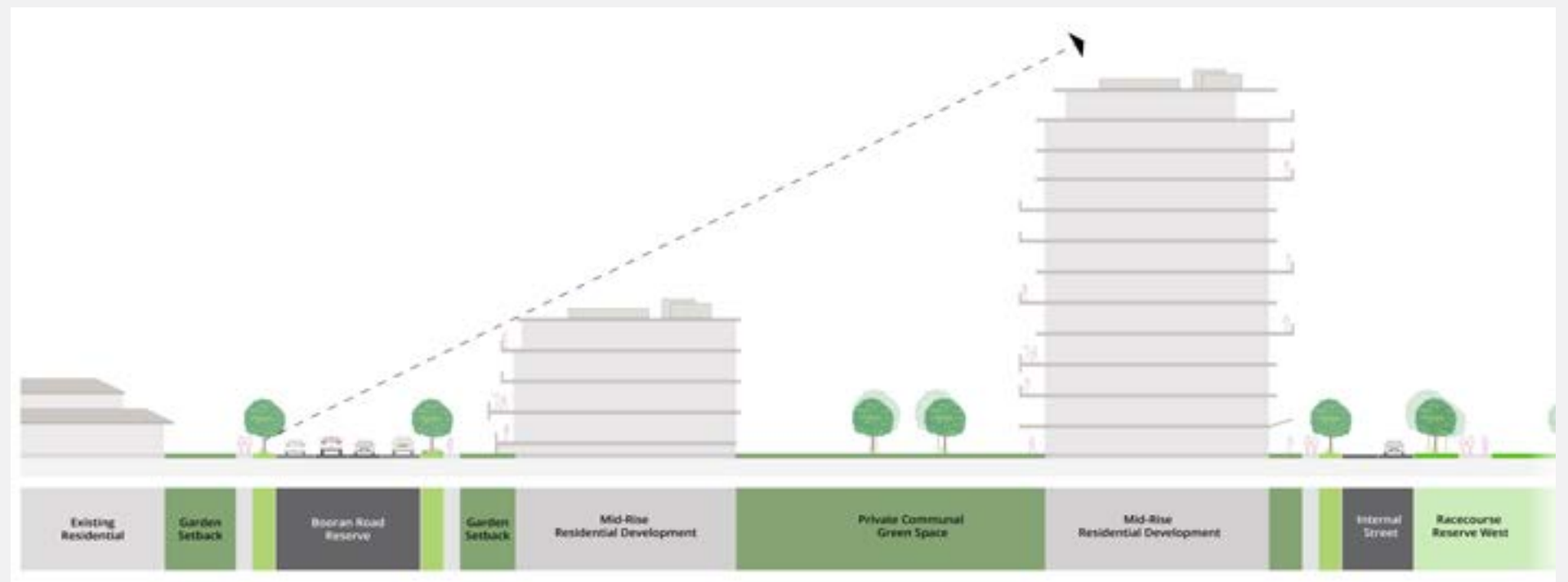


Booran Precinct interface with Wedge Park



Typical Kambrook Precinct Section

Note: The Kambrook Road Reserve is proposed to be expanded along the eastern side to retain selected existing mature canopy trees, with the new Outer Track loop meandering around the existing trees (the additional verge width will vary in places, subject to detailed analysis).



Typical Booran Precinct Section

Figure 27 — Kambrook and Booran Street Sections

4.6 NEERIM ROAD PRECINCT

Future precinct outcomes

- > Education and recreation will remain the primary uses within the Neerim Road Precinct, with Glen Eira College and Glen Huntly Oval remaining as key points of activity. This will be complemented by expanded active and passive, landscaped public park spaces (including indoor recreation) around the Neerim Community Hub.
- > Access and movement to the Precinct will be retained and reinforced around Glen Huntly Oval and Glen Eira Collage and the Neerim Community Hub will incorporate new vehicle access and parking from Neerim Road.
- > The Precinct will feature the new outer track loop to its northern boundary, directly connecting into the local paths of the Oval, and the Neerim Community hub and to the school.
- > The Neerim Tunnel will provide new safe, comfortable and inviting pedestrian and cycling access into the Racecourse Reserve infield.

Objectives

- > To enhance the role of Glen Huntly Park in providing active and passive recreation opportunities.
- > To support the education activities within the precinct.
- > To support the development of a community hub.
- > To support improved access to the infield via the proposed new Neerim Tunnel.
- > To provide for the outer track to connect through the precinct.

Actions

- > Prepare a masterplan for Glen Huntly Park to refine its role and functions and ensure that a connection to the Outer Track is provided.
- > Work with the Caulfield Racecourse Reserve Trust to seek quality and integrated community facilities and recreation areas on Racecourse South Reserve land based on the *Caulfield Racecourse Reserve Land Management Plan* proposals.



Establish a new pedestrian tunnel connection at Neerim



Link to the Outer Track loop



Support organised sports and recreation uses



Provide new indoor sports facilities



Create formal and informal areas for play



Support the Neerim Community Hub and Indoor Stadium (CRRT Land Management Plan)

Neerim Road Precinct

Legend

Proposed built form

- - Precinct boundary
- Lower built form
- Tennis courts
- Active recreation
- Open space
- Crown land (Subject to *Land Management Plan*)
- Bus stop

Connections

- Proposed new Neerim pedestrian tunnel (access to Caulfield Racecourse Reserve infield)
- Public pedestrian links
- Primary cycling route
- Outer track loop
- Intersections



Figure 28 — Neerim Road Precinct Plan

Note: This plan is to indicate heights across the precinct and is not intended to be read as building envelopes.



4.7 GRANGE ROAD PRECINCT

Future precinct outcomes

- > The Grange Precinct will be transformed over time to establish a landmark for the eastern end of the Caulfield MAC.
- > There are a number of important sites fronting Dandenong Road and Grange Road that will be re-developed into mixed-use and residential buildings.
- > There is an opportunity for significant built form scale in the Precinct given its frontage to the Dandenong Road corridor, and its southern edge to the rail corridor which mitigates overshadowing.
- > Street level interfaces to the east of Grange Road will be transformed into showroom or commercial facades and building entries, with possible retail or commercial uses to upper levels and tower forms.
- > In areas where there are existing lower-scale residential uses, the aggregation of a number of lots or landholdings enables renewal and redevelopment.

Objectives

- > To provide mixed-use, and higher density residential development opportunities.
- > To encourage the consolidation of land to facilitate larger-scale development sites.
- > To provide a transition in heights from the landmark building to the east of Grange Road down to the west side of Grange Road.

Guidelines

- > Development to the east of Grange Road should accommodate a mix of land uses.
- > Development should include commercial frontages along Dandenong Road east of Grange Road, with clear glazing at ground level.
- > Development should include visually permeable residential frontages along Dandenong Road west of Grange Road, with passive surveillance at ground level.
- > New built form in the south-east corner of the precinct should include a landmark building that defines and emphasises its gateway location.
- > Development should positively address and provide passive surveillance of the Djerring Trail.



Plan for new landmark built form to the southern end of the Centre



Guide and foster exemplary architectural form to upper levels



Complete the connection to the Djerring Trail



Support active street level interfaces to Dandenong Road



Encourage people-friendly interfaces and frontages to Dandenong Road



Support high quality design and articulation of podium street wall forms

Grange Road Precinct

Legend

Proposed Built Form

- - Precinct boundary
- Lower built form
- Upper built form
- # Maximum preferred number of storeys
- Active frontage — secondary commercial, with entries, activation, ground floor visual permeability
- Active frontage — residential at street level with no setback, with entries, activation, ground floor visual permeability
- Residential frontage — residential at street level with landscaped setback, with entries, activation, ground floor visual permeability
- Important corners
- Important taller built forms (within precinct and surrounds)

Street wall heights

- 3-4 storeys (include 1-2m landscape setback)
- x x x 4 storeys

Access and movement

- Existing Djerring Trail
- Future Djerring Trail connection
- Public pedestrian links
- Intersections



Figure 29 — Grange Road Precinct Plan

Note: This plan is to indicate heights across the precinct and is not intended to be read as building envelopes.

4.8 CAULFIELD STATION PRECINCT

Future precinct outcomes

- > Caulfield Station is a major transit hubs for Metropolitan Melbourne — servicing train commuters, workers and visitors, and connecting them with adjacent retail, office, education and Racecourse uses within the heart of Caulfield.
- > The Station facilitates and sustains retail and commercial activity and creates street life and vibrancy at all hours.
- > The public places and spaces of the Station support better connections north-south across the rail corridor, and create station plaza areas where people can gather, socialise, transit and connect.
- > The existing heritage buildings and structure of Caulfield Station are retained and celebrated and contemporary new station structures complement the heritage buildings to create a revitalised landmark for the Caulfield MAC.
- > Pedestrian overpass bridges may be located to the north and south of the existing underpass, which over time will be retained and renewed.

While the role of the *Structure Plan* is not to advocate or design any detailed proposed Station upgrades, it will plan for and future-proof the surrounding urban environment to ensure it can well support a busy transport hub in an ever-intensifying precinct.

Objectives

- > To create a high quality public transport interchange that integrates with the centre and reinforces Caulfield Station as a major inter-modal transport node.
- > To improve linkages across the railway line.
- > To integrate with the future proposed Caulfield/Rowville link, once details for this are known.
- > To create a Station environment that is safe, legible, feels safe and secure, includes good visual links and strong passive surveillance.
- > To create a seamless, cohesive and linked movement network which is easy to understand and navigate, integrates different transport modes, and provides direct connections and easy transitions.
- > To create a Station environment that is universally inclusive where main access routes are obvious and accessible to all without barriers or differentiation.
- > To create a Station environment that is durable and representative of its time, where the local heritage is valued.
- > To provide for the future development of the Department of Transport land on the corner of Sir John Monash Drive and Queens Parade.
- > To respect and carefully incorporate the heritage features in the Precinct (including the palm trees), and encourage a sensitive design response for nearby built form.

Actions

- > Advocate and collaborate with the Department of Transport to deliver an improved station design and interchange.
- > Advocate to the Department of Transport for the provision of pedestrian overpasses over the railway line that include un-ticketed access, and meet the desire lines of the Campus Precinct and the Racecourse.
- > Advocate to the Department of Transport for the provision of high quality public plazas adjacent to the new pedestrian overpasses.
- > Advocate to the Department of Transport for the provision of additional secure cycle parking facilities at Caulfield Station.
- > Advocate to the Department of Transport to upgrade the station underpass, potentially with initial interim upgrades, followed by a full DDA redesign as part of the Melbourne Metro works.
- > Advocate to the Department of Transport to improve landscaping on the rail embankment and/or to support the establishment of a Keep Victoria Beautiful Stationeers group.



Revitalise a safe, inviting and inclusive Station environment at all hours



Support a Station environment that is people-friendly and easy for commuters to use



Plan for potential future station building upgrades that are respectful of local heritage



Plan for potential new pedestrian overpass connections to local streets

Caulfield Station Precinct

Legend

Proposed built form

- - Precinct boundary
- Lower built form
- Upper built form
- # Maximum preferred number of storeys
- Active frontage — secondary commercial, with entries, activation, ground floor visual permeability
- Active frontage — residential at street level with minimal setback, with entries, activation, ground floor visual permeability
- Important corners
- Important taller built forms (within precinct and surrounds)

Access and movement

- Existing Djerring Trail
- Future Djerring Trail connection
- Public Pedestrian links
- Intersections
- Accessible platform tram stop

Street wall heights

- 2–3 storeys

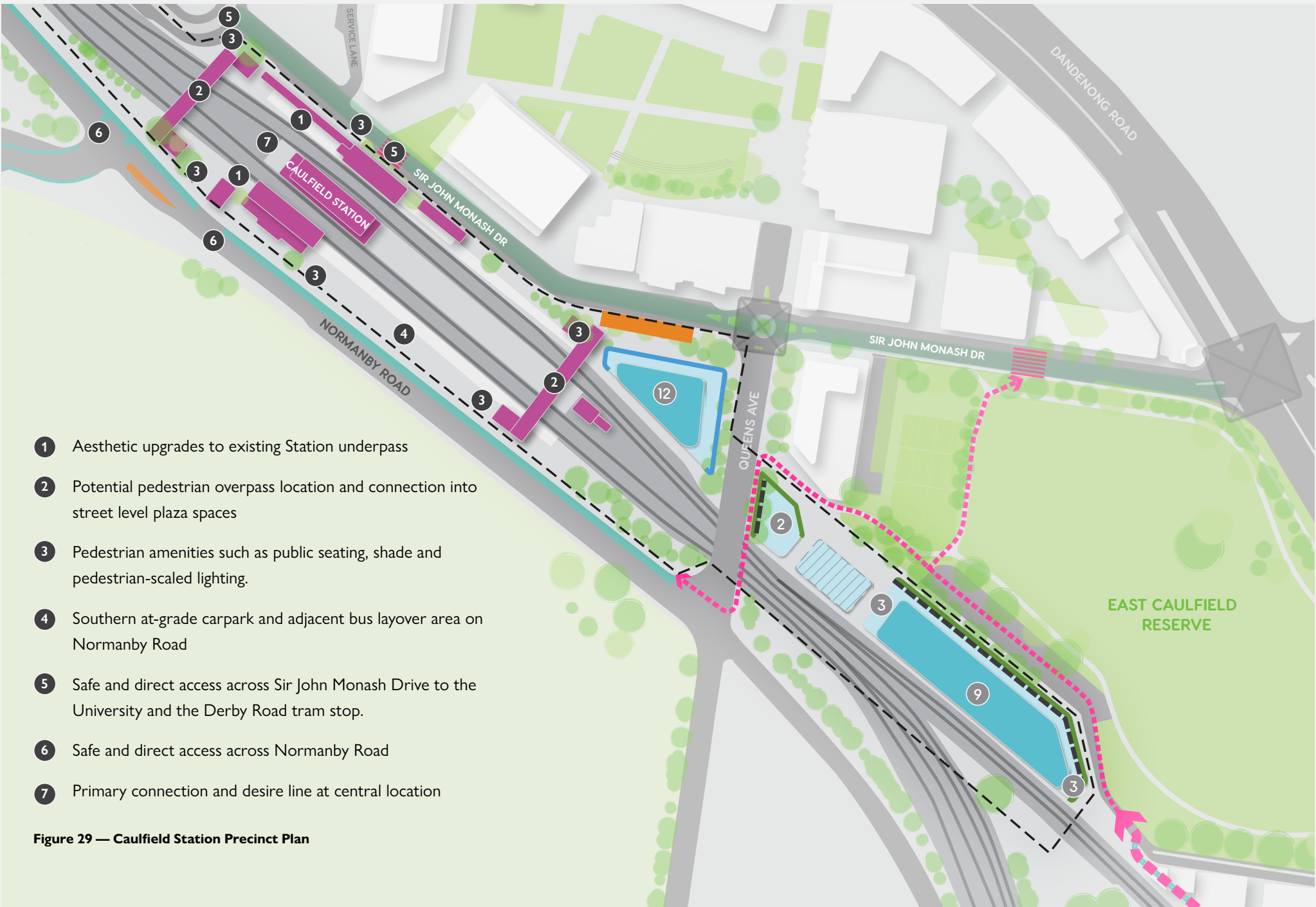


Figure 29 — Caulfield Station Precinct Plan

Note: This plan is to indicate heights across the precinct and is not intended to be read as building envelopes.

4.9 RACECOURSE RESERVE PRECINCT

Future precinct outcomes

- > The Caulfield Racecourse Reserve precinct expands its role as one of Melbourne's premier racing, entertainment and events destinations, with significant upgrades to:
 - Grandstands, concourses and parade ring areas adjacent Station Street,
 - Major entry points into the Caulfield Racecourse Reserve from Station Street,
 - The Caulfield Racecourse Reserve infield to comprise active recreation fields and facilities, parks, wetlands and trails.
- > New development adjacent Station Street and Caulfield Station incorporates a function venue and conference/ office facilities.
- > New community sporting fields, buildings and facilities to the Caulfield Racecourse Reserve infield reinforce and grow the active recreation role for the wider Caulfield area.
- > The pedestrian connection experience into the Caulfield Racecourse Reserve from surrounding streets is revitalised to provide safe, comfortable and inviting links to the transport hub and key surrounding pedestrian path network.
- > The new 'Outer Track' path connects other destinations and users directly into the Racecourse Reserve.
- > Vehicle access to the infield for sporting and community events via the Glen Eira Road tunnel access and racing and event servicing access is improved via Station Street and New Bond Street gate entries.

See chapter 5.2 for more detail on the Caulfield Racecourse Reserve as a key "Place" in the Caulfield MAC.

Objectives

- > To support the development of the Caulfield Racecourse Reserve to grow its role as one of Melbourne's key racing, entertainment and events locations.
- > To support the use of the Caulfield Racecourse Reserve as a location for events.
- > To encourage the use of the Caulfield Racecourse Reserve by the community for passive and active recreation.
- > To significantly improve the safety and amenity of the pedestrian experience accessing the Caulfield Racecourse Reserve infield through improvements to the Guineas and Glen Eira tunnels, the creation of the Neerim Tunnel access, and maintaining track access off Queens Avenue in line with the *Land Management Plan*.
- > To protect and enhance the biodiversity assets of the Caulfield Racecourse Reserve.

Actions

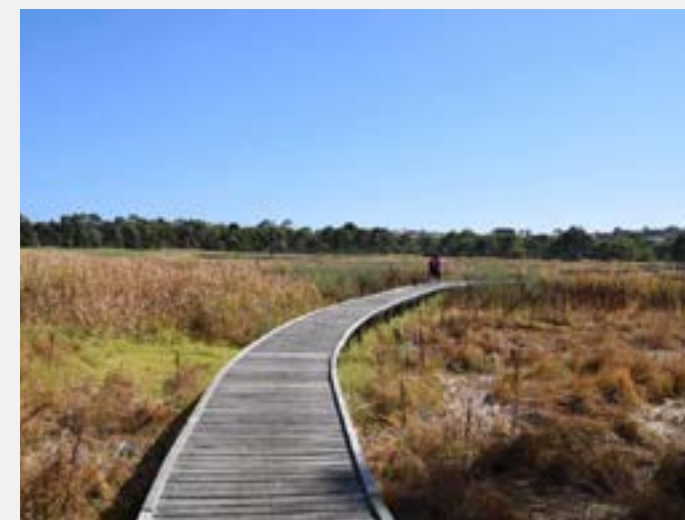
- > Liaise with the Caulfield Racecourse Reserve Trust and the Melbourne Racing Club on their racecourse development projects and encourage the realisation of opportunities to achieve the vision and objectives of the *Structure Plan*.
- > Advocate for increased landscaping including canopy trees within the infield.



Provide improved connection to upgraded recreation and park spaces



Connect into revitalised pedestrian tunnel access to the Guineas and Glen Eira tunnel entries



Support provision of increased wetland and bio-diversity areas



Connect into a variety of new sporting fields and facilities



Connect to new event areas

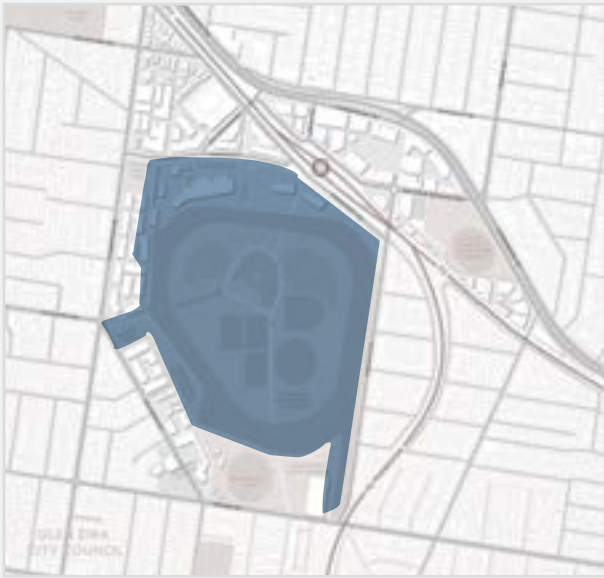


Provide direct connection to the Outer Track loop

Racecourse Reserve Precinct

Legend

- — Precinct Boundary
 - Racecourse Boundary and Fencing
 - Non-permeable Racecourse fencing and service entry
 - Public plazas and forecourts
 - Racetrack Areas
 - Caulfield Racecourse Reserve infield (managed and developed by Caulfield Racecourse Reserve Trust in line with *Land Management Plan*)
- Pedestrian connections**
- Caulfield Outer Track (off-street path around the racecourse reserve)
 - Key pedestrian connections through the activity centre and racecourse (infrastructure and placemaking improvements)



Note: Refer to Caulfield Racecourse Reserve Trust Land Management Plan for further details.



Figure 30 — Racecourse Reserve Precinct Plan

4.10 CAMPUS PRECINCT

Future precinct outcomes

- > The anchor role that Monash University holds within Caulfield MAC will be reinforced, with improved visual and physical connections to Caulfield Station and the creation of the new University Square as the front door to the campus from the train station.
- > New campus buildings and facilities will reinforce and grow the active recreation part of the campus east of Queens Ave, and create a landmark corner when viewed from the East Caulfield Reserve.
- > The pedestrian connections between the internal campus activity and the surrounding streets and places will be improved with more generous and direct view lines and pedestrian lanes between campus buildings.
- > New accessible tram stops to Sir John Monash Drive, Derby Road and Waverley Road will create improved user access to the campus, and cycling links will enable better cycling connectivity.
- > Improved access from Dandenong Road will provide efficient vehicle and servicing access, while the southern interfaces of the campus are prioritised for high pedestrian activity and egress.
- > The mid-rise, campus-scale built form character of the precinct will be reinforced, with improved street-level activity and frontage where finer grain interfaces will rejuvenate the historic blank façades.

It is recognised that the campus is within and will remain in the Public Use Zone, so the guidelines are provided to assist Council in providing feedback to Monash University on its future development proposals to ensure these are generally consistent with this *Structure Plan*.

See Chapters 5.3, 5.7, 5.9 for more detail on University Square, Sir John Monash Drive and East Caulfield Reserve as key “Places” within the Caulfield MAC.

Objectives

- > To support the development of the Monash campus in line with their masterplan and ensure that it contributes to the *Structure Plan* Vision and Strategic Directions.
- > To enhance the role of East Caulfield Reserve in providing active and passive recreation opportunities.

Guidelines

- > Land uses and development on the edges of the campus should engage with and connect to the wider Centre beyond the campus boundaries.
- > The new University Square should be designed to be welcoming to both university users and the wider community.
- > New buildings adjacent to University Square should front and activate the public realm with visually permeable tenancies at ground level.
- > New buildings adjacent to University Square should avoid unreasonable overshadowing of public realm space.
- > Buildings fronting the intersection of Sir John Monash Drive and Queens Avenue to be designed to mark this key junction as the eastern entry into the MAC.

Actions

- > Liaise with Monash University on its campus development projects and encourage the realisation of opportunities to achieve the vision and objectives of the *Structure Plan*, including those relating to the laneways, service roads, University Square, Sir John Monash Drive interfaces, place-making initiatives, and local employment opportunities.
- > Prepare a masterplan for East Caulfield Reserve to refine its role and functions.
- > Advocate to the Department of Transport for the Dandenong Road service road to include pick up and drop off facilities.



Support high quality pedestrian connections and amenities



Establish a lively new public and community space at University Square



Support high quality public realm spaces particularly at the Campus edges



Support an emphasis on landscape treatments



Guide activated ground floor uses with visual permeability



Support well articulated façades and architectural treatments

Racecourse Reserve Precinct

Legend

Proposed built form

- Precinct boundary
- Lower built form
- Upper built form
- # Maximum preferred number of storeys
- Street wall — 2–3 storeys preferred
- Street wall — 5+ storeys
- Active frontage — campus activities
- Active frontage — primary retail / commercial, activated footpaths and buildings with weather protection
- Active frontage — secondary commercial, with entries, activation, ground floor visual permeability
- Pedestrian entry improvements
- Important corners
- Important taller built forms (within precinct and surrounds)

Access and movement

- Existing Djerring Trail
- Future Djerring Trail connection
- Public Pedestrian links
- Intersections
- Increased street tree canopy coverage
- Accessible platform tram stop

Note: This plan is to indicate heights across the precinct and is not intended to be read as building envelopes.

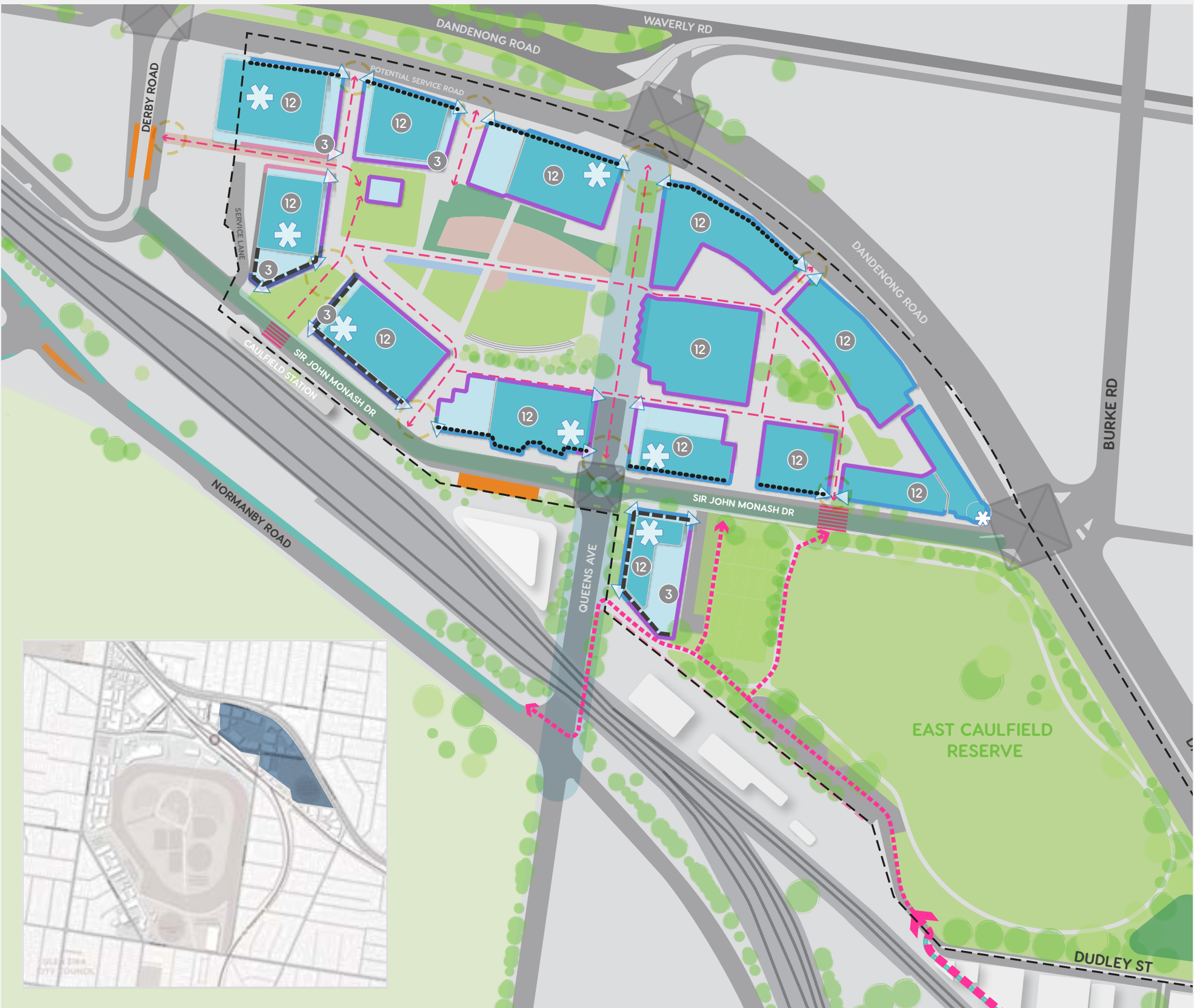


Figure 31 — Campus Precinct Plan



**5.0
PLACES**

5.1 PLACES

The *Caulfield MAC Structure Plan* takes a people-focused, and place-based approach to planning for the future of the Centre and its community. The 'places' within the Caulfield MAC are what makes it such a distinctive Centre and are critical to its success as a local community and an urban renewal area. The focus on 'places' for Caulfield has been divided into three main categories: Destinations, Community Life, and Transport Hubs and Streetlife.

Destinations

These places are the major destinations within Caulfield, the places that contribute to its status as a Major Activity Centre, and its popularity as a place to visit. They contribute to the local economy, and they underpin the activity and vibrancy of the Centre. They are local, metropolitan and national destinations. They include:

- > Caulfield Racecourse
- > Monash University
- > Derby Road
- > Normanby Road

Community life

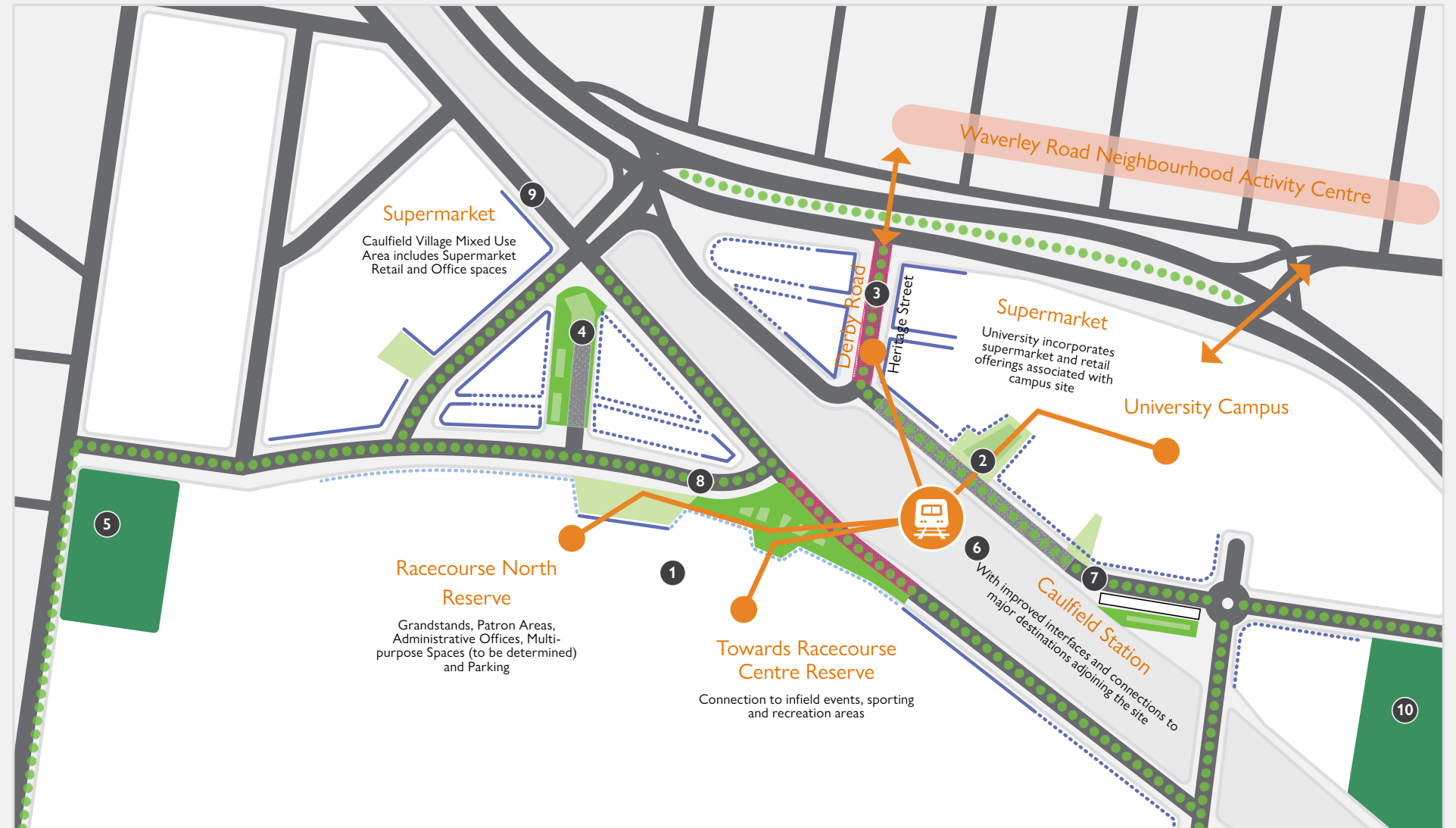
These are the places across Caulfield that are natural attractors and destinations for day-to-day community life. They are the local places where the community and visitors shop, relax, gather, meet and undertake recreation of all types. These places support, foster and grow 'community life'. They include:

- > Caulfield Boulevard
- > Smith St Shared Zone
- > Station St Park
- > East Caulfield Reserve
- > Neerim Community Hub

Transport hubs and streetlife

These places are the important transit hubs and streets that make Caulfield easy to get around, and easy to visit. In order for Caulfield's significant transport offering to benefit the community, bus stops, tram stops, local streets and the train station need to be lively, safe, accessible and inviting places that efficiently connect people to transport. But they must also be engaging and comfortable spaces in their own right. They include:

- > Caulfield Station (refer 'Caulfield Station Precinct for details')
- > Sir John Monash Drive
- > Station Street



- Shared Zones and Priority Streetscape Improvements
- Priority Streetscape Improvements
- Open spaces
- Plazas
- Forecourts
- Landscape statement streets
- Primary retail active frontages
- Other active/permeable frontages
- Permeable racecourse frontage fencing

- 1 Caulfield Racecourse
- 2 University Square
- 3 Derby Road
- 4 Smith Street Shared Zone
- 5 Station Street Park
- 6 Caulfield Station Interchange
- 7 Sir John Monash Drive
- 8 Station Street
- 9 Normanby Road
- 10 East Caulfield Reserve

5.2 CAULFIELD RACECOURSE

Summary

The Caulfield Racecourse Reserve is a regionally significant major events and recreation open space within the City of Glen Eira. Historically, there has been few points of public access into the Reserve, and community awareness and use has been limited. Connecting the Reserve and its proposed future redevelopment into the core of the Caulfield MAC is vital. The plan for the future development of the Racecourse is set out in the *Caulfield Racecourse Reserve Land Management Plan*.

The opportunity created by the relocation of horse training is a significant point of transformation for the Reserve, and creates the potential to open it up to provide a more accessible and community focused asset. The Caulfield Racecourse Reserve released a Vision and Opportunities document in 2021 that describes a proposal for a vibrant and accessible public space. The new facilities within the infield will provide for organised and informal or social recreation, including playing surfaces, outdoor and indoor courts, walking paths and picnic areas.

Existing access points into the Reserve will be improved and new ones added, including new pedestrian tunnels (one from Neerim stables in the south and another at Normanby Road opposite the Station). This will create a public movement network throughout the Reserve that is inviting, safe and accessible. Improved pedestrian and vehicular access at the Glen Eira Road tunnel will support access for new event spaces, and the existing informal access points will remain. These physical connections between the Reserve and the wider Caulfield Station Precinct will significantly boost awareness, and use of the places and spaces being developed.

The opportunity to improve landscape amenity throughout the Reserve to create places for people to connect with nature will increase biodiversity values and climate-resilient landscapes.

There are also opportunities to integrate the digital experience of the Reserve, its facilities, events and its stories with the digital experience of the Centre and communicate these in engaging ways across the public spaces of the area.

Key components

The Reserve will include:

- > A diverse range of uses to support a broad community including event spaces to support farmers markets, concerts, festivals (including a new pavilion and amphitheatre, indoor sports facilities, synthetic and natural turf sports fields, playgrounds, informal gathering areas and shared paths, walking trails, and boardwalks.
- > An increase biodiversity and habitat creation throughout the Reserve and specifically within the wetlands.
- > Generous pedestrian tunnels with high-quality lighting and digital signage to connect the Reserve to the broader Centre including:
 - An additional tunnel at Normanby Road directly opposite the Station entrance to better connect with the broader precinct including the Station and the areas north of the railway line. (This would be separate to the Guineas Tunnel)
 - A new tunnel from Neerim Stables to the centre of the Reserve
 - An upgrade the Glen Eira Tunnel to include improved pedestrian and bike access better modal demarcation
- > Safe and continuous pedestrian and bike access including the incorporation of the Outer Track
- > Innovative water conservation techniques to harvest and reuse water.
- > A community hub and indoor sports facility at Neerim Stables.
- > An informal and social recreation space at Racecourse West Reserve including a community garden and playground.
- > An improved appearance along interfaces with adjoining neighbourhoods
- > A celebration of the culture and history of Caulfield through public arts and events



New generous and inviting pedestrian tunnel connections



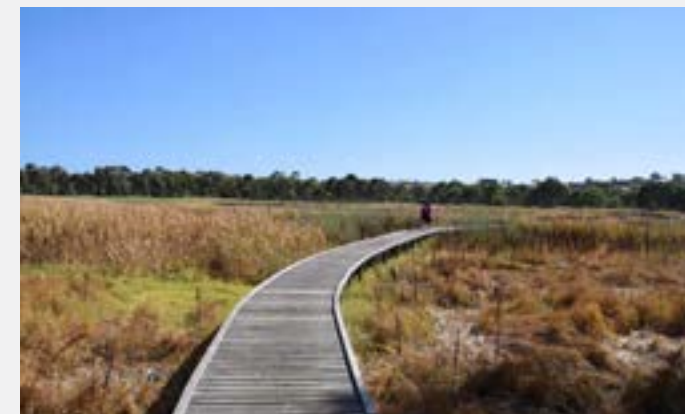
Improved community access into the infield



Increased parkland and landscaped zones



Formal and informal venues for events and festivities



Pedestrian connections and trails through landscaped spaces



Improved facilities for active recreation and organised sports

5.2 CAULFIELD RACECOURSE

Major Destination

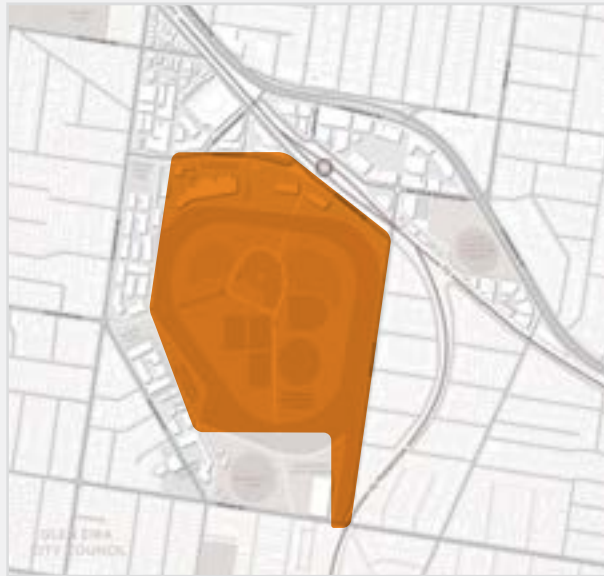


Figure 33 — Caulfield Racecourse Reserve — infield visualisation

Note: Indicative renders sourced from the Caulfield Racecourse Reserve Land Management Plan. The imagery is indicative of possible future outcomes based on the recommendations of the Land Management Plan and the Structure Plan.

5.3 UNIVERSITY SQUARE

Summary

The Campus Precinct does not currently have a truly public gathering place accessible and visible from the Station and the public streets of Caulfield. Whilst the Campus Green within the university is a publicly accessible space, it is not visible from Sir John Monash Drive or the station and its location makes it more of a student destination than a place for all users of the Centre.

The proposal is to create a more direct and appealing connection and place between the University and the Station, and to the broader Centre beyond. University Square is proposed immediately opposite the Station along Sir John Monash Drive within the University grounds.

It will provide direct and functional access through to the University from Sir John Monash Drive, but it will also be a place for people to sit, relax, eat and socialise. It will be large enough to become a place in its own right and not just a thoroughfare through to the university.

The adjacent university buildings will be designed to augment the space, their ground floor uses further activating the University Square with cafés, co-working spaces and other social uses.

The realisation of a landmark central public space will provide a place for all users of the Caulfield Precinct that is visible, accessible and will facilitate social interaction adjacent to the street.

It is recognised that the campus is within and will remain in the Public Use Zone, so the University Square plan and key components are provided to assist Council in providing feedback to Monash University on its future development proposals to ensure these are generally consistent with this *Structure Plan*.

Key components

University Square will be:

- > Located immediately adjacent Sir John Monash Drive within Monash University's Caulfield campus.
- > A minimum size of 800m² with minimum apertures of 25m (internal edge) and 35m (external edge).

The design of the Square should include:

- > Direct and inviting pedestrian thoroughfares and framed views
- > Places for sitting, lingering, and socialising
- > Ample shade through the use of canopy trees
- > Stormwater management provision
- > A focal point at the entrance to the University Square to further activate transition between Station and University (eg. public art or kiosk)

The adjacent University buildings should include:

- > Visually permeable, active and engaging ground floors. Blank walls are not acceptable.
- > Consideration of best solar access to Town Square
- > A southern edge that takes advantage of the solar access and further activates public space



An urban square fronted by active edges



Places to sit and stay for a while



Incorporation of public art and sculpture



Green, shady, and cool places and spaces



A mixture of thoroughfares and places to sit



Inclusion of small kiosks

5.3 UNIVERSITY SQUARE

Major Destination

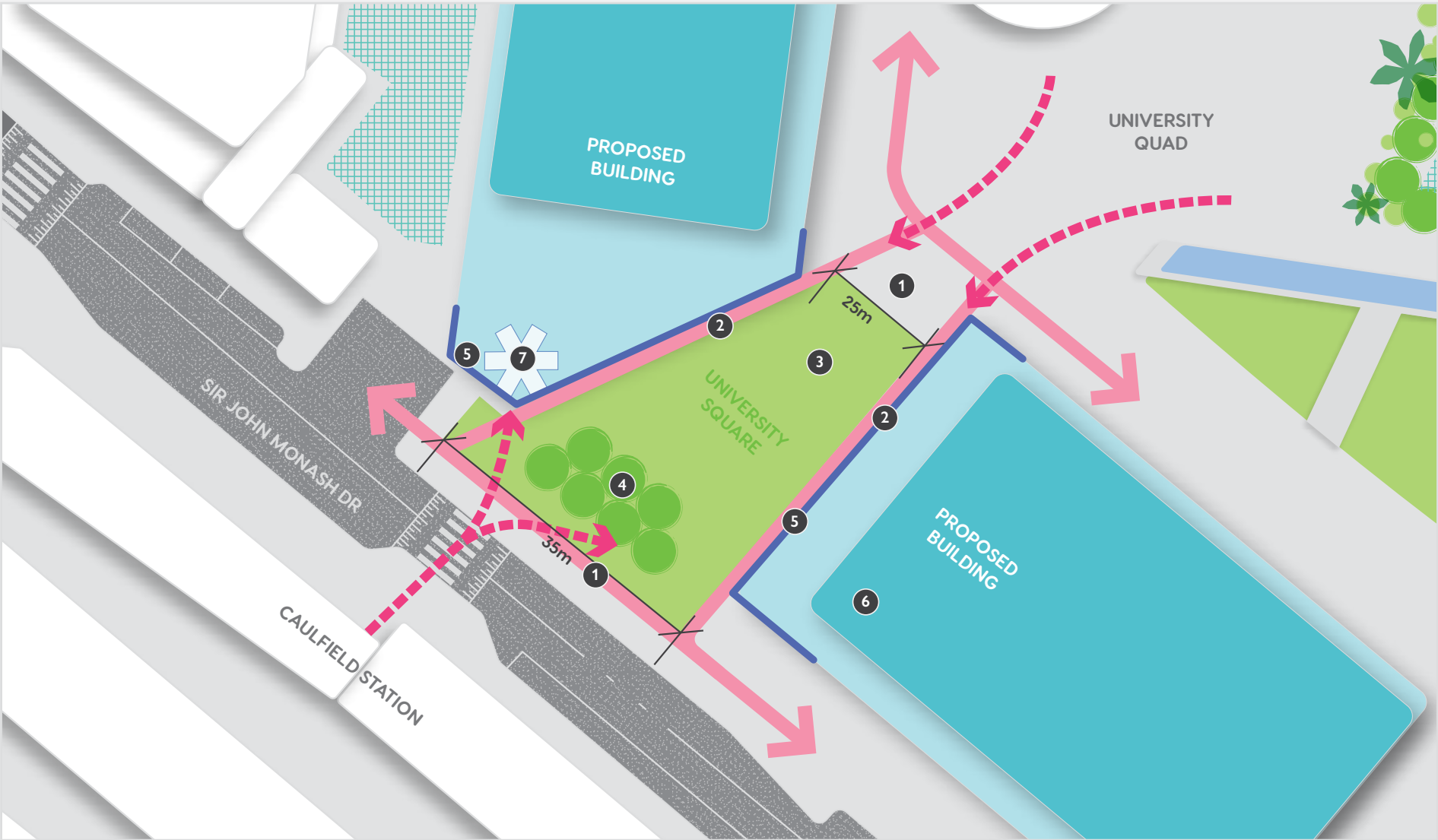


Figure 34 — University Square Plan

- Key pedestrian activity
- Pedestrian desire lines
- Active frontage — primary retail / commercial, activated footpaths and buildings with weather protection
- Lower built form (podium/street wall)
- Upper built form (above podium/street wall)

- Minimum size of 800m² (0.08ha) with minimum apertures of 25m (internal edge) and 35m (external edge)
- Direct and inviting pedestrian thoroughfares and framed views through University Square between Sir John Monash Drive and the University Green
- Places for sitting, lingering, and socialising
- Ample shade (canopy trees) and stormwater management provision throughout
- Visually permeable, active and engaging ground floors. Southern edge should activate public space (i.e. café style seating) to make best use of solar access
- Adjacent buildings must allow for generous solar access to University Square.
- Focal point at the entrance to University Square to further activate transition between Station and University (eg. public art or kiosk)

5.4

DERBY ROAD

Summary

The area around Derby Road will be renewed through significant new development on both sides of the street behind existing heritage shopfronts, and an increase in the number of people living and working in the area.

The tram stop from Sir John Monash Drive will be relocated to Derby Road which will also increase the pedestrian activity. New streetscape improvements will support the tram stop and the retail corridor, including extending footpaths for outdoor dining and trading, seating, shade trees, and safe and convenient crossings across Derby Road. Additionally, adjacent developments on both sides of Derby Road have the opportunity to directly connect into the Derby Road public realm, further encouraging safe, easy and appealing off-street pedestrian connections.

The traffic and parking concepts provided in this *Structure Plan* will be refined via detailed traffic engineering analysis that Council will commission in the near future.

Key components

The revitalisation of Derby Street Streetscape should include:

- > Relocated accessible tram stop (with a central platform)
- > Safe pedestrian crossings at with end of the tram platforms connecting both sides of Derby Road
- > 3m (min) wide major pedestrian thoroughfares along both sides of street under shop verandas
- > Opportunities for outdoor dining/cafe tables and outdoor trading
- > Public seating on footpaths
- > Continuous tree canopy along both sides of street to provide shade
- > Stormwater management provision
- > Bike parking
- > Pedestrian scaled lighting,
- > Wayfinding

The adjacent existing and proposed shopfronts should undergo an assessment of shopfronts to ensure visual permeability and engagement with street.

The adjacent development east of Derby Road should incorporate a revitalised east-west pedestrian laneway or arcade to further connect into the Campus Precinct with an off-street pedestrian network.

Actions

In conjunction with the Department of Transport and Yarra Trams, progressively upgrade Derby Road by constructing an accessible tram stop, expanding the footpath zones and reconfiguring the car parking in accordance with the short, medium and long term cross sections.

Establish areas for outdoor dining and trading on the widened Derby Road footpath zones.



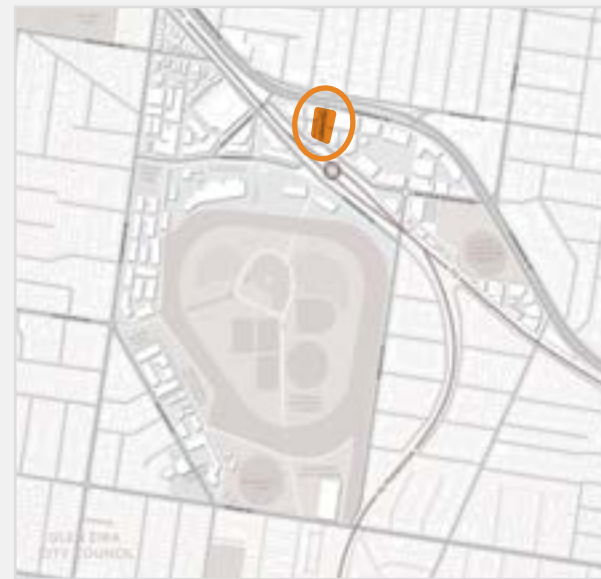
Figure 37 — Artists impression of indicative Derby Road environment

Note: The imagery is indicative of possible future outcomes based on the recommendations of the Structure Plan.

5.4 DERBY ROAD

Major Destination

- Lower built form (Podium/Street wall)
- Upper built form (above Podium/Street wall)
- Key pedestrian activity
- Pedestrian Lane with active retail and commercial frontages (open to sky at least 60 per cent of length)
- Active frontage — primary retail / commercial, activated footpaths and buildings with weather protection
- Active frontage — secondary commercial, with entries, activation, ground floor visual permeability
- 1 3m (min) wide major pedestrian thoroughfares along both sides of street under shop verandas
- 2 Proposed accessible tram stop with central platform
- 3 Vehicle carriageways (north and southbound)
- 4 Outdoor dining/café tables and seating areas in widened footpaths around on-street parking provision
- 5 Pedestrian crossings at either end of tram platforms connecting safely across street
- 6 Continuous tree canopy along both sides of street
- 7 Pedestrian access to and from adjacent laneway
- 8 Derby Street shop fronts must be visually permeable and engage with the street.
- 9 Opportunities for bike parking, pedestrian scaled lighting, wayfinding and shade.



Outdoor dining areas supporting restaurants



An active street at night

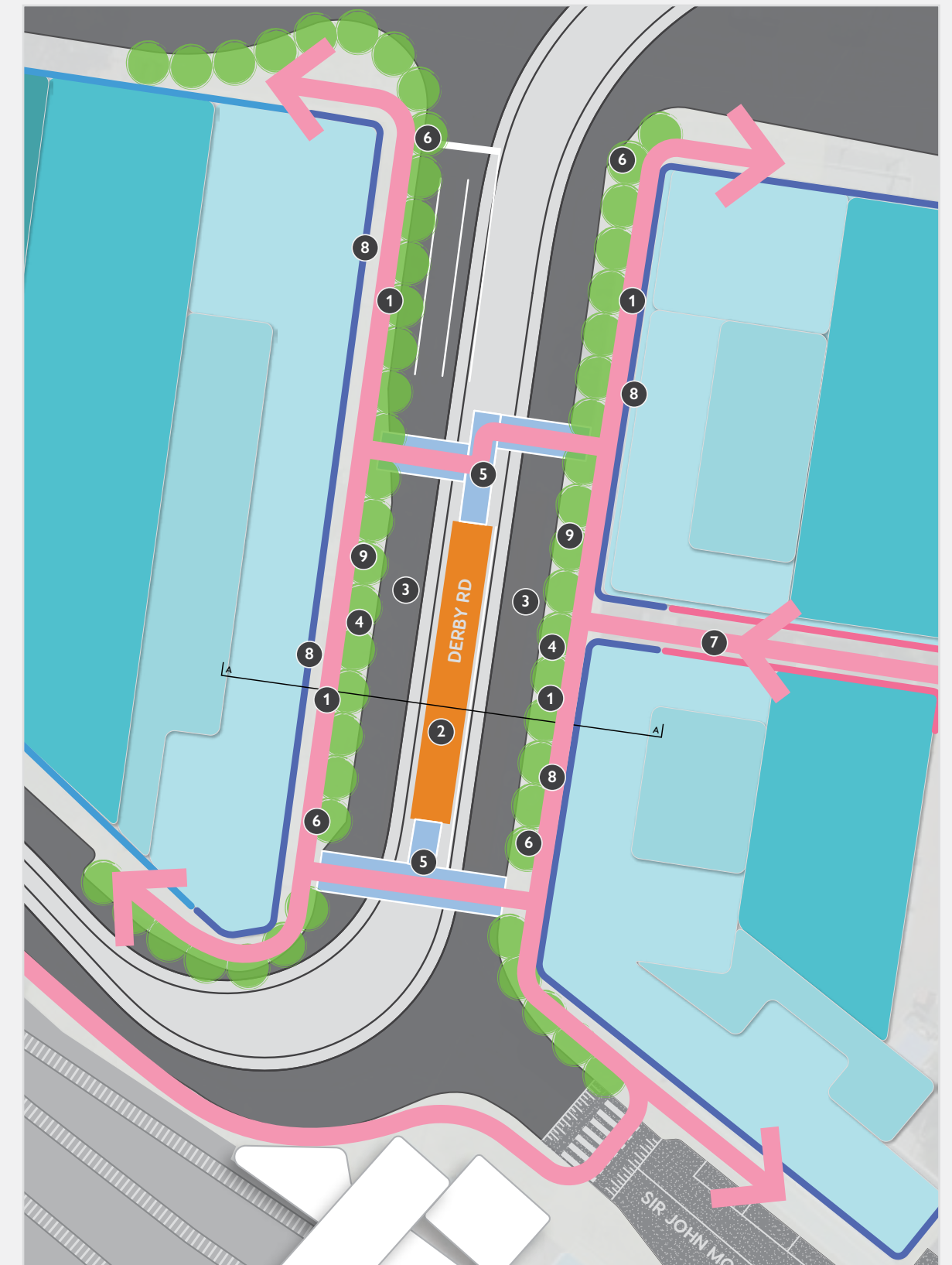
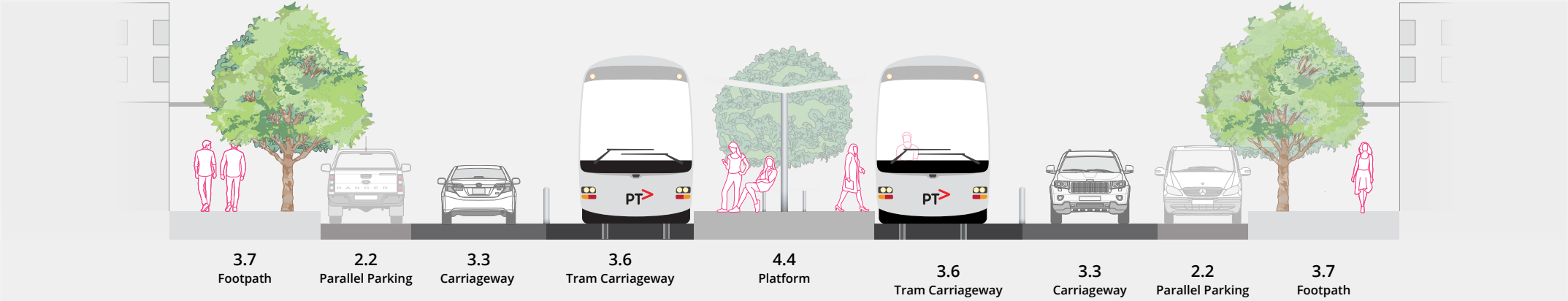
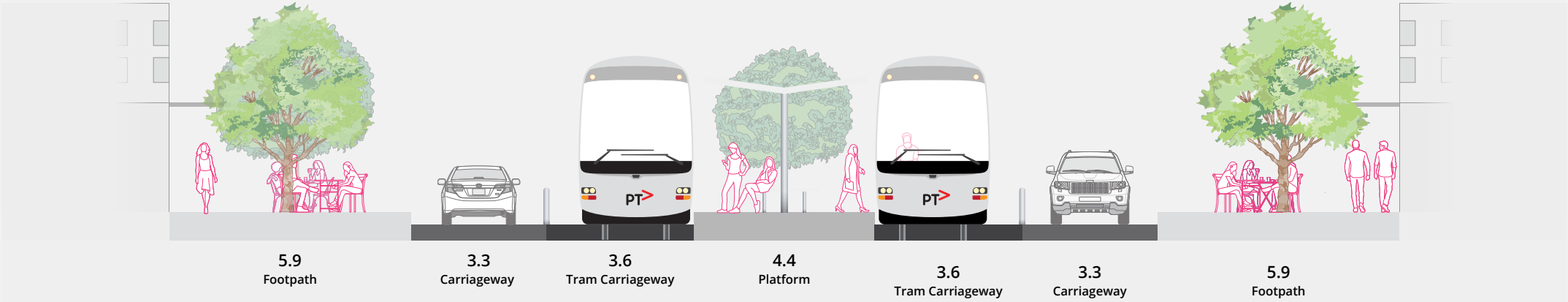


Figure 36 — Proposed Derby Road Streetscape (showing medium-term configuration — removal of parallel parking on both sides of street)

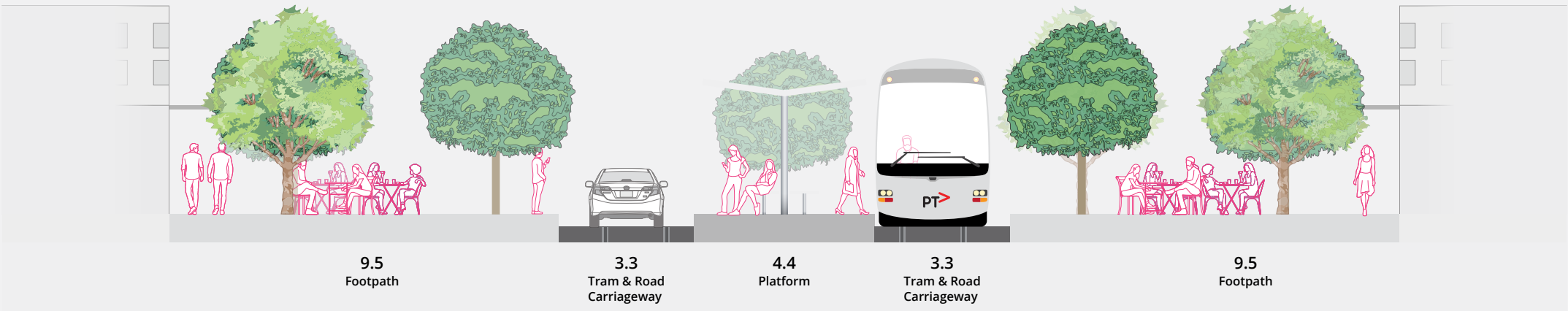
5.4 DERBY ROAD



Potential short-term Derby Road configuration (New tram stop with centre platform and parallel parking)



Potential medium-term Derby Road configuration (Removal of parallel parking on both sides of street)



Potential long-term Derby Road configuration (Shared tram/car carriageway)

Figure 35 — Future Derby Road Street Sections

Note: Potential Future road cross sections are indicative examples only to how the Structure Plan objectives might be realised. They are subject to further detailed traffic engineering analysis.

5.5 SMITH STREET SHARED ZONE

Summary

Smith Street is a public street that sits within the Caulfield Village redevelopment parcel. Historically it has been the main connection between the Smith Street railway underpass and the Racecourse, but its function has been replaced by the completion of Caulfield Boulevard. As such, Smith Street has recently been closed to vehicular traffic and there is an opportunity to reconfigure it as public street dedicated to pedestrians and cyclists. Development within this area is subject to existing controls.

Smith Street lends itself to being one of the key areas of public realm south of the railway line for a number of reasons; it boasts an existing mature canopy of trees and a generous right of way width; it will be framed by the new development of Caulfield Village on either side; and will retain views to the historic racecourse entrance at the southern end of the street.

The opportunity exists to incorporate generous footpaths, planted and grassed areas that will incorporate the existing trees, and a central plaza area that will include places to sit, relax, and gather. The surrounding new development should respond appropriately to this new public space by orienting buildings to open out onto Smith Street, providing multiple access points, and avoiding blank walls. The buildings should be designed to provide privacy for the residents whilst still creating a welcoming and appealing context for the Smith Street Plaza. There is also the opportunity for the adjacent development to include restaurants or cafes particularly at the corners of Smith Street and Station Street.

The Smith Street Shared Zone has the opportunity to function as a small public park for the surrounding Caulfield Village residents, whilst also providing benefit for a wider audience by being a place for race-goers to gather on arrival on race days.

It is recognised that Caulfield Village is within, and will remain in the Priority Development Zone. As such the Smith Street Shared Zone plan and key components are provided to assist Council in providing feedback to the developer on its future development proposals to ensure these are generally consistent with this *Structure Plan*.

Key components

The Smith Street Shared Zone should include:

- > Dedicated footpaths along length of Smith Street that provide access to Station Street and Caulfield Boulevard, and also to adjacent development,
- > A setting for the many existing mature trees retained in new grassed or planted areas,
- > A central plaza for sitting, relaxing and gathering (with amenities such as benches, pedestrian scaled lighting, bike parking and wayfinding signage) ,
- > Inclusion of place-making, wayfinding and connections as part of integration with the outer track and broader centre with signage and footpaths along smith street.

The surrounding development should:

- > Provide multiple points of pedestrian access into adjacent developments,
- > Provide privacy for residents whilst still creating a welcoming and appealing context for the area,
- > Maximise sunlight and good solar aspect to the northern open space area,
- > Avoid long stretches of blank walls, or services along Smith Street,
- > Design visually permeable fencing along Smith Street,
- > Incorporate gardens between in the setback,
- > Consider restaurant/cafe uses on one or both corners of the Smith Street/ Station Street corner.

Actions

- > Prepare a masterplan for the Smith Street Shared Zone.
- > Collaborate with adjacent landowners/ developers to maximise the benefits of the public realm plans, for adjacent tenancies, businesses and uses.
- > Continue to support development generally consistent with the PDZ and Incorporated Document
- > Construct the Smith Street Shared Zone.



Shaded urban plaza spaces



A pedestrian priority shared space



Safe and inviting night-time spaces



Ground floor uses engaging with pedestrian thoroughfares



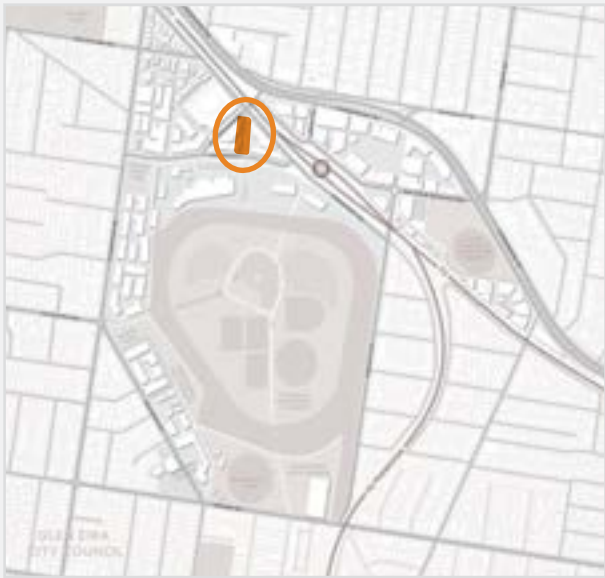
Incorporation of mature landscape



Areas to sit, linger and socialise

5.5 SMITH STREET SHARED ZONE

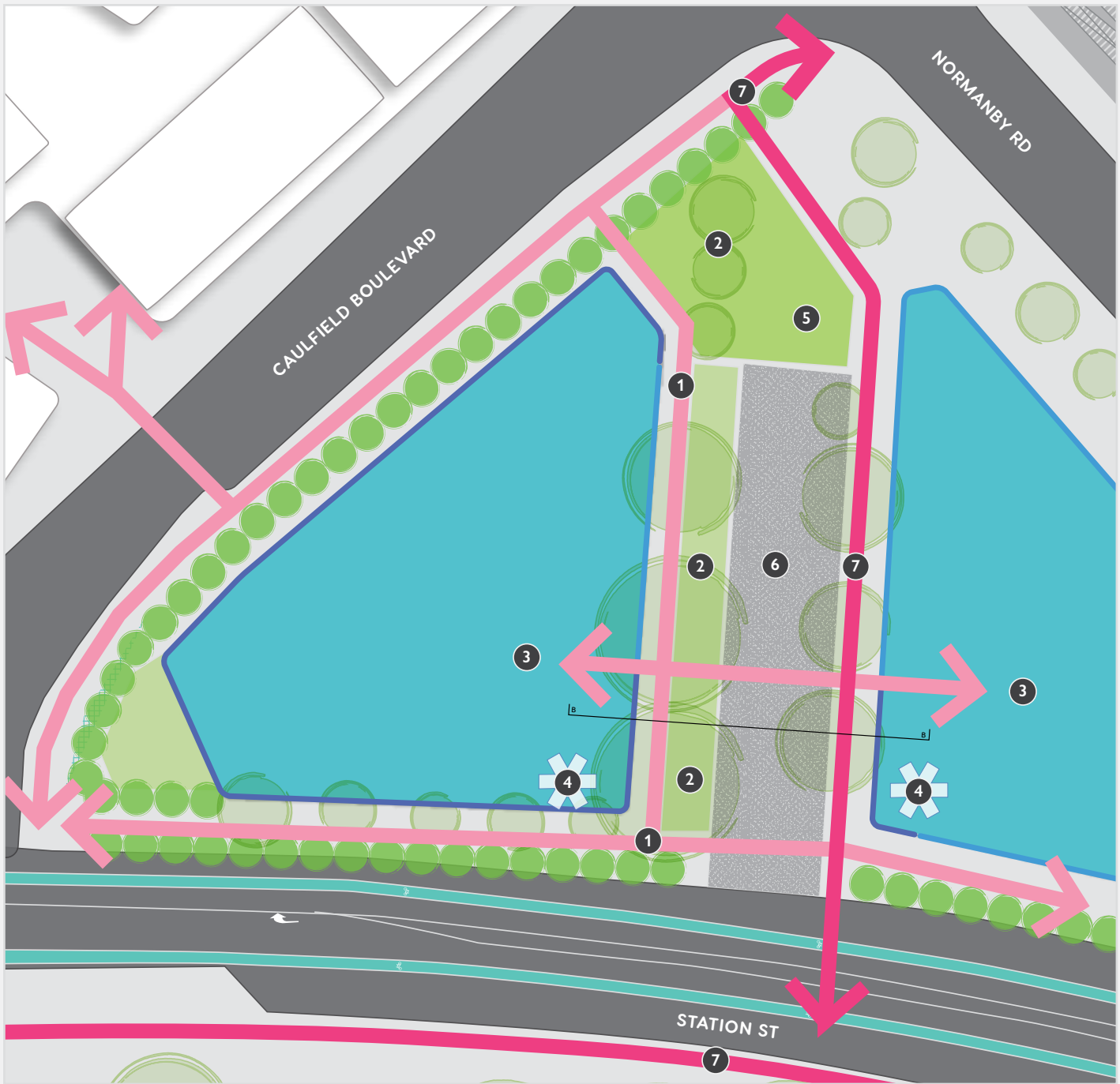
Community Life



- Lower built form (Podium/Street Wall)
- Upper built form (Above Podium/Street Wall)
- Active frontage — primary retail / commercial, activated footpaths and buildings with weather protection
- Active frontage — secondary commercial, with entries, activation, ground floor visual permeability
- Key pedestrian activity
- Connection to racecourse and outer track



Figure 38 — Proposed Smith Street Cross Section



- 1 Dedicated footpaths along length of Smith Street
- 2 Existing mature trees retained in new grassed and paved areas
- 3 Multiple points of pedestrian access into adjacent developments
- 4 Ground floor of adjacent development to address Smith Street
- 5 Central Plaza area for sitting and gathering
- 6 Shared zone prioritising pedestrian movements but supporting local and service vehicle access
- 7 Connection to the outer track

Figure 39 — Proposed Smith Street Plaza and Shared Space

5.6 STATION STREET PARK

Summary

The Station Street Park will be located on the corner of Station Street and Kambrook Road. As part of the new development along Kambrook Road, the Station Street Park is proposed to provide much needed easily accessible open space for the thousands of new residents in the Kambrook Precinct and within the wider Caulfield MAC.

It will perform a neighbourhood role, complementing the Racecourse Reserve and other urban plazas in the Centre. It's location in the heart of this new residential area will make it a highly accessible and convenient destination, suitable for casual and short-term use for activities including a playground, basketball half-court, small area/lawn areas for informal play. It will also provide green relief and visual respite to an increasingly dense urban environment.

Canopy trees, and generous expanses of grass and planted areas will create the predominant character of this park, which in its essence is a destination for locals to meet, play, and relax within a quick and easy walk from home.

Key components

The Station Street Park should include:

- > A minimum area of 7,500 sqm
- > Approximately 100m (north south dimension) x 75m (east west dimension) open space on the corner of Station St and Kambrook Rd
- > Discrete activity zones to ensure a range of uses to cater for a diverse community
- > Accessible footpaths on all sides of the park. The park is surrounded by roads on three sides and a Kambrook development parcel on the south side

- > Incorporation of the Outer Track along the western edge of the park
- > A pedestrian thoroughfare through the park between Station St and Kambrook Rd to encourage connectivity.
- > Retention of existing mature canopy trees wherever possible
- > Provision of new canopy trees for shade within the park
- > High quality contemporary landscape and planting suitable for a diverse array of uses and activities
- > Stormwater management provision throughout the park in the form of rain gardens and stormwater management integrated into the park design
- > The surrounding development should:
 - > Orient towards the open space with welcoming and activated ground floor uses (eg. cafe, co-working spaces)
 - > Include multiple access points to building to the pedestrian footpath along the park edge
 - > Avoid long stretches of blank walls or services along park edge

Actions

- > Prepare a masterplan for the Station Street Park.
- > Construct the Station Street Park.



Inclusion of mature canopy trees



Passive surveillance of public park spaces



Integrated pergolas and shade structures



Areas for fitness and active recreation



Safe and inviting pedestrian thoroughfares



Green spaces for community gathering

5.6 STATION STREET PARK

Community Life

- 1 Approximately 7,500sqm open space on the corner of Station Street and Kambrook Road
 - 2 Park should include 3 discrete activity zones to ensure a range of uses to cater for a diverse community
 - 3 Footpaths on all sides of the park
 - 4 Outer Track runs through the park between Kambrook Road and Station Street
 - 5 Ample shade (canopy trees) and stormwater management provision throughout
 - 6 Welcoming interfaces between adjacent development must include multiple access points to building from pedestrian connection
 - 7 Back of house access to the Caulfield Racecourse Reserve
- Lower built form (Podium/Street Wall)
 - Upper built form (Above Podium/Street Wall)
 - Connection to outer track
 - Residential interface
 - Open edges for easy access and pedestrian movement
 - Key pedestrian activity

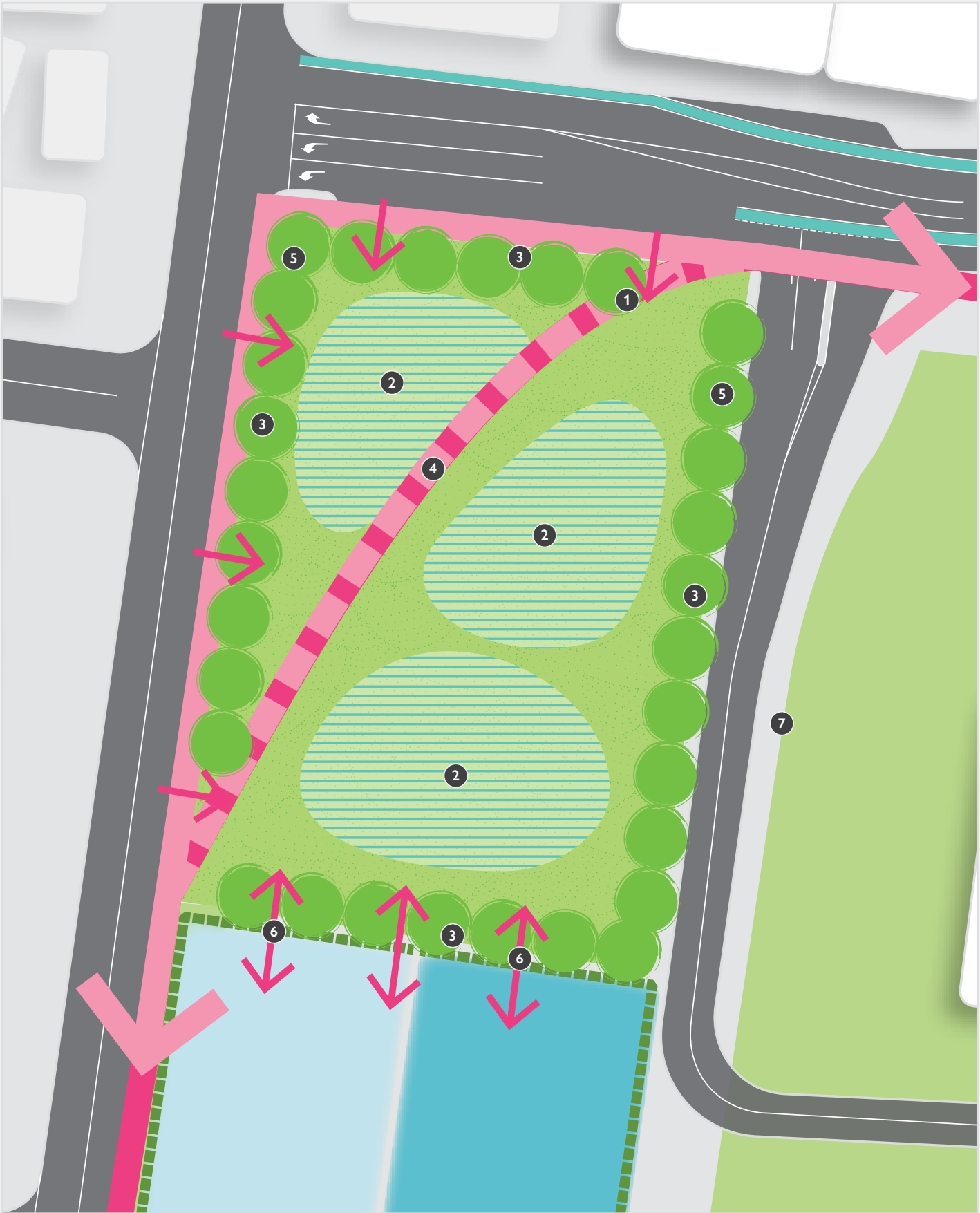
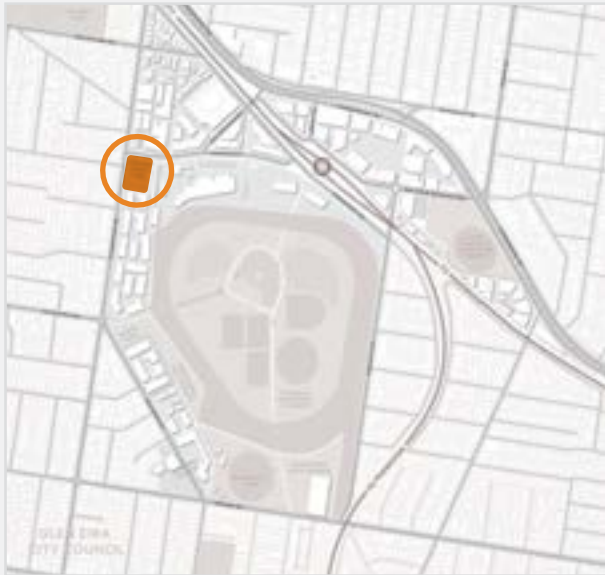


Figure 40 — Proposed Station Street Park Plan

5.7 SIR JOHN MONASH DRIVE

Summary

Sir John Monash Drive is one of the most significant streets in the Centre, located between the Station and the University. It must cater for pedestrians, cyclists, vehicles, buses, taxis, Ubers and ultimately the potential Future Caulfield-Rowville link. Whilst pedestrians will be well catered for via safe crossings, pedestrian amenities and generous footpaths, the street will remain open to car and bus traffic. Sir John Monash Drive will benefit from additional canopy tree planting throughout and the inclusion of the University Square within the University Campus and immediately adjacent to the street opposite the Station.

Additionally the potential Future Caulfield-Rowville link will terminate in Sir John Monash Drive to the west of the roundabout with Queens Avenue which will provide the potential for a multi-transit hub between bus, train and Caulfield-Rowville services.

Sir John Monash Drive will continue to be a bustling multi-modal street. The goal isn't to exclude any one mode, but rather slow traffic speeds to ensure that all users are safe. Sir John Monash Drive will benefit from tree planting and other public amenities such as sheltered bus stops, additional seating, wayfinding and bike infrastructure. While the street will not provide dedicated bike lanes, it will accommodate bikes within a shared street environment.

There will also be potential changes to Sir John Monash Drive west of the Derby Road intersection and east of the Queens Road intersection, to accommodate cycling, pedestrian and public transport connections (subject to further detailed traffic engineering analysis).

Key components

The design of Sir John Monash Drive will include:

- > Several clearly demarcated raised crossings along the street.
- > Accessible footpaths and consistent tree canopy on both side of the street.

- > The potential Future Caulfield-Rowville link terminus, immediately to the west of the Queens Ave/Sir John Monash Drive intersection which will comprise two tram lines with a platform on either side.
- > Public realm integration with the Station overpass by way of a public plaza between the overpass and the Caulfield-Rowville Terminus.
- > Relocation of the significant Canary Island Date Palms to make way for the terminus platform stops into the adjacent pedestrian plaza.
- > Additional public realm amenities such as sheltered bus stops, more public seating, bike loops and wayfinding signage.
- > Bikes accommodated within a slow moving shared street rather than designated on-street bike lanes
- > Consideration of building edges and interfaces with Sir John Monash Drive including maximising active frontages, visual permeability and solar aspect while mitigating wind effects on the public realm.

Actions

- > Work with the Department of Transport and stakeholders to upgrade Sir John Monash Drive in accordance with the cross section including streetscape upgrades and provision for a potential future Caulfield-Rowville link terminus.
- > Plan for the provision of plaza spaces and street level works adjacent to the future pedestrian overpasses.
- > Liaise with VicTrack on the potential future redevelopment of the land parcel to the corner of Sir John Monash Drive and Queens Ave to ensure it is integrated with the proposed streetscape improvements.
- > Work with State Government and key stakeholders to ensure infrastructure upgrades align with the plan (station, Caulfield-Rowville Link, Shared Zones and plazas, etc)



Landscaped and shaded footpath zones



Places to sit, rest and linger



Low level landscaping to soften the street environment



A pedestrian priority environment



Stormwater management opportunities



Inclusion of dedicated mid-block pedestrian crossings

5.7 SIR JOHN MONASH DRIVE

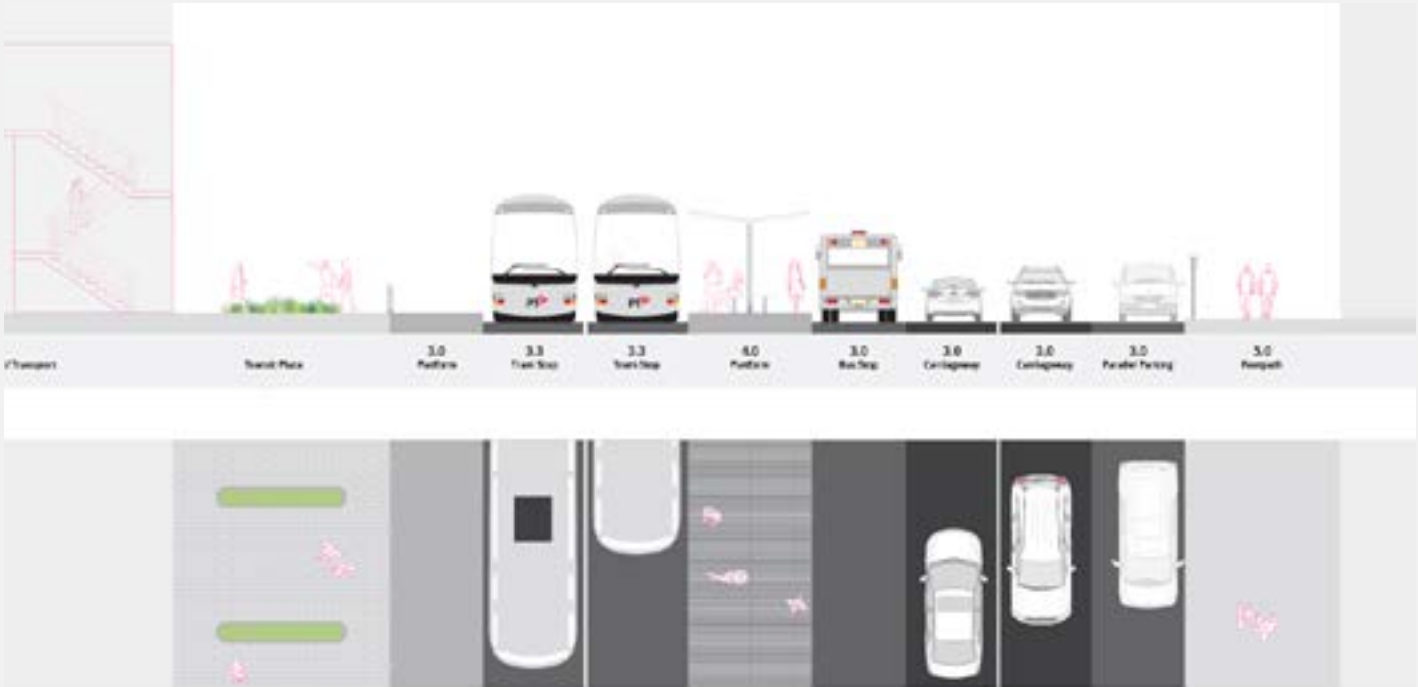
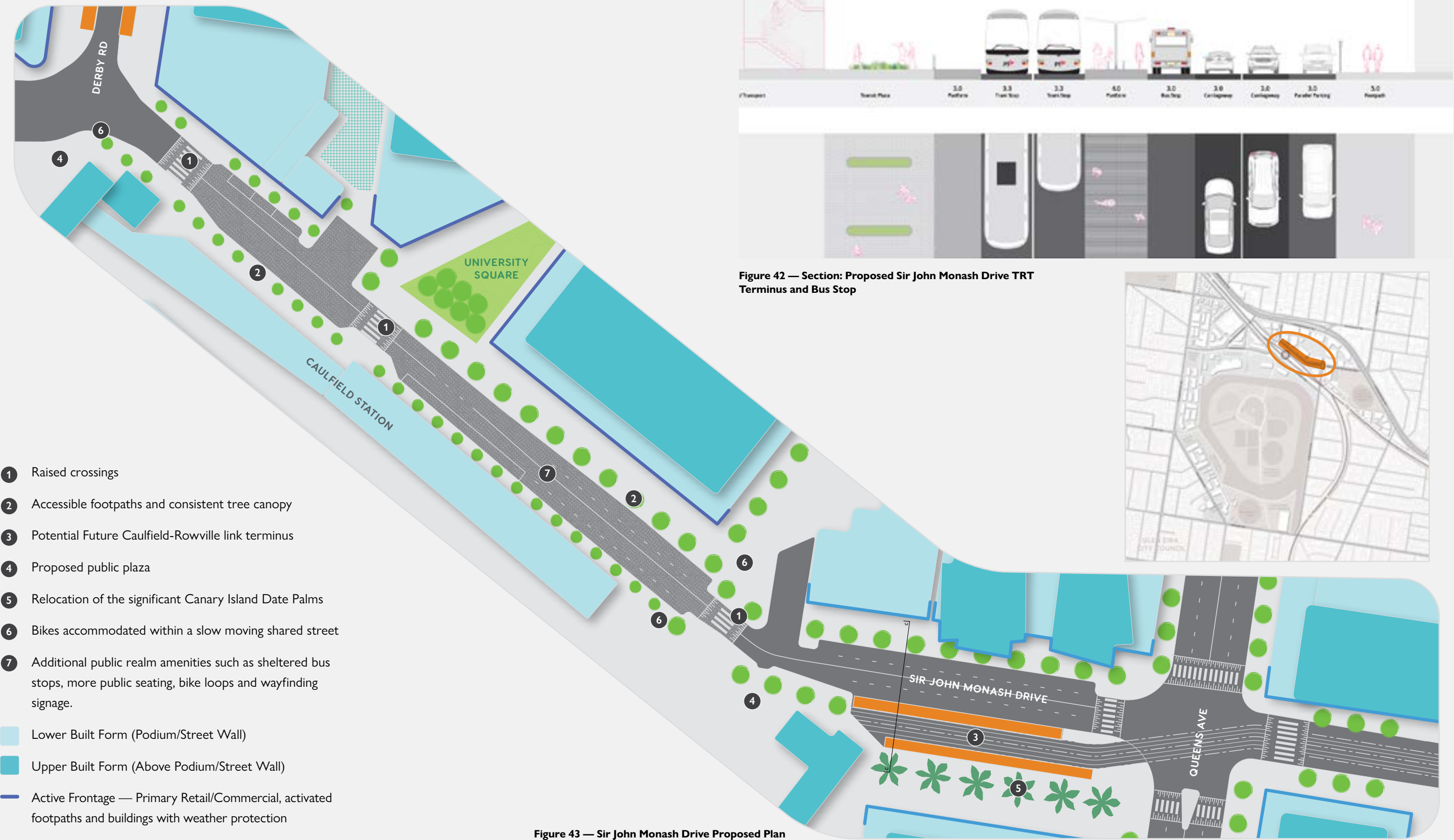


Figure 42 — Section: Proposed Sir John Monash Drive TRT Terminus and Bus Stop

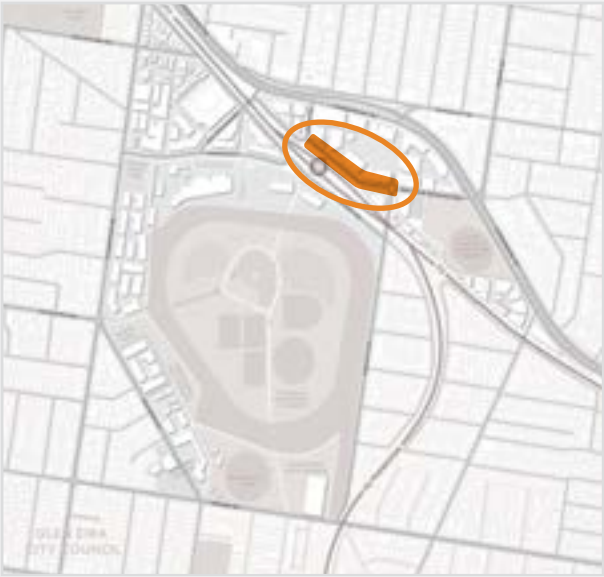


Figure 43 — Sir John Monash Drive Proposed Plan

5.8 STATION STREET

Summary

Station Street is one of the major thoroughfares on the southern side of the railway line. With Caulfield Village to its north and the Racecourse to its south, it is also one of the more significant places within the MAC. Station Street will link Smith Street Plaza, the Station Street Park, the Racecourse, Caulfield Village, the new development along Kambrook Road and the Station itself.

Station Street has undergone improvements as part of the Caulfield Village development. Whilst it will continue to be a major artery into and out of the Precinct, there is also the opportunity to create an attractive boulevard and high-quality public realm, fitting for a MAC gateway and the major entrance into the Racecourse.

The key features of the street will be the proposed Plaza on the corner of Normanby Road and Station Street. The plaza, created from excess road reserve, will be located almost directly opposite the Station entrance and will act as the forecourt to the proposed new pedestrian tunnel into the centre of the Racecourse Reserve.

Canopy trees will line Station Street on the footpaths, in the parking lanes and on the median where possible, creating a double or triple row of trees along its entirety. Dedicated bike lanes will be included as part of road cross section.

A new mid-block crossing is proposed at the southern end of the Smith Street Plaza which will connect directly to the Racecourse Entrance. There is also the opportunity to extend and include the Caulfield Outer Track in the footpath treatments along Smith Street and north across the Railway line.

The interface with the Racecourse including fencing will be further resolved, in addition to better understanding raceday event requirements.

Key components

The design of Station Street will include:

- > Significant tree planting along Station Street in footpaths, parking lanes and in medians where possible
- > The new Station Street/Normanby Road Plaza which will be a key point of connection between the Station and the new pedestrian tunnel into the centre of the Racecourse Reserve
- > Dedicated bikes lanes on both sides of Station Street
- > Generous footpaths on both sides of Station Street
- > A new mid-block crossing that connects the Smith Street Plaza directly to the Racecourse
- > Inclusion and expansion of the Outer Track within footpath and public realm treatments
- > A revitalised Racecourse entry forecourt in front of the Afternoon Tea building
- > Permeable fencing with high quality trees, landscaping, urban greening at the racecourse frontage.
- > Incorporation of the existing Heritage fence and gates
- > Intersection designs to be determined through structure plan implementation (detailed design).

Actions

- > Upgrade Station Street in accordance with the *Places Plan* including creating a new plaza adjacent to the proposed new pedestrian tunnel into the Racecourse Reserve.
- > Work with the CRRT and MRC on Traffic Management Plans for the use of Station Street during 'event mode'.



Footpath zones that support daily use and event times of high pedestrian traffic



Inclusion of small urban plaza gathering spaces



Mid-block crossings to support safe pedestrian movement and connections



Safe and effective provision for cycling



Shady, cool and comfortable public spaces that provide for major events



Retention of existing canopy trees and planting of new street trees

5.8 STATION STREET

Transport Hub and Street Life



- Lower built form (podium/street wall)
- Upper Built form (above podium/street wall)
- Active Frontage — primary retail/commercial, activated footpaths and buildings with weather protection
- Active frontage — secondary commercial, with entries, activation, ground floor visual permeability
- Connection to racecourse and outer track
- Strategic cycling corridor
- Residential interface

- 1 Significant tree planting along Station Street in footpaths and in medians where possible
- 2 Station Street/Normanby Road Plaza
- 3 Dedicated bikes lanes on both sides of Station Street
- 4 Generous footpaths and out-stands on both sides of Station Street
- 5 Signalised pedestrian crossing across Normanby Street from Station
- 6 Mid-block crossing to connect Smith Street Shared Zone directly to Racecourse
- 7 Inclusion of the outer track in footpath treatment
- 8 New pedestrian tunnel entry linking Station to Racecourse Reserve
- 9 Station Street Park
- 10 Smith Street Shared Zone
- 11 Racecourse Entrance
- 12 Bi-directional strategic cycling corridor
- 13 Racecourse entry forecourt
- 14 Permeable fencing with high quality trees, landscaping, urban greening at the racecourse frontage
- 15 Relocated bus layover area on the north side of Normanby Road (subject to further detailed traffic engineering analysis)



Figure 44 — Station Street Proposed Plan

5.9 EAST CAULFIELD RESERVE

Summary

East Caulfield Reserve is a tree-lined active recreation reserve, providing two sports grounds and three individual multi-purpose sports courts used for soccer/futsal, handball, basketball, netball. It is the home of a number of local community sports clubs. It will be retained as an important community recreational asset.

The existing Djerring Trail will be connected into the core of the Caulfield MAC by extending the shared path along the southern edge of East Caulfield Reserve and across Queens Avenue — connecting pedestrians and cyclists directly to the sports facilities. Improvements to the access and pedestrian permeability will make it easier and more direct to connect from Monash campus across Sir John Monash Drive. The redevelopment of the Monash University sports building to the west will provide additional activation and connection opportunities for the Reserve.

The adjacent Victrack buildings within the rail corridor may, over time, be redeveloped or adaptively re-used and provide an opportunity for increased amenity and facilities around the Reserve.

A more detailed master plan of the East Caulfield Reserve will be undertaken to maximise the benefits of these opportunities.



Figure 45 — East Caulfield Reserve

5.10 NORMANBY ROAD

These sections and others will require additional liaison with Council and landowners through implementation of the *Structure Plan*.

Actions

- > Upgrade Normanby Road in accordance with the cross sections.
- > Construct a new accessible tram stop and expanded footpath zones.
- > Relocate the bus layover area — on Normanby Road adjacent the existing commuter carpark and the Strategic Cycling Corridor.
This is subject to more detailed traffic engineering analysis (refer Figure 48)
- > Plan for a plaza space adjacent to the future pedestrian overpass over the rail corridor.

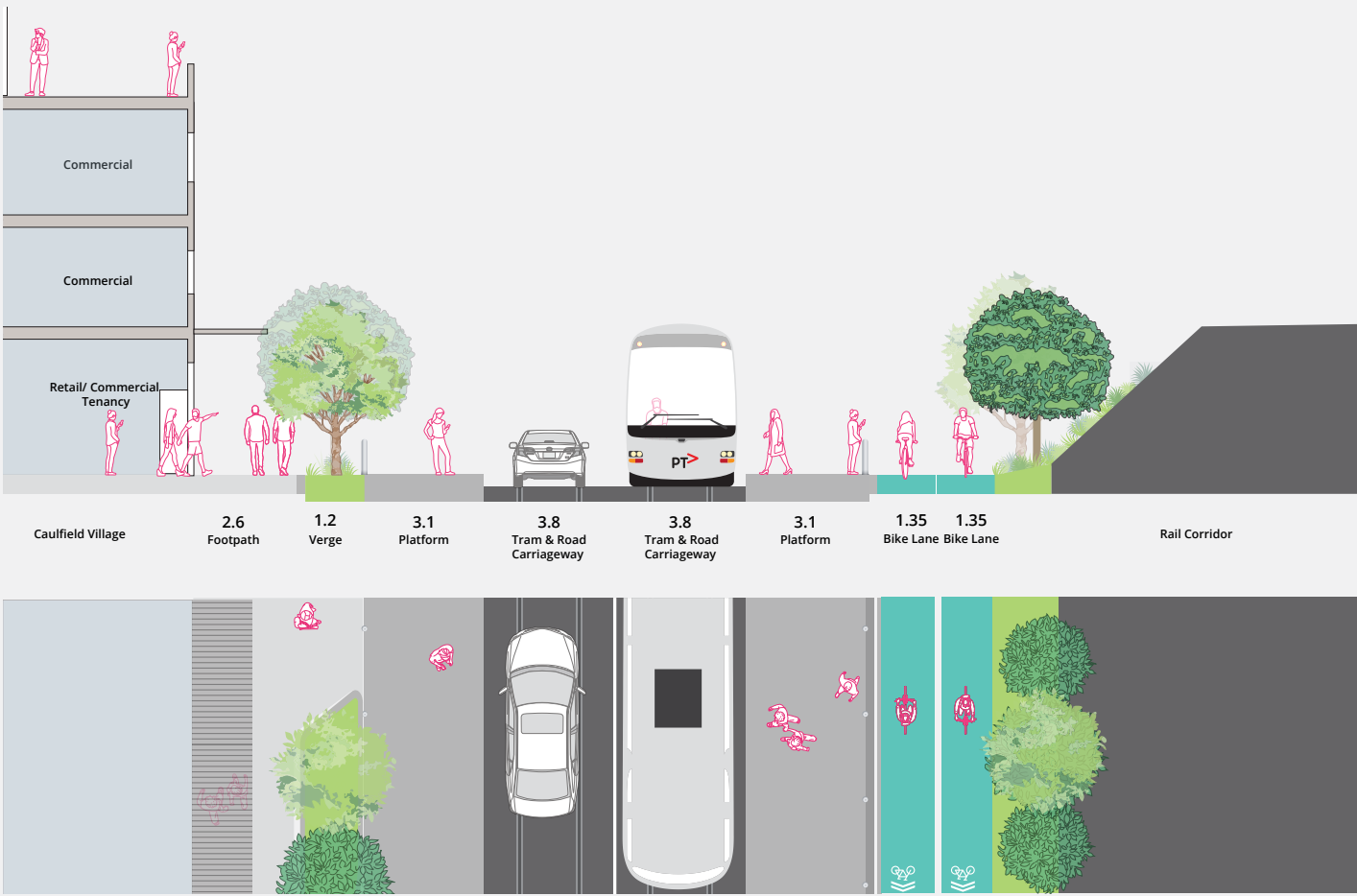


Figure 46 — Street Section — Normanby Road through Platform Tram Stop Zone

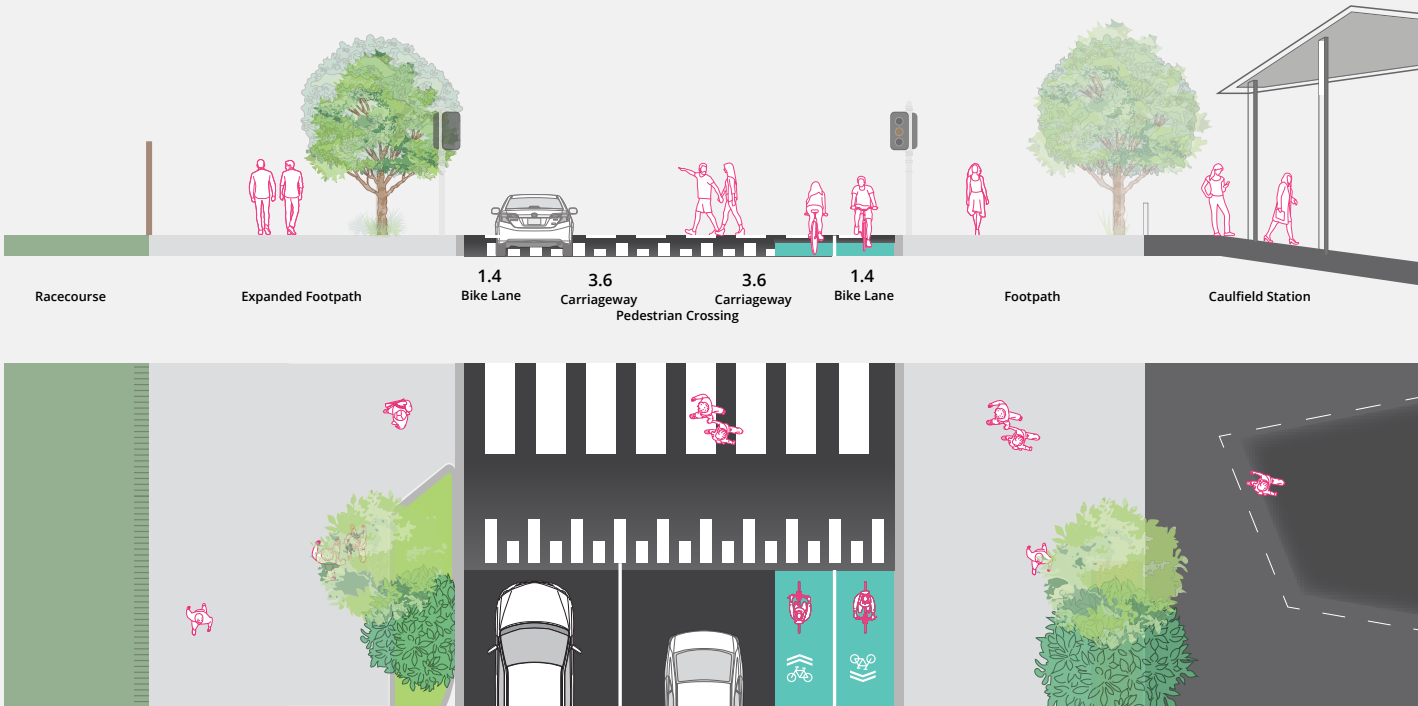


Figure 47 — Street Section — Normanby Road at Caulfield Station Pedestrian Crossing

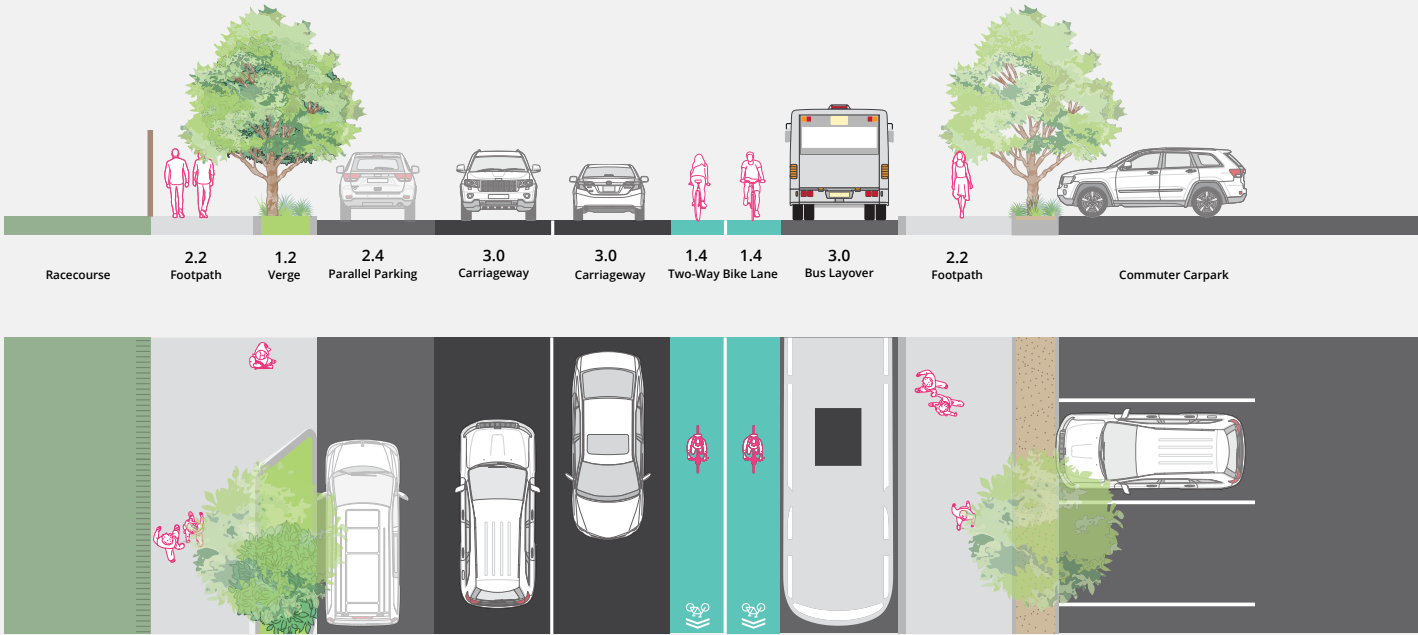
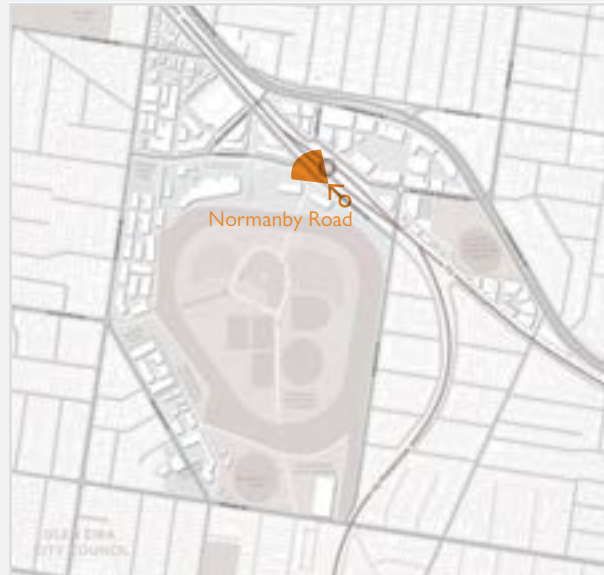


Figure 48 — Street Section — Normanby Road through Bus Layover Zone

5.10 NORMANBY ROAD



Note: The imagery is indicative of possible future outcomes based on the recommendations of the *Structure Plan*.



Figure 49 — Artists impression of indicative Normanby Road environment



6.0 ACTION PLAN

6.1

ACTION PLAN

The implementation plan assigns responsibilities and timing to each of the actions listed under the Framework Plans.

The actions encompass:

- > Strategy and policy actions (including changes to the planning scheme);
- > Partnerships and advocacy; and
- > Potential infrastructure and capital works.

The responsibilities column identifies the key parties that will deliver the action, as well as potential partnerships and advocacy that can and should be pursued. Many of these actions will need to be undertaken in consultation with a range of stakeholders including the local community, State Government, landowners, business owners, institutions, committees, non-for-profits (NFPs) and other assorted groups and organisations.

The following timings are utilised:

- > S = short term, ie. one to five years (high priority actions for immediate action are also identified as “S (priority)”)
- > M = medium term, ie. five to ten years
- > L = long term, ie. more than ten years
- > Ongoing

The actions fall into the following categories:














-  Strategy and Policy
-  Partnerships and Advocacy
-  Infrastructure and Capital Works
-  Design Performance Requirement
















The items identified in this *Action Plan* are subject to Council’s capital works plan and priorities.



















6.2
FRAMEWORKS

ACTION	RESPONSIBILITY	TIMING	CATEGORY
LAND USE AND ACTIVITY			
<p>1. Prepare a planning scheme amendment which includes:</p> <ul style="list-style-type: none">> A new Activity Centre Zone for the Derby, Village West, Kambrook, Booran and Grange precincts that reflects the <i>Structure Plan</i> land use outcomes sought within these.> Updated Clause 10 PPF planning policies that reflect the <i>Structure Plan</i> vision for the use and development of the centre.> ‘Vertical zoning’ permit triggers for some key development sites where some commercial development above ground is preferred.> A requirement for developments over a certain size to be subject to a Section 173 Agreement for the delivery of affordable housing and infrastructure contributions.> A requirement in the new Activity Centre Zone schedule for the preparation of a development plan for the Kambrook and Booran Precincts.> Investigation and potential retention of third party notice, decision and review rights in certain situations (e.g. such as developments that exceed preferred maximum building heights)	Council	S (Priority)	
<p>2. As part of the ‘Brand Caulfield’ strategy, promote Caulfield as a location for commercial development, in particular for businesses that would benefit from synergies with the education and innovation activities in the centre.</p>	Council in collaboration with landowners, business owners, Monash University and other interested groups.	S	
<p>3. Monitor the provision of commercial floorspace against the minimum 19,600sqm 2036 target.</p>	Council in collaboration with landowners and business owners, as well as potential future consultants.	Ongoing	
<p>4. As part of the ‘Brand Caulfield’ strategy, promote Caulfield as a night time destination for activities such as dining and events.</p>	Council in collaboration with landowners and business owners.	S	
<p>5. Liaise with the Department of Transport regarding the future requirements and needs for their sites at the south east and south west corners of Queens Avenue and Sir John Monash Drive.</p>	Council in collaboration with Department of Transport (DoT)	S	
<p>6. Investigate the need for any additional community facilities required in the Centre to cater for the increased population.</p>	Council	S	
<p>7. Advocate to State Government to provide social and affordable housing as part of redevelopment on government land.</p>	Council	Ongoing	











ACTION	RESPONSIBILITY	TIMING	CATEGORY
ACCESS AND MOVEMENT			
8. Prepare a planning scheme amendment which includes: > A requirement to provide end-of-trip facilities and secure cycle storage facilities in new developments. > Revision of the Parking Overlay to incorporate minimum and maximum parking requirements that provide flexibility for development located in the immediate vicinity of public transport and Caulfield Station compared to developments located further away. > Requirement for developments of 50 or more dwellings to provide an Integrated Transport Plan or Green Travel Plan.	Council	S (Priority)	
9. Construct new and upgraded pedestrian links throughout the Centre	Council in collaboration with DoT, Monash University and landowners.	M	
10. Construct, signpost and promote the Caulfield Outer Track.	Council in collaboration with the Caulfield Racecourse Reserve Trust (CRRT), the community, business owners, Monash University and landowners.	M	
11. Install coordinated wayfinding signage in key locations to direct pedestrians to key features, shops, transport, services and open space.	Council	S	
12. Advocate to the Department of Transport for short term improvements to the Dandenong Road pedestrian crossing (e.g. timing changes).	Council in collaboration with the community and Monash University.	S	
13. Advocate to the Department of Transport for long term improvements to the Dandenong Road pedestrian crossings.	Council in collaboration with the community and Monash University.	M	
14. Advocate to the Department of Transport for improvements to the Dandenong Road service lane, including the provision of pick-up and drop-off spaces.	Council in collaboration with the community and Monash University.	M	
15. Ensure the public realm improvements for the dedicated ‘cool routes’ for cycling and walking include: > 30 per cent canopy cover > Road, footpath or shared path surfaces with a three year Solar Reflectance Index (SRI) >34 or an initial SRI >39 > Increased rest node provision (water and shaded seating)	Council in collaboration with DoT, community, landowners, and business owners	Ongoing	 
16. Install additional cycle parking facilities in key locations.	Council, DoT, landowners, and business owners.	S	
17. Advocate to the Department of Transport to relocate the tram stops on Derby Road and Normanby Road.	Council	S–M	
18. Work with the Department of Transport to redesign the cross sections for the Smith Street and Queen Street rail underpasses.	Council in collaboration with DoT.	S–M	
19. Advocate to the Department of Transport to prioritise upgrades to Caulfield Station.	Council in collaboration with the community, business owners, Monash University, landowners, and potentially neighbouring municipalities.	S–M	

ACTION	RESPONSIBILITY	TIMING	CATEGORY
20. Advocate to the Department of Transport to prioritise the construction Caulfield-Rowville rapid transit link.	Council in collaboration with the community, business owners, Monash University, landowners, and potentially neighbouring municipalities.	S	
21. Prepare a Car Parking Strategy to identify maximum car parking rates for new developments.	Council	S	
22. Encourage developers of apartments with more than 50 dwellings to 'unbundle' car parking from dwellings to allow residents to lease or purchase a parking space separately.	Council in collaboration with developers and landowners.	Ongoing	  
OPEN SPACE, PUBLIC REALM AND LANDSCAPE			
23. Prepare a planning scheme amendment which includes: > Open space contributions of at least 8.3 per cent, with land contributions to be sought for Station Street park, and equivalent cash contributions from other development sites. > Consideration of the retention of existing vegetation for new developments. > Encouraging the provision of green roofs and walls on new developments. > Incentivising new development to achieve 40 per cent green cover or a Green Factor score of 0.55.	Council	S (Priority)	
24. Construct new parks and plazas as shown on the <i>Open Space and Public Realm Framework Plan</i> .	Council in collaboration with developers and landowners.	S–M	
25. Liaise with Monash University regarding upgrades to campus plaza spaces and ensuring that they are welcoming and 'public' in their design.	Council and Monash University.	S–M	
26. Identify a suite of public furniture and signage for use in public spaces in accordance with Council's Street Design Guidelines (currently under development).	Council	S	 
27. Prepare a municipal-wide lighting strategy which includes illumination of streets and other public spaces and the use of feature lighting to emphasise key features and provide a more pleasant pedestrian experience within the rail underpasses.	Council in collaboration with community, landowners, business owners, and other interest groups. Opportunities to involve and collaborate with XYZ Lab at Monash University should be pursued given their work in this space.	S	 
28. Install public art in existing and proposed new public spaces and along railway embankments.	Council in collaboration with community, business owners, and other interest groups, including local artists, youth organisations, and NFPs, and DoT.	S and Ongoing	 
29. Collaborate with Traditional Owners and First Nations community members in relation to utilising in-language words to name new areas of public open space.	Council in collaboration with the Traditional Owners and First Nations community members.	Ongoing	















ACTION	RESPONSIBILITY	TIMING	CATEGORY
30. Incorporate First Nations design principles in public realm works.	Council in collaboration with the Traditional Owners and First Nations community members.	Ongoing	 
31. Undertake a land-use conflict investigation to identify how to apply an integrated approach to public realm design.	Council	S	
32. Implement and prioritise a street tree planting and public realm landscaping program in the Derby, Village East, Village West, Rail Corridor and Grange precincts.	Council in collaboration with community, landowners and business owners.	S	
33. Investigate opportunities for landscaped tramways.	Council, DoT	S–M	 
34. Collaborate with the City of Stonnington and Department of Transport to improve the landscaping outcomes on Dandenong Road.	Council in collaboration with the City of Stonnington and DoT	S–M	 
35. Monitor the number and species of street trees against the tree canopy goals and 10 per cent maximum per species goal.	Council	Ongoing	
36. Work with the Caulfield Racecourse Reserve Trust and the Melbourne Racing Club to prepare a Biodiversity Management Plan for the Caulfield Racecourse Reserve and to seek funding for the implementation of their <i>Land Management Plan</i> .	Council and Caulfield Racecourse Reserve Trust (CRRT) in collaboration with Melbourne Racing Club (MRC) and the community.	S	 
37. Add the six significant Coast Manna Gums located at the south-eastern corner of Caulfield Racecourse Reserve to Council's Classified Tree Register.	Council	S (Priority)	
URBAN GRAIN AND BUILT FORM			
38. Prepare a planning scheme amendment which includes the recommended elements set out in the Precinct Plans.	Council	S (Priority)	
SUSTAINABILITY			
39. Investigate and prioritise the sustainability proposals contained in Section 3.6 and seek to prepare relevant policy objectives and strategies for the <i>Structure Plan Area</i> , and feasibility of approved projects.	Council	S (Priority)	
40. Design community facilities to be used as emergency relief facilities.	Council	Ongoing	
41. Apply Council's <i>Sustainable Buildings and Infrastructure Policy</i> and climate risk assessment framework to all Council assets to be refurbished or delivered through the <i>Structure Plan</i> .	Council	Ongoing	
42. Consider passive irrigation and WSUD opportunities for all streetscape improvement works.	Council in collaboration with DELWP, landowners and community.	Ongoing	 
43. Provide publicly accessible electric vehicle charging stations (that are also usable for scooters and mobility devices) in Derby Road, Caulfield Village (to service the supermarket and retail area), and the Neerim Community Hub.	Council and DoT in collaboration with landowners and business owners.	S–L	









ACTION	RESPONSIBILITY	TIMING	CATEGORY
44. Investigate a partnership model for waste collection from major developments using a single contractor per waste stream.	Council in collaboration with developers, landowners and contractors.	S–M	
45. Investigate locations for container deposit scheme sites within the Centre.	Council in collaboration with landowners, business owners and the community, with support from State Government.	S	
46. Incorporate interpretive signage with climate and environment related messaging in the public realm to provide passive education opportunities for residents, workers and visitors.	Council in collaboration with landowners, business owners and the community.	S and Ongoing	
47. Explore the inclusion of a tool library/repair café and/or community garden in the Kambrook Precinct, Racecourse West Reserve, Wedge Park or Racecourse South Reserve/Neerim Hub.	Council.	S–M	
LOCAL CULTURE AND HERITAGE			
48. Engage with Traditional Owners through the <i>Glen Eira Reconciliation Action Plan 2021–2023</i> , to identify opportunities to incorporate traditional custodian history and knowledge in the planning for and development of the Centre, including through the preparation of a Cultural Framework.	Council in collaboration with Traditional Owners and First Nations community members.	S	

6.3
PRECINCTS

ACTION	RESPONSIBILITY	TIMING	CATEGORY
VILLAGE EAST PRECINCT			
49. Liaise with the developers of Caulfield Village to ensure that the site is developed in accordance with the Incorporated Plan and to maximise opportunities to achieve the vision and objectives of the <i>Structure Plan</i> .	Council.	Ongoing	
NEERIM ROAD PRECINCT			
50. Prepare a masterplan for Glen Huntly Park to refine its role and functions and ensure that a connection to the Outer Track is provided.	Council.	S–M	
51. Work with the Caulfield Racecourse Reserve Trust to seek quality and integrated community facilities and recreation areas on Racecourse South Reserve land based on the <i>Caulfield Racecourse Reserve Land Management Plan</i> proposals.	Council in collaboration with CRRT.	S–L	
CAULFIELD STATION PRECINCT			
52. Advocate and collaborate with the Department of Transport to deliver an improved station design and interchange.	Council in collaboration with DoT.	S–L	
53. Advocate to the Department of Transport for the provision of pedestrian overpasses over the railway line that include un-ticketed access, and meet the desire lines of the Campus Precinct and the Racecourse.	Council in collaboration with DoT.	S–L	
54. Advocate to the Department of Transport for the provision of high quality public plazas adjacent to the new pedestrian overpasses.	Council in collaboration with DoT.	S–L	
55. Advocate to the Department of Transport for the provision of additional secure cycle parking facilities at Caulfield Station.	Council in collaboration with DoT.	S–L	
56. Advocate to the Department of Transport to upgrade the station underpass, potentially with initial interim upgrades, followed by a full DDA redesign as part of the Melbourne Metro works.	Council in collaboration with DoT.	S–L	
57. Advocate to the Department of Transport to improve landscaping on the rail embankment and/or to support the establishment of a Keep Victoria Beautiful Stationeers group.	Council in collaboration with DoT and community groups.	S–L	
CAMPUS PRECINCT			
58. Liaise with Monash University on its campus development projects and encourage the realisation of opportunities to achieve the vision and objectives of the <i>Structure Plan</i> , including those relating to the laneways, service roads, University Square, Sir John Monash Drive interfaces, placemaking initiatives, and local employment opportunities.	Council in collaboration with Monash University.	S–L	
59. Prepare a masterplan for East Caulfield Reserve to refine its role and functions.	Council.	S–M	
60. Advocate to the Department of Transport for the Dandenong Road service road to include pick up and drop off facilities.	Council in collaboration with DoT and Monash University.	S–L	

6.4
PLACES

ACTION	RESPONSIBILITY	TIMING	CATEGORY
DERBY ROAD			
61. In conjunction with DoT and Yarra Trams, progressively upgrade Derby Road by constructing an accessible tram stop, expanding the footpath zones and reconfiguring the car parking in accordance with the short, medium and long term cross sections.	Council in collaboration with DoT.	S–L	
62. Establish areas for outdoor dining and trading on the widened Derby Road footpath zones.	Council in collaboration with landowners, business owners, traders, and the community.	L	 
SMITH STREET SHARED ZONE			
63. Prepare a masterplan for the Smith Street Shared Zone.	Council in collaboration with Reshape Development, future consultants, and the community.	S–M	
64. Collaborate with adjacent landowners/ developers to maximise the benefits of the public realm plans, for adjacent tenancies, businesses and uses.	Council in collaboration with Smith Street landowners and developers.	S–M	
65. Continue to support development generally consistent with the PDZ and Incorporated Document.	Council.	Ongoing	
66. Construct the Smith Street Shared Zone.	Council and Reshape Development.	M–L	
STATION STREET PARK			
67. Prepare a masterplan for the Station Street Park.	Council in collaboration with MRC, CRRT, future consultants, and the community.	S–M	
68. Construct the Station Street Park.	Council and MRC.	M–L	
SIR JOHN MONASH DRIVE			
69. Work with DoT and stakeholders to upgrade Sir John Monash Drive in accordance with the cross section including streetscape upgrades and provision for a potential future Caulfield-Rowville link terminus.	Council and DoT.	S–M	
70. Plan for the provision of plaza spaces and street level works adjacent to the future pedestrian overpasses.	Council and DoT.	M	 
71. Liaise with VicTrack on the potential future redevelopment of the land parcel to the corner of SJM Drive and Queens Avenue to ensure it is integrated with the proposed streetscape improvements.	Council.	Ongoing	
72. Work with State Government and key stakeholders to ensure infrastructure upgrades align with the plan (Station, Caulfield-Rowville Link, shared zones and plazas, etc).	Council, State Government, key stakeholders.	Ongoing	

ACTION	RESPONSIBILITY	TIMING	CATEGORY
STATION STREET			
73. Upgrade Station Street in accordance with the Places Plan including creating a new plaza adjacent to the proposed new pedestrian tunnel into the Racecourse Reserve.	Council and DoT in collaboration with Reshape Development, MRC, and CRRT.	L	
74. Work with the CRRT and MRC on Traffic Management Plans for the use of Station Street during 'event mode'.	Council and DoT in collaboration with Reshape Development, MRC, and CRRT.	S	 
NORMANBY ROAD			
75. Upgrade Normanby Street in accordance with the cross sections.	Council and DoT in collaboration with Reshape Development, MRC, and CRRT.	M	
76. Construct a new accessible tram stop and expanded footpath zones.	Council and DoT in collaboration with Reshape Development, MRC, and CRRT.	M	
77. Relocate the bus layover area on Normanby Road adjacent to the existing commuter carpark and the Strategic Cycling Corridor. This is subject to more detailed traffic engineering analysis (refer Figure 48).	Council and DoT in collaboration with Reshape Development, MRC, and CRRT.	M	
78. Plan for a plaza space adjacent to the future pedestrian overpass over the rail corridor.	Council and DoT.	M-L	 



GLEN EIRA
CITY COUNCIL

Glen Eira City Council

Corner Glen Eira and Hawthorn Roads, Caulfield

Mail address: PO Box 42

Caulfield South, 3162

Phone: (03) 9524 3333

Fax: (03) 9523 0339

mail@gleneira.vic.gov.au

www.gleneira.vic.gov.au

National Relay Service

If you are deaf, hearing-impaired, or speech-impaired, we ask that you call us via the National Relay Service and then ask for (03) 9524 3333.

Online: <https://internet-relay.nrscall.gov.au>

Teletypewriter (TTY): 13 36 77

Speak and Listen: 1300 555 727

Social media

Glen Eira City Council:

www.facebook.com/GlenEiraCityCouncil

@cityofgleneira:

www.instagram.com/cityofgleneira

Glen Eira arts, gallery and events:

www.facebook.com/gleneiraarts

www.instagram.com/gleneiraarts

Glen Eira Leisure:

www.facebook.com/GESACOnline

<https://www.instagram.com/gleneiraleisure>

www.twitter.com/GESACOnline

Glen Eira Libraries and Learning Centres:

www.facebook.com/GlenEiraLibraries

<https://www.instagram.com/gleneiralibraries>

Glen Eira Sustainable Living:

www.facebook.com/sustainablelivinggleneira

Glen Eira Youth Services:

www.facebook.com/GlenEiraYouthServices

www.instagram.com/gleneirayouthservices