

Monash Planning Scheme

Amendment C177mona

Explanatory Report

Overview

The Suburban Rail Loop (SRL) East project is delivering twin 26-kilometre rail tunnels from Cheltenham to Box Hill, with six new underground stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill. Draft Structure Plans have been developed to guide growth and change to create thriving neighbourhoods around each SRL station.

The *Draft Glen Waverley SRL East Structure Plan* (Structure Plan) has been prepared for the Glen Waverley Structure Plan Area (Figure 1). The Glen Waverley Structure Plan Area sits within the City of Monash.



Figure 1: SRL Glen Waverley Structure Plan area

The amendment is required to introduce new planning settings to the Monash Planning Scheme to give effect to the key directions and outcomes of the Structure Plan.

Where you may inspect this amendment

The amendment is available for public inspection, free of charge, during office hours at the following places:

- Monash City Council: 293 Springvale Road, Glen Waverley

The amendment can also be inspected free of charge at the Engage Victoria website at <https://engage.vic.gov.au/suburban-rail-loop> or by contacting the SRLA office on 1800 105 105 to arrange a time to view the amendment documentation.

Submissions

Any person may make a submission to the planning authority about the amendment. Submissions about the amendment must be received by 11.59pm Tuesday 22 April 2025.

A submission can be sent to: <https://engage.vic.gov.au/suburban-rail-loop> or alternatively can be posted to:

Suburban Rail Loop Authority

PO Box 24214

Melbourne 3001

Details of the amendment

Who is the planning authority?

This amendment has been prepared by the Suburban Rail Loop Authority, which is the planning authority for this amendment.

Land affected by the amendment

The amendment applies to land within the Glen Waverley Structure Plan area within the City of Monash as shown in Figure 1.

What the amendment does

The amendment gives effect to the Structure Plan by introducing new and updated planning policy, applying the Precinct Zone (PRZ) and Built Form Overlay (BFO) to the majority of the land within the structure plan and applying the Parking Overlay. The amendment also updates general and operational provisions in the Planning Scheme, as relevant.

Specifically, the amendment makes the following changes to land within the Glen Waverley Structure Plan Area:

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- Inserts the following background documents into the Schedule to Clause 72.08:
 - *SRL East Structure Plan – Glen Waverley* (SRLA, 2025)
 - *SRL East Implementation Plan – Glen Waverley* (SRLA, 2025)
 - *Precinct Parking Plan – Glen Waverley* (AJM, 2025)
- Inserts:
 - Clause 11.03-6L-01: SRL East Structure Plan Areas
 - Clause 11.03-6L-04: Glen Waverley SRL East Structure Plan Area
 - Clause 33.03 Industrial 3 Zone
 - Clause 37.10 Precinct Zone and Schedule 5 and Schedule 6 to Clause 37.10 (PRZ5)
 - Clause 43.06 Built Form Overlay (BFO) and Schedule 8 (BFO8), Schedule 9 (BFO9), Schedule 10 (BFO10), Schedule 11 (BFO11), Schedule 12 (BFO12)
 - Clause 45.09 Parking Overlay and Schedule 5 (PO5) and Schedule 6 (PO6)
- Amends:
 - Clause 02.01 Context plan
 - Clause 02.03-1 Settlement
 - Clause 02.03-4 Built Environment and Heritage
 - Clause 02.03-5 Housing
 - Clause 02.03-6 Economic development
 - Clause 02.03-7 Transport
 - Clause 02.03-8 Infrastructure
 - Clause 02.04 Strategic Framework Plans
 - Clause 11.03-1L-01 Activity centres – Monash
 - Clause 15.01-2L-01 Industry and business built form character
 - Clause 15.01-5L Monash preferred neighbourhood character
 - Clause 16.01-1L-01 Housing supply – Monash
 - Schedule 1 (DDO1) to Clause 43.02 Design and Development Overlay
 - Schedule to Clause 72.03 What Does This Planning Scheme Consist Of?
 - Schedule to Clause 72.08 Background documents
 - Schedule to Clause 74.01 Application of zones, overlays and provisions
- Rezones:
 - Land within the Glen Waverley Structure Plan Area from Commercial 1 Zone (C1Z), General Residential Zone Schedule 2 (GRZ2), GRZ3, GRZ4, GRZ7, GRZ8, GRZ9, GRZ14, GRZ15, GRZ16, GRZ17, GRZ18, Public Land Use Zone-Local Governance (PUZ6), Mixed Use Zone (MUZ), Neighbourhood Residential Zone Schedule 2 (NRZ2), Industrial 1 Zone (IN1Z), Schedule 3 (RGZ3), RGZ4, to Precinct Zone Schedule 5 (PRZ5) and Precinct Zone Schedule 6 (PRZ6)
- Delete:
 - Clause 11.03-1L-03 Glen Waverley Major Activity Centre
 - Schedule 1 (VPO1) to Clause 42.02 Vegetation Protection Overlay from land within the Glen Waverley Structure Plan Area

- Schedule 1 (DDO1) to Clause 43.02 Design and Development Overlay from land within the Glen Waverley Structure Plan Area
- Schedule 12 (DDO12) to Clause 43.02 Design and Development Overlay from the planning scheme

Strategic assessment of the amendment

Why is the amendment required?

The amendment is required to introduce planning policies and controls which will guide the development of land within the Glen Waverley Structure Plan Area for the next 15 years in line with the vision and objectives of the Structure Plan. The Structure Plan builds on the existing strengths of the area, targeting growing existing employment including service industry, manufacturing and ancillary office. It prioritises more homes and greater housing choice, more jobs closer to where people live, and liveable and sustainable communities. It focuses growth around a high-rise core and a lively people-focused shopping strip along Kingsway. Changes to the planning schemes reflect this vision.

Rezoning of land

The majority of land within the Glen Waverley Structure Plan Area will be rezoned to a Precinct Zone. This will enable such land to be used and developed in a manner consistent with what the Structure Plan envisions. The Precinct Zone provisions also introduce the Public Benefit Framework.

Application of Built Form Overlay

A BFO will be applied to the majority of land within the Glen Waverley Structure Plan Area. The overlay will help guide development within the area so that it is consistent with the objectives and outcomes sought by the Structure Plan.

Application of Parking Overlay

The overlay will be applied to land within the Glen Waverley Structure Plan Area excluding publicly zoned land, to encourage sustainable transport patterns and alternative forms of parking manage car parking throughout the precinct.

How does the amendment implement the objectives of planning in Victoria?

The amendment implements the objectives of planning in Victoria as outlined in section 4(1) of the *Planning and Environment 1987 Act* (the Act) by introducing a land use and development framework for the Glen Waverley Structure Plan Area.

The amendment will apply policy, zone and overlay controls and update particular, general and operational provisions to implement the Objectives, Strategies and Actions within the Structure Plan. The Structure Plan forms the strategic basis for the

amendment and is supported by technical investigations covering topics such as traffic and transport, urban design, housing needs, employment, and climate resilience.

How does the amendment address any environmental, social and economic effects?

Environmental effects

The amendment introduces policy and applies tailored schedules to the Precinct Zone and Built Form Overlay to encourage land use and development around the new SRL Station, increasing opportunities for walking, cycling, and public transport use. This will reduce car use to generate social and environmental benefits.

The new planning controls also make provisions for new development to contribute to increasing tree canopy. They set Green Star sustainability rating requirements for specified larger developments and require Sustainable Management Plans for other new development.

Noise impacts from applied industrial zones could create amenity concerns. New developments or works associated with the use of land for Accommodation, Education centre (other than Tertiary institution) or Hospital within 300 metres of an applied industrial zone will be required to undertake an acoustic report as part of the permit application requirements. These requirements are consistent with Clause 58.04-3.

Social effects

The amendment introduces planning policy and controls to capitalise on the improved public transport access and connectivity that SRL East will provide to generate social benefits and opportunities.

New and amended planning controls will enable development of a greater range of housing types, sizes and tenures in residential areas; delivery good amenity outcomes in growing neighbourhoods; and incentivise affordable housing in areas of greater housing growth.

A Voluntary Public Benefit Uplift Framework, enacted through the Precinct Zone schedules, incentivises the delivery of nominated public benefits. These include:

- Affordable housing
- Public realm works
- Open space
- Strategic land use.

This framework is designed to encourage the delivery of a nominated 'public benefit' in exchange for development rights. These benefits will result in social benefits.

Economic effects

The amendment seeks to reinforce Glen Waverley's regional significance, directing significant change and intensification of built form around the SRL station and retail precinct.

Employment growth will also be targeted in existing employment areas. This includes supporting the integration of new manufacturing and creative industry spaces within the Aristoc Road Employment Area and Springvale Road Employment Area.

New and amended planning policy will facilitate mixed-use development around the SRL station to create new jobs and housing.

The amendment seeks to:

- Expand of the Central Glen Waverley neighbourhood as a regional hub and the centre of economic activity.
- Promote new investment through the introduction of residential, industrial and commercial use within the Aristoc Road employment area.
- Encourage growth in health and medical services around existing health/medical clusters (Springvale Road).
- Support local retail and mixed-use development along Kingsway and The Glen shopping centre.

Does the amendment address relevant bushfire risk?

The amendment does not increase the risk to life, property, community infrastructure and the natural environment from bushfire.

Does the amendment comply with the requirements of any other Minister's Direction applicable to the amendment?

Ministerial Direction - Form and Content of Planning Schemes

The amendment complies with the requirements of *Ministerial Direction on the Form and Content of Planning Schemes* under section 7(5) of the Act.

Ministerial Direction 9 - Metropolitan Strategy

The amendment aligns with the Metropolitan Planning Strategy, *Plan Melbourne 2017-2050*, achieving Policies and Directions across Outcomes 1-6 of Plan Melbourne. The amendment responds to the requirement to undertake a precinct-wide approach to planning for new development and investment opportunities on the existing and planned public transport network. Plan Melbourne identifies a hierarchy of places throughout the city that will accommodate different levels of change. State-significant precincts, such as the area around the SRL station, are expected to grow and flourish as liveable, productive and connected neighbourhoods in line with Plan Melbourne's objectives.

Ministerial Direction 11 - Strategic Assessment of Amendments

The amendment complies with *Ministerial Direction 11 - Strategic Assessment of Amendments* under section 12 of the *Planning and Environment Act 1987*. The amendment is consistent with this direction which ensures a comprehensive strategic evaluation of a planning scheme amendment and the outcomes it produces.

Ministerial Direction 19 - Preparation and Content of Amendments that may significantly impact the environment, amenity and human health

The Ministerial Direction (MD19) requires planning authorities to seek the views of the Environment Protection Authority (EPA) in the preparation of a planning scheme that could result in use or development of land that may result in significant impacts on the environment, amenity and human health due to potentially contaminated land.

Discussions with EPA on MD19 matters commenced in late 2023. As required by MD19, SRLA sought the written views of the EPA in December 2024 about the potential impacts of the draft amendment and structure plan on the environment, amenity and human health.

SRLA and the EPA met on 21 January 2025 to discuss the EPA's preliminary views, which were then provided in writing to SRLA on 31 January 2025. The EPA confirmed that further information is required from SRLA before written views can be provided by the EPA. The requested information was provided to EPA in January 2025, and SRLA will continue to work with EPA to resolve any outstanding issues.

How does the amendment support or implement the Planning Policy Framework and any adopted state policy?

The amendment is consistent with the following clauses of the Planning Policy Framework and will assist in achieving objectives of these clauses.

State and Regional Policy

Clause 11.01-1S – Settlement

The amendment is consistent with the strategy to “*develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities*”.

Clause 11.01-1R – Settlement – Metropolitan Melbourne

The amendment is a key result of the strategy to “*develop the Suburban Rail Loop through Melbourne's middle suburbs*” and will “*facilitate substantial growth and change in major employment, health and education precincts and activity centres beyond the central city at an appropriate scale to address the needs of Melbourne's rapidly growing population*”.

The amendment also aligns with strategy to “*create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts, that offer more choice in housing, create jobs and opportunities for local businesses and*

deliver better access to services and facilities”.

Clause 11.02-2S Structure planning

The amendment enacts this policy through the delivery of a land use and development framework based on comprehensive strategic planning undertaken for the Glen Waverley Structure Plan Area.

Clause 13 Environmental risks and amenity

The amendment supports these clauses by applying decision guidelines within the zone schedules require consideration of where an industry or warehouse use is proposed, the effect that the proposed use may have on the amenity of nearby residential areas or other uses which are sensitive to industrial off-site effects.

Clause 15.01-1S/R Urban design

Built form controls support the strategy to *“create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity”.*

Clause 15.01-2S Building design

Built form controls respond to strategy to deliver *“building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development”.*

Clause 16.01-1R Housing supply – Metropolitan Melbourne

The amendment supports this clause to deliver increased housing supply within an urban renewal precinct, activity centres, and areas near existing and proposed railway stations that can support transit-oriented development.

Clause 16.01-2S Housing affordability

Increased housing closer to jobs, transport and services enabled by the amendment will help to improve housing affordability.

Clause 17.01-1R Diversified economy - Metropolitan Melbourne -Inner South East Metro Region

Controls to be applied to Glen Waverley will not inhibit its envisaged growth.

Clause 17.02-1S Business

The new planning controls encourage development that will meet the community's needs for retail, entertainment, office and other commercial services.

Clause 18.01-1S Land use and transport integration

The amendment facilitates access to social, cultural and economic opportunities by leveraging the opportunity for increased development intensity associated with the accessibility afforded by the new SRL station at Glen Waverley and integration with the existing Glen Waverley metro station.

Clause 18.02 Movement networks

This clause is broadly supported through the provision of active transport links within the Glen Waverley Structure Plan Area, as well as in policy and development application requirements relevant to reduced car parking and provision of sustainable transport initiatives.

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Clause 15.01-2L-02 Environmentally sustainable development

The new planning controls consider visual impact and solar access through the requirement for a Sustainable Management Plan.

Clause 16.01-1L-01 Housing supply

The new planning controls aim to deliver increased diversity and density of housing to meet the needs of the community.

Clause 16.01-2S Housing affordability

Affordable housing is supported in proposed local policy.

How does the amendment support or implement the Municipal Planning Strategy?

The amendment makes changes to the strategic directions in the Municipal Planning Strategy (MPS) to include the Suburban Rail Loop (East) – Glen Waverley Precinct. These changes include the insertion of specific strategic directions for the SRL Glen Waverley Precinct.

The amendment is consistent with the existing MPS of the Monash Planning Scheme by implementing controls which facilitate the coordinated and staged planning and delivery of the Structure Plan, in a manner which will enhance the vision of the municipality.

The amendment will help realise the focus areas of the municipal vision relevant to a Sustainable City and Enhanced Places set out in Clause 02.02. It enacts considered planning controls which seek to deliver high-quality land use and built form outcomes while supporting significantly increased development intensity in a fair and orderly manner, taking advantage of the increased accessibility afforded by the new SRL station.

Strategic directions relevant to settlement, environmental risks and amenity, built environment and heritage, housing, economic development and transport set out within Clause 02.03 are supported by the amendment. In particular, the amendment encourages a variety of mixed-use development and more intensive, diverse housing in appropriate locations, enhancing streetscapes and access including public transport, walking and cycling, and creating attractive environments for the benefit of the local community.

Changes will be made to local policy in the Monash Planning Scheme to give effect

to and implement the Glen Waverley Structure Plan.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victoria Planning Provisions by updating and amending the Planning Policy Framework to implement the objectives and strategies to achieve the strategic directions set by the Structure Plan.

The PRZ is the most appropriate zone in the VPP to facilitate substantial urban change, public benefits and a new urban form that reflects the role of the precinct. The zone facilitates land uses and subdivision patterns in accordance with a use and development framework plan and supports sustainable outcomes that maximise public and active transport.

The BFO is the most appropriate tool in the VPP to provide for the outcomes in the structure plan area to which it applies. Using a BFO allows the planning controls to be focussed on built form controls including building height and building setbacks with clear benchmarks for good quality built form outcomes.

The application of the Parking Overlay is the appropriate tool in the VPP to manage car parking in a precinct and specify variations to the standard requirements in Clause 52.06 (Car parking).

The amendment modifies existing controls in the planning schemes to remove duplication or avoid conflict with the new planning controls and to reflect the Structure Plan.

The Structure Plan and Implementation Plan will be referenced as background documents, providing the long-term strategic framework which has guided the controls.

How does the amendment address the views of any relevant agency?

The amendment has been prepared in consultation with relevant agencies including Monash City Council, Department of Transport and Planning, Melbourne Water and the Environment Protection Authority.

The views of relevant agencies will be further sought during the public notification process of the amendment.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The Suburban Rail Loop Authority in itself and acting as a planning authority is an 'interface body' under the *Transport Integration Act 2010*. Under Section 25 of that Act:

(1) An interface body must have regard to the transport system objectives when

exercising powers and performing functions under any interface legislation which are likely to have a significant impact on the transport system.

(2) An interface body must have regard to the decision making principles in making decision under any interface legislation which are likely to have a significant impact on the transport system.

The amendment is likely to have a significant impact on the transport system at a local level. It introduced controls into the planning schemes based on the Structure Plan, which has been prepared to reflect the urban renewal opportunity afforded by the SRL station at Glen Waverley, and which is based on technical studies. It will allow a significant intensification of development in the area and consequent increased use of the transport system.

The amendment responds to this impact by:

- Promoting social inclusion and economic prosperity by developing residential and employment areas close to the transport network, including the SRL station at Glen Waverley, which is accessible by all in the community.
- Enhancing local and regional connectivity in line with environmentally sustainable travel policy and integrated transport and land use principles contained within state planning policy documents.
- Introducing car parking controls to encourage limited vehicle use, supported by the development of strong active transport links and supporting innovative modes which can have a positive impact on the transport system and safety and wellbeing.
- Requiring development applications above a certain size to prepare Green Travel Plans to manage transport demand.
- Requiring the consideration of bicycle parking in development applications to encourage healthy travel outcomes.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The amendment may have an impact on the responsible authority resources. The introduction of new planning controls will increase the development capacity throughout the structure plan area, which could result in an increase permit applications.

It is considered that any impact on resources will be supported by a streamlined decision making process, enabled in the PRZ and BFO, public notice and third-party exemptions and 'deemed to comply' built form requirements.