



**SUBURBAN
RAIL LOOP
EAST**



Artist's impression

SRL East Structure Plan Glen Waverley



**More Homes
For Victorians**



VICTORIA
State
Government

Acknowledgement of Country

Suburban Rail Loop Authority acknowledges the Traditional Owners of the land, sky and waters across Victoria and pays respect to their Elders past and present. We proudly recognise the strength and enduring connection to Country as the world's longest living culture and the profound wisdom, resilience, and contributions of First Peoples and their communities. We are committed to the ongoing journey of reconciliation by embedding self-determined Aboriginal ways of knowing and doing across the lifespan of the Suburban Rail Loop project.



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Glen Waverley Structure Plan

Melbourne and Victoria's population is growing. By the 2050s, Melbourne will be home to almost 9 million people – a city the size of London today.

To accommodate this growth, the Victorian Government has launched its *Housing Statement* and a program of initiatives that will increase housing supply in new and established suburbs.

As Australia's biggest housing project, Suburban Rail Loop (SRL) will deliver more transport and more homes in Melbourne's middle suburbs where many people want to live – on the doorstep of world-class public transport, jobs, services and opportunities.

SRL will transform how people move around Melbourne and local areas. Coordinated and thoughtful planning in the neighbourhoods surrounding the SRL stations will support thriving and well-connected communities, fit for the future.

Glen Waverley is already experiencing significant change and this will continue with the delivery of SRL. The resident and worker populations surrounding the new station at Glen Waverley are forecast to nearly double by 2041.

A greater supply of quality and diverse housing choices are needed, with more workspaces to attract and retain businesses, and diversify the local economy.

This Structure Plan sets objectives, strategies and actions to properly manage future growth so it is appropriate and sustainable.

Consultation with local residents, businesses, councils and others over several years guided the preparation of this Structure Plan. Additional community feedback as part of the planning process, via submissions and public hearings, informed the final Structure Plan and associated Planning Scheme Amendment.

The Structure Plan will pave the way for future development and investment in the right places, enhancing the liveability and amenity of local neighbourhoods, while maintaining Glen Waverley's distinctive character and making sure the full potential of SRL is realised.

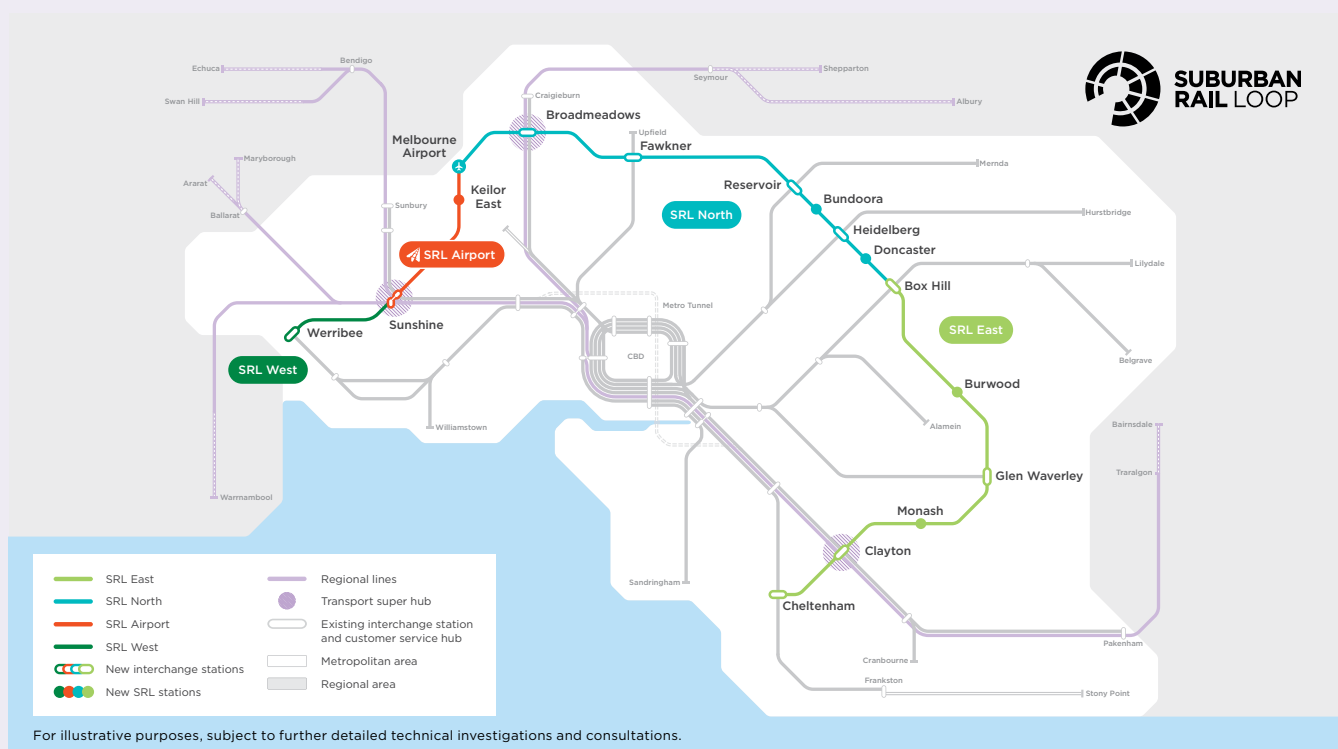


Figure 1: Suburban Rail Loop



Figure 2: Suburban Rail Loop - SRL East

The Vision for Glen Waverley

A genuinely walkable neighbourhood, with everything needed for a great quality of life nearby.

Glen Waverley will be home to a thriving multicultural community with job and lifestyle opportunities to support its growing population.

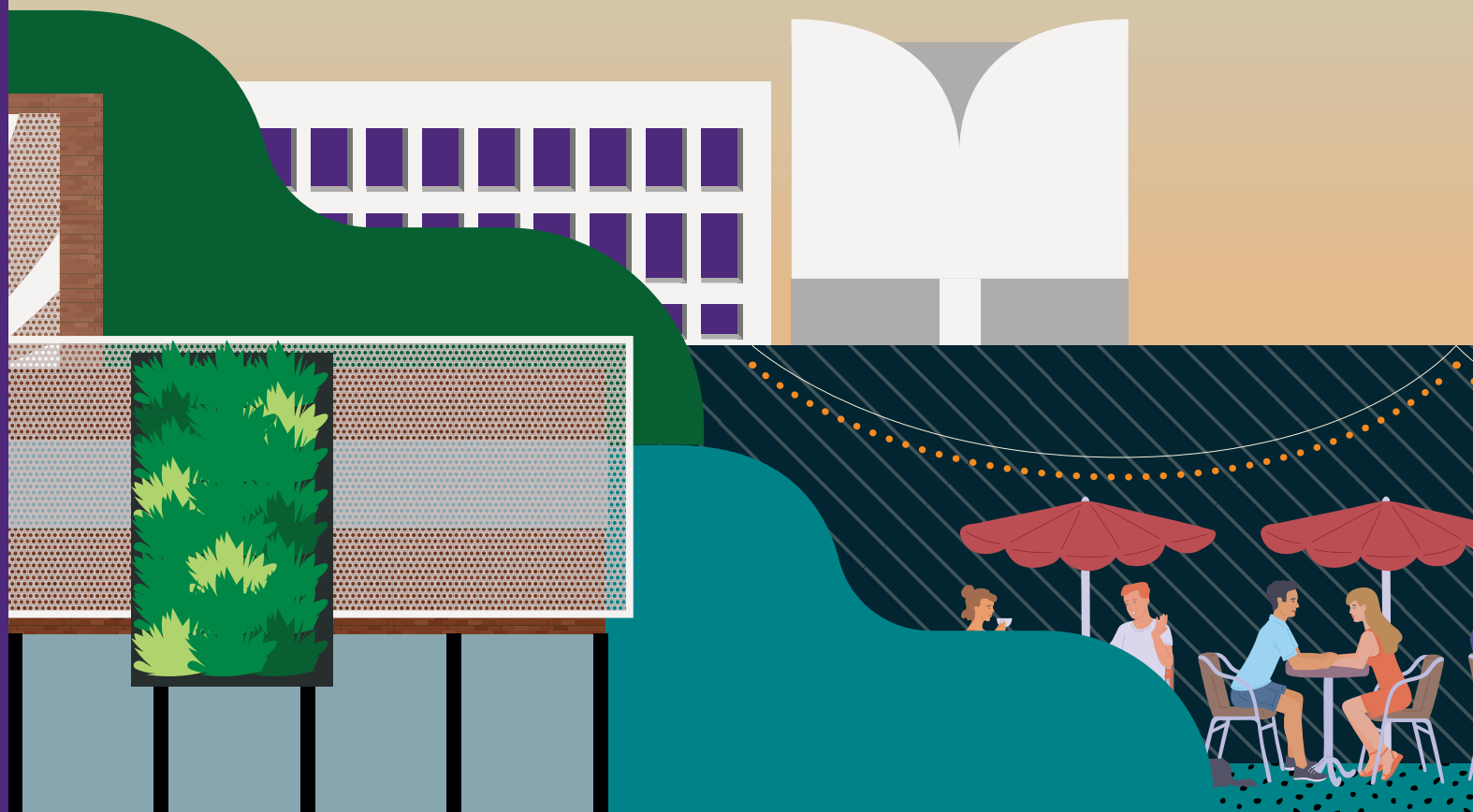
A diverse range of housing options will mean people can stay in the community they love, whatever their life stage. New homes will be complemented by high-quality landscape and open spaces that strengthen the green, leafy character of the area and support its active and healthy way of life.

SRL will mean Glen Waverley residents will have everything they need closer to home – and continue to benefit from existing state-of-the-art schools and diverse lifestyle options. Greener streets and improved walking and cycling connections will encourage more people to leave the car at home as the suburb grows.

New connections will create more job opportunities for Glen Waverley. Just as residents will travel to universities or workplaces in Clayton, Monash or Box Hill, people from neighbourhoods along the SRL East rail line will come to work, study and play in Glen Waverley. The southern end of the precinct will become a sought-after commercial destination with a thriving business community.

The centre will remain at the heart of community life, coming alive in the evenings with restaurants, cafes and bars. As a place for celebrations, cultural events and community gatherings, a lively and people-focused Kingsway will be the centrepiece of Glen Waverley.

SRL will unlock opportunities in Glen Waverley, delivering a vibrant and diverse precinct with more housing choice and greater affordability.



The Vision for Glen Waverley was developed with local communities to set a clear aspiration for how Glen Waverley will look in the years ahead. The Vision comprises this vision statement, a Conceptual Plan and an outline of how the Vision will be realised under the five themes of Enriching Community, Boosting the Economy, Enhancing Place, Better Connections and Empowering Sustainability. The Vision for Glen Waverley was published in December 2024 and is available at suburbanrailloop.vic.gov.au/final-visions.

Conversations with the community

This Structure Plan reflects ongoing conversations with the community about how to make the most of SRL East and achieve the Vision for Glen Waverley.

Suburban Rail Loop Authority (SRLA) adopted an ‘inform and involve’ approach to SRL East’s development, seeking and incorporating the views of residents, businesses, institutions, community organisations, local councils and others.

This approach helped to identify specific economic and employment opportunities in Glen Waverley and to determine current and future community needs in relation to housing, services and community infrastructure. It also helped determine where and when development should occur in the neighbourhoods surrounding the SRL station and in ways that respond to community expectations, values and needs as Glen Waverley grows and changes over time.



Overview of the Structure Plan

Structure Plan highlights

To achieve the Vision for Glen Waverley, the Structure Plan sets objectives and strategies to guide the future form and function of the neighbourhoods around the SRL station. The objectives are set out under five themes: Enriching Community, Boosting the Economy, Enhancing Place, Better Connections and Empowering Sustainability.



NEW HOMES AND MORE HOUSING CHOICES IN HIGH AMENITY LOCATIONS

More homes to support a growing population in well-designed, well-connected and high amenity urban neighbourhoods, close to the SRL station

A greater range of housing types and sizes, including more social and affordable housing

New community infrastructure to support growing populations and meet the daily needs of residents and workers

Access to new and improved public open spaces.



BETTER CONNECTIONS AND STREETS THAT SUPPORT WALKING, CYCLING AND LIVELY PLACES

High-quality walking and cycling corridors, making it safer and easier to walk or cycle to local destinations

Better bus connections and easier and faster transfers between bus and train services through a new multi-modal hub in Central Glen Waverley

Lively streets that encourage social and economic activity, with canopy trees, pedestrian crossings and high-quality public and open spaces

Low-traffic neighbourhoods that are quieter and more attractive places to live.



MORE LOCAL JOBS CLOSE TO WHERE PEOPLE LIVE

More local retail, hospitality and businesses in a denser Central Glen Waverley

A reinvigorated and expanded central area that is active and lively throughout the day and night, with high-quality public places that attract residents, workers and visitors

An intensified and redeveloped Aristoc Road employment area that is home to a greater mix of jobs, with much improved amenity for businesses and workers

Local shopping centres retained and enhanced to meet residents' daily needs.



BUILDING CLIMATE RESILIENCE AND SUPPORTING A SUSTAINABLE COMMUNITY

Higher building design standards, including a 5-star Green Star Buildings rating for large new buildings in the Structure Plan Area

Innovative Integrated Water Management (IWM) prioritised in new developments and the public realm to support greening, reducing urban heat, and enhancing liveability.

A cooler, greener Glen Waverley with more open spaces, shadier streets and green corridors supported by IWM, more canopy trees, and building materials and green-blue infrastructure that support urban cooling.

Preparing the Structure Plan

This Structure Plan is based on a comprehensive program of research, engagement and consultation over several years.

This Structure Plan adopts a holistic approach to promote positive environmental, social, cultural and economic outcomes including consideration of transit oriented design, safer design, accessibility, sustainability and gender sensitive planning.

1.1 Purpose of SRL East Structure Plans

Structure Plans are an important part of Victoria's planning system.

A Structure Plan is a blueprint to guide how an area develops and changes over time. It sets out a vision, with objectives, strategies and actions to achieve the vision.

The vision considers community aspirations for a local area. This includes things the community would like to improve, as well as the characteristics people value and want to retain.

A Structure Plan describes how land use planning, growth and development will be managed in an appropriate and sustainable way. Matters covered include transport connections and car parking, housing and commercial development, community infrastructure, urban design, open space, water and energy management, climate resilience and sustainability.

A Structure Plan provides certainty for residents, businesses and developers by identifying the preferred locations and timing of future land uses, development and new infrastructure.

Statutory actions such as Planning Scheme Amendments are required to implement a Structure Plan. Planning Scheme Amendments will be needed to implement the Glen Waverley Structure Plan through the Monash Planning Scheme.

Strategic actions such as partnerships with local councils and other authorities are also important for implementing a Structure Plan.

An integrated program

SRL is an integrated transport and land use program of works that will extend over 30 years. In addition to the rail line and stations, the SRL program includes planning guidance, new community infrastructure and partnerships across all levels of government and with the private sector to make sure the full benefits of SRL are realised. By integrating and staging transport, planning and infrastructure initiatives, SRL will support urban centres across Melbourne that offer high-quality lifestyles, housing and jobs close to public transport, services and other amenities. The Glen Waverley Structure Plan is one component in this multi-decade, integrated program of investment.

STRUCTURE PLAN PRIORITIES

While each Structure Plan for SRL East is tailored to its local area, the plans share three strategic priorities.

More homes and greater housing choice	Structure planning for SRL East has a core focus on increasing the supply of housing to accommodate projected population growth in areas surrounding the SRL East stations. Housing provisions in the SRL East Structure Plans will also support the <i>Victorian Housing Statement</i> and contribute to the Victorian Government's target of building 800,000 homes in Victoria over the next decade.
More jobs closer to where people live	Access to convenient, reliable and frequent transport links underpins investment and economic activity. Each centre with an SRL East station already has thriving businesses and institutions that will continue to flourish with SRL's increased accessibility. As these areas evolve, they will attract new kinds of businesses and jobs.
Liveable and sustainable communities	SRL will revitalise Melbourne's middle corridor, catalysing centres of activity outside of the central city. Structure planning for SRL East has a strong focus on making sure these areas remain liveable, sustainable and attractive places and that they are enriched and enlivened by the addition of SRL infrastructure. This includes providing opportunities to develop walkable neighbourhoods where people can access most of their daily needs locally.

1.2 Structure Plan Area

This Structure Plan covers a clearly defined area around the SRL station at Glen Waverley.

This is the area where most change and development will occur over the next decades.

The Structure Plan Area is within a wider Planning Area. The Planning Area was declared by the Minister for the SRL under the *Suburban Rail Loop Act 2021* (Vic).

Suburban Rail Loop Authority (SRLA) is a planning authority under the *Planning and Environment Act 1987* (Vic) in the Planning Area. SRLA can make Planning Scheme Amendments in the Planning Area, including in the Structure Plan Area.

The Planning Area and the Structure Plan Area are shown in Figure 3.

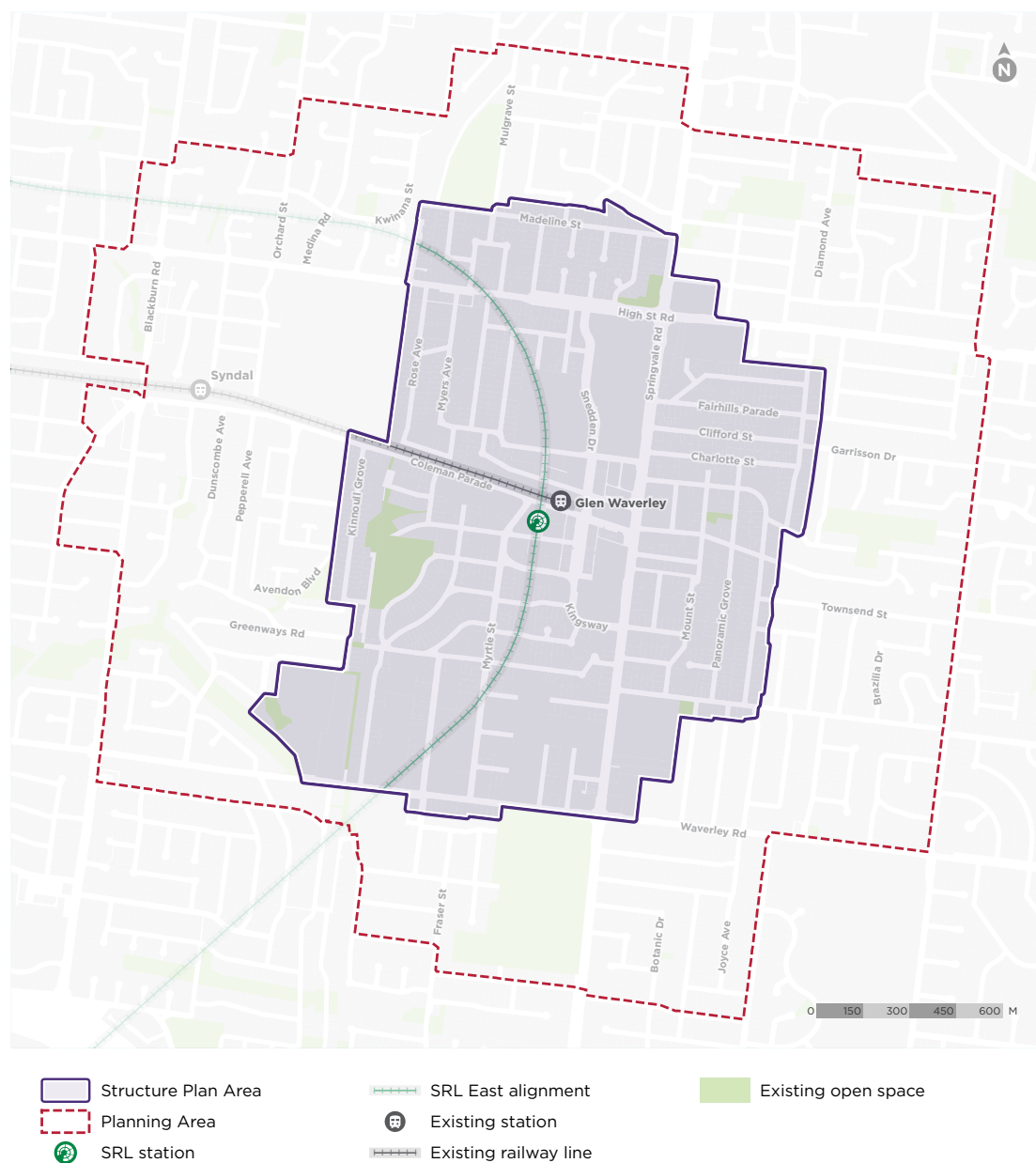


Figure 3: Glen Waverley Structure Plan Area and Planning Area

1.3 Guide to Structure Plan documents

This Structure Plan provides the framework to guide growth and change in Glen Waverley for the next 15 years, and establish a pattern for longer-term change.

The **Structure Plan** sets objectives, strategies and actions to achieve the Vision for Glen Waverley. It is supported by an Implementation Plan and a Planning Scheme Amendment.

The **Implementation Plan** provides the timing, pathways and responsibilities for delivering the actions in the Structure Plan. This includes key projects planned for the Structure Plan Area.

The **Planning Scheme Amendment** to the Monash Planning Scheme is required to allow the actions set in the Structure Plan.

The **Glen Waverley Background Report** summarises a suite of expert technical assessments that informed the preparation of the Structure Plan. The technical assessments cover matters including but not limited to housing, open space and community facilities, transport networks, water and energy management, and climate resilience.

Technical Reports set out the detailed findings of the expert technical assessments summarised in the Glen Waverley Background Report.

This Structure Plan provides a framework for land use planning and development in Glen Waverley:

Section 1	Describes the process for preparing the Glen Waverley Structure Plan.
Section 2	Describes the context and existing conditions of Glen Waverley.
Section 3	Describes the opportunities and challenges for Glen Waverley.
Section 4	Provides the Vision for Glen Waverley developed with community input.
Section 5	Sets objectives, strategies and actions under five key themes to achieve the Vision for Glen Waverley.
Section 6	Defines the neighbourhoods in Glen Waverley and their roles in achieving the Vision for Glen Waverley.
Section 7	Sets out the steps to finalise and implement the Glen Waverley Structure Plan.

1.4 Involving the community

Extensive engagement to inform SRL East structure planning has been underway since 2019.

Engagement has occurred with the community and businesses, local councils and others on how to make the most of the opportunities that SRL East will generate. Engagement sought to reach a broad range of people, with a specific effort to seek out diverse views.

Activities included community information sessions, online surveys and submissions, community panels and face-to-face discussions which were held at a variety of times to make events as accessible as possible.

Traditional Owners

SRL East is located on the traditional lands of the Wurundjeri Woi Wurrung people to the north and the Bunurong People to the south.

The Wurundjeri Woi Wurrung people of the Kulin Nation are the Traditional Owners and custodians of the Country covered by the Glen Waverley Structure Plan Area, and we acknowledge their deep spiritual connection to the land, waterways and stories of this Country.

The Wurundjeri Woi Wurrung people are significant stakeholders in the planning of SRL East and preparation of the Glen Waverley Structure Plan.

Opportunities will be sought to represent Aboriginal cultural values, heritage and language in the Structure Plan Area. This includes in the the design of public spaces, new walking and cycling infrastructure, community facilities, creative works, wayfinding, landscaped areas and streetscapes.

There will be ongoing engagement with the Aboriginal community living, working and learning in Glen Waverley, and Traditional Owner knowledge and insights will continue to be embedded into all aspects of the design and delivery of SRL.



Community Consultation



SRL BUSINESS AND INVESTMENT CASE

2021

The SRL Business and Investment Case set broad ambitions for each SRL station and its surrounding area. The Business and Investment Case provided a platform for early community discussions on how SRL East could generate positive change and development in local communities.



SRL EAST ENVIRONMENT EFFECTS STATEMENT

2022

The SRL East Environment Effects Statement (EES) identified potential benefits and impacts during the construction and operation of SRL East rail infrastructure and proposed ways to avoid, minimise, offset or manage any significant effects. Community views were sought during preparation of the EES and formal submissions were received as part of the EES public exhibition and public hearings.



SRL PRECINCTS: DISCUSSION PAPER

August 2023

The *SRL Precincts: Discussion Paper* sought community views on the aspirations for the areas surrounding the SRL East stations. Feedback was sought on the ambitions and priority outcomes set in the SRL Business and Investment Case.



DRAFT VISION

December 2023

Community feedback on the *SRL Precincts: Discussion Paper* informed the development of a Draft Vision for Glen Waverley. The Draft Vision identified what the community would like to improve in the local area and the characteristics people value and want to protect and maintain.



KEY DIRECTIONS

April 2024

Key Directions for the area surrounding the SRL East station at Glen Waverley were developed. These were based on the Draft Vision and were tested with community groups, local councils and other stakeholders.



FINAL VISION

December 2024

The Final Vision for Glen Waverley was prepared. The Final Vision incorporates feedback from the community, local councils and others during preparation of the Draft Vision, Key Directions, Background Report and Technical Reports.



DRAFT STRUCTURE PLAN

March to December 2025

The Draft Structure Plan, accompanied by the Draft Implementation Plan, Draft Planning Scheme Amendment and associated background and technical reports, was released for public exhibition. Public submissions were invited in respect of these documents, with further opportunities for local councils, community groups and others to present submissions on referred matters at public hearings.



STRUCTURE PLAN

February to June 2026

Community and stakeholder input provided through the planning process informed preparation of the final Structure Plan and associated documents.

Introducing Glen Waverley

The Wurunjeri Woi Wurrung people of the Kulin Nation are the Traditional Owners of the Country the Glen Waverley Structure Plan Area covers.

The Glen Waverley Structure Plan Area is within the City of Monash, about 19 kilometres east of Melbourne's CBD.

2.1 Historical context

The Wurundjeri Woi Wurrung people of the Kulin Nation occupied the Country that encompasses the Glen Waverley Structure Plan Area for more than 65,000 years before contact with Europeans.

The Wurundjeri Woi Wurrung way of life in this area saw family groups travelling through Country for ceremonial gatherings, marriage, trade and the settling of disputes. Natural landscape features served an important function as markers of clan boundaries and locations for gatherings and ceremonies. Movement of Aboriginal people through Country also occurred seasonally in response to the availability of resources.

Glen Waverley's urban structure developed around the key roads of Springvale Road and Waverley Road, and around Scotchmans Creek.

Early industries in what was then known as 'Black Flat' included orchards, farmland, gold mining and

pigment mining. Glen Waverley developed as a township after the railway line from East Malvern reached the area in 1930. The suburb only began to expand and flourish in the 1950s, later than other centres along the SRL East corridor.

The arrival of schools in the area (including a campus of Wesley College and the Glen Waverley Secondary College), development of a civic centre designed by Harry Siedler and the opening of The Glen Shopping Centre in 1967 contributed to steady population growth from the 1960s. In more recent times, Glen Waverley's core activity area has increased in density, including through residential and retail growth at The Glen.

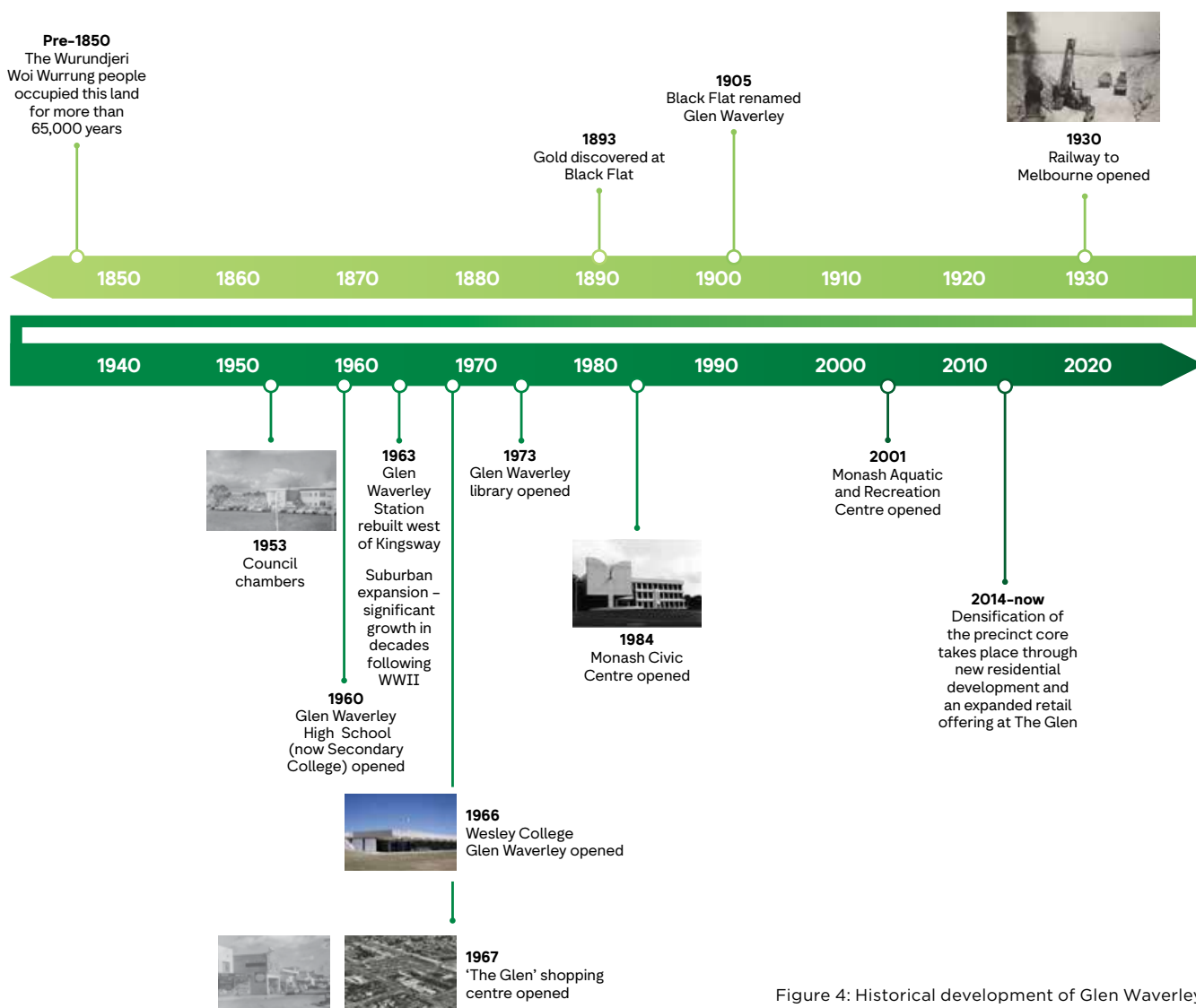


Figure 4: Historical development of Glen Waverley

Glen Waverley Council Chambers. Glen Waverley Railway Line. Glen Waverley Shopping Centre. Source: State Library Image Collection. Monash Civic Centre. The Glen. Wesley College. Monash City Council Public Library Service.

2.2 Context

Glen Waverley is a significant regional employment and shopping centre, focused on The Glen Shopping Centre.

The existing Glen Waverley Station is at the terminus of the Glen Waverley Line which connects to Melbourne's CBD. Major road corridors run through Glen Waverley including Springvale Road, High Street Road and Waverley Road.

Glen Waverley's education sector is an important element in the local economy. In addition to local primary and secondary schools and the Holmesglen Institute of TAFE, Glen Waverley is close to Deakin University's Burwood campus to the north and Monash University's Clayton campus to the south.

The significant concentration of employment and innovation in Monash and Clayton is to the south.

This combination of retail, hospitality and entertainment hub, a large educational offer and good transport access means that Glen Waverley attracts visitors from a large regional catchment.

Figure 5 shows the location of the Glen Waverley Structure Plan Area and the SRL East alignment.

Figure 6 shows key transport routes, land uses and community facilities in the Structure Plan Area.

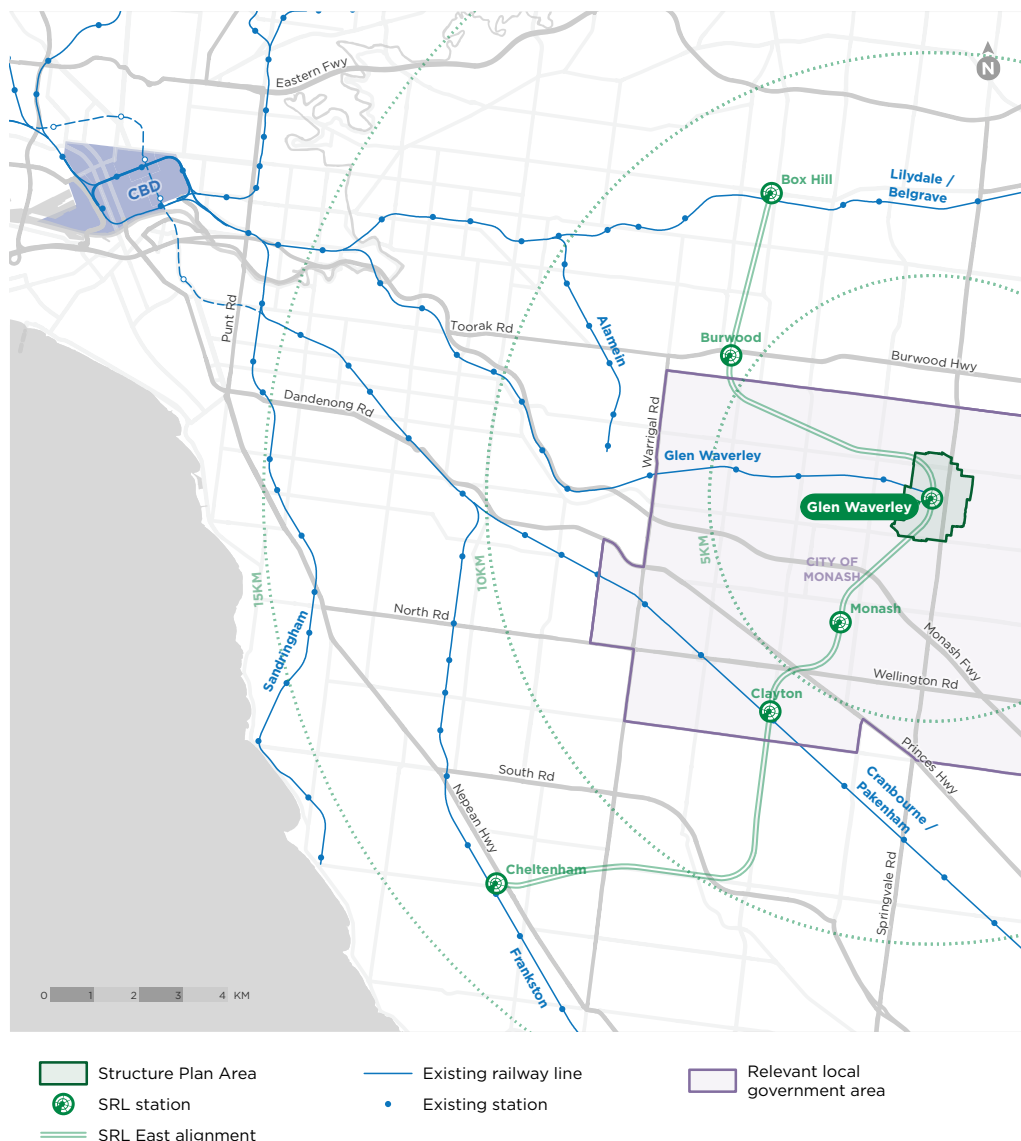


Figure 5: Location of Glen Waverley Structure Plan Area

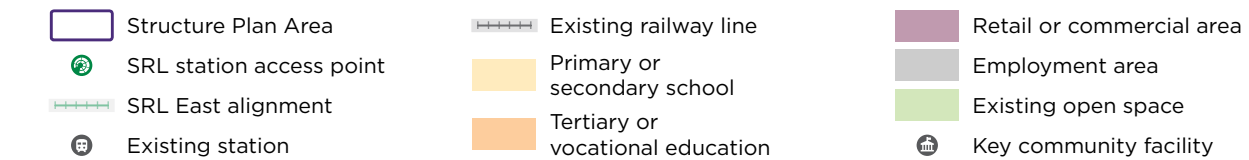


Figure 6: Local context plan

2.3 Community snapshot

Over the five years from 2016 to 2021, Glen Waverley has experienced significantly higher population growth than Greater Melbourne of approximately 3 per cent per annum compared to 1 per cent per annum.

Population density has increased from about 26 people per hectare in 2011 to 34.5 in 2021, reflecting higher density apartment developments within Central Glen Waverley.

Over the 10 years from 2011 to 2021, approximately 1,200 new dwellings were constructed in the Glen Waverley Structure Plan Area.

Most new dwellings were in higher density developments, although separate houses still comprise 58 per cent of dwellings. A third of

residents (33 per cent) in the Structure Plan Area own their home and a fifth (20 per cent) have a mortgage. The remaining 47 per cent are renters.

Glen Waverley's economy is based primarily on the growing retail, accommodation and food services sectors. Almost 40 per cent of the Structure Plan's 7,600 workers are employed in these sectors.



7,100
Structure Plan
Area residents
(2021)



25-39 years
Median age



23%
Lone person
households



20%
Couple
households



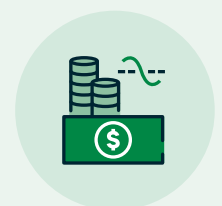
31%
Families with
children



26%
Other family
group and other
households



70%
Born overseas



\$106,996
Household
average
annual income

Planning for a growing and changing Glen Waverley

SRL East will generate substantial change in Glen Waverley over future decades.

This Structure Plan seeks to manage the change in an appropriate and sustainable way.

3.1 More homes and greater housing choice

The resident population in the Glen Waverley Structure Plan Area is forecast to grow by around 60 per cent by 2041. More housing and more housing choices are needed to meet this demand.

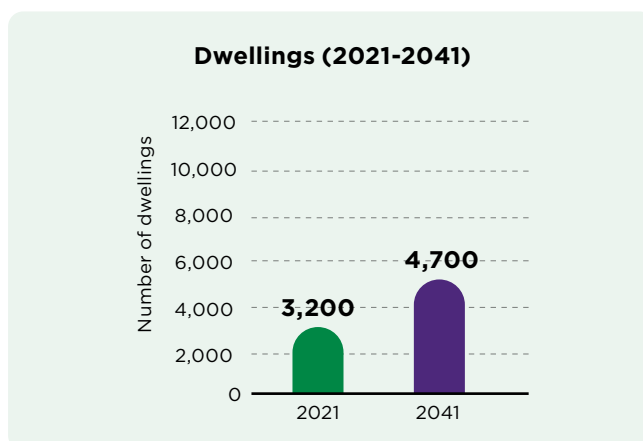
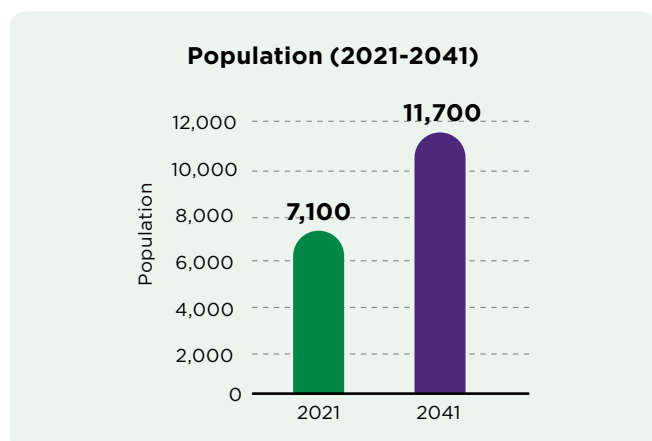
More people

The population in the Glen Waverley Structure Plan Area is forecast to grow from 7,100 in 2021 to 11,700 in 2041.

More homes

An extra 1,500 dwellings are needed to accommodate this population growth.

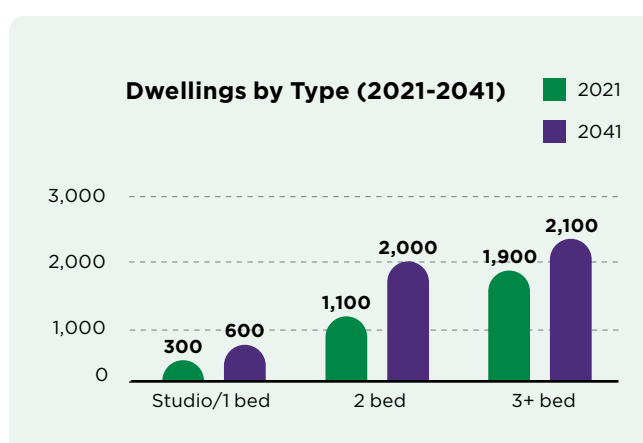
More medium and higher density housing is required. This includes social housing and accommodation suited for students and older residents.



Sources: ABS Census of Population and Housing (2021) and SRL Business and Investment Case 2021 (2041 estimate).

More diversity

In 2041, three-bedroom dwellings will be the most common dwelling size in Glen Waverley, with projected growth to around 2,100 dwellings. An increased supply of all dwelling sizes across a range of housing types, including apartments and townhouses, is expected to be required to meet the needs of the future community.



Source: Glen Waverley Housing Needs Assessment 2025.



A core focus on housing

Access to diverse, high-quality and affordable housing is essential for Melbourne's continuing productivity, liveability and social equity. However, housing is in short supply. Planning for SRL East provides a unique opportunity to improve housing affordability and increase housing choice in well-connected locations throughout Melbourne.

To meet the housing targets outlined in *Victoria's Housing Statement*, the Victorian Government has proposed specific housing targets for each local government area. The four municipalities along the SRL East rail line have a combined target of 227,500 new homes by 2051. The Structure Plans for SRL East provide for 24,500 new homes by 2041, and more than 70,000 new homes over the next 30 years.

This increase in housing supply will provide more quality homes near transport, jobs and services and deliver more affordable housing in Melbourne's established middle suburbs. This reduces outer suburban sprawl, relieves pressure on roads and ensures services (such as jobs, health care, education and recreation activities) are only a short walk or bike ride from home.

More information about *Victoria's Housing Statement* is provided at vic.gov.au/more-homes.

3.2 More jobs closer to where people live

SRL East will generate substantial jobs growth in the Glen Waverley Structure Plan Area.

SRL will boost Glen Waverley's reputation as a thriving retail and hospitality centre and transform the Structure Plan Area into a highly accessible regional employment hub. While Glen Waverley has some of the attributes needed to attract new businesses and workers (such as connectivity and amenity), it currently has a very limited office and commercial market. To compete against other centres and attract new businesses and jobs, more office and commercial spaces will be needed. New spaces will also be needed to accommodate growth in the retail, health, education and knowledge-intensive sectors.

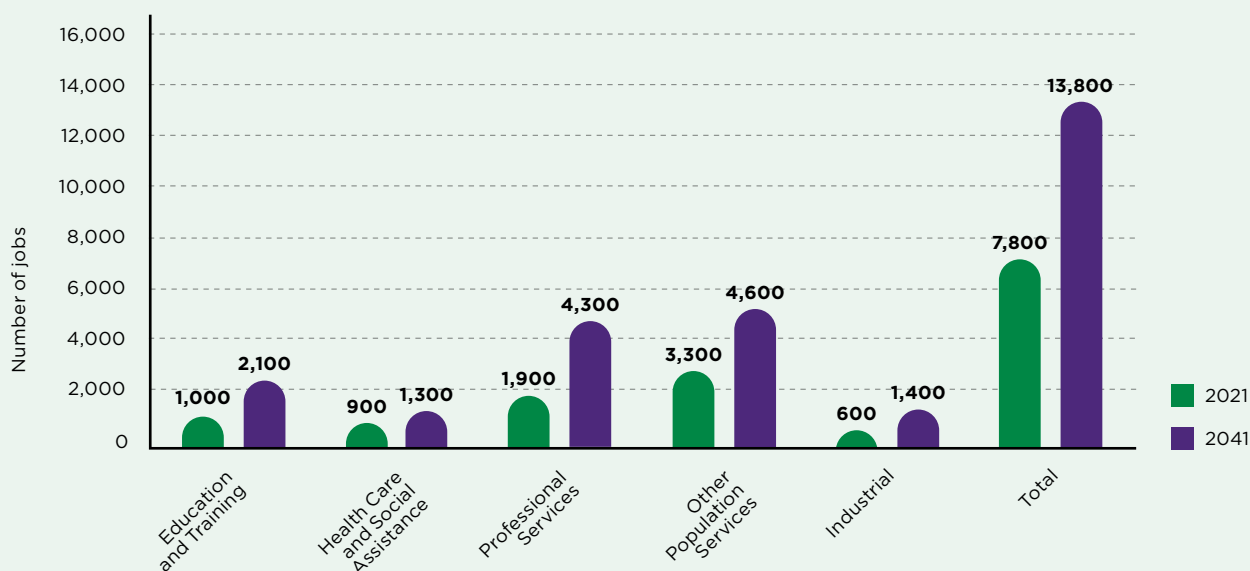
These spaces will need to be close to the SRL station and within walking distance of shops, cafes and services, and with access to public spaces and streetscapes that offer a high degree of amenity for workers and visitors.

To attract and retain different types of businesses, diverse spaces will need to be offered, supported by advanced digital technologies and other design features. Striking the right balance between residential and commercial uses will be a key challenge.

Jobs in the Structure Plan Area are forecast to almost double from 7,800 in 2021 to 13,800 by 2041.

This will increase demand for employment floorspace, with the most demand in office floorspace.

Jobs by industry (2021-2041)



Sources: ABS Census of Population and Housing (2021) and SRL Business and Investment Case 2021 (2041 estimate).

3.3 Liveable and sustainable communities

Glen Waverley's growing population will need new and better integrated community facilities and services.

New community facilities such as youth services, maternal and child health services, and multi-purpose courts will be needed, along with upgrades to existing facilities.

Demand will grow for walkable access to open spaces that cater to diverse activities.

Glen Waverley will need to enhance its resilience to a changing climate and support more sustainable urban lifestyles and communities.

Challenges include managing the heat from hard surfaces and optimising energy and water resources. Strategies for resilience should seek to increase tree canopy cover, integrate green infrastructure and sustainable water design, power more buildings with renewable energy, and encourage active and zero emissions transport.



Central Reserve Playground, Glen Waverley

The Vision for Glen Waverley

A Vision for Glen Waverley underpins this Structure Plan.

The Vision was developed in consultation with the community, the City of Monash and others.

4.1 Vision

A genuinely walkable neighbourhood, with everything needed for a great quality of life nearby.

Glen Waverley will be home to a thriving multicultural community with job and lifestyle opportunities to support its growing population.

A diverse range of housing options will mean people can stay in the community they love, whatever their life stage. New homes will be complemented by high-quality landscape and open spaces that strengthen the green, leafy character of the area and support its active and healthy way of life.

SRL will mean Glen Waverley residents will have everything they need closer to home – and will continue to benefit from existing state-of-the-art schools and diverse lifestyle options. Greener streets and improved walking and cycling connections will encourage more people to leave the car at home as the suburb grows.

New connections will create more job opportunities for Glen Waverley. Just as residents will travel to universities or workplaces in Clayton, Monash or Box Hill, people from neighbourhoods along the SRL East rail line will come to work, study and play in Glen Waverley. The southern end of the precinct will become a sought-after commercial destination with a thriving business community.

The centre will remain the heart of community life, coming alive in the evenings with restaurants, cafes and bars. As a place for celebrations, cultural events and community gatherings, a lively and people-focused Kingsway will be the centrepiece of Glen Waverley.

SRL will unlock opportunities in Glen Waverley, delivering a vibrant and diverse precinct with more housing choice and greater affordability.



Figure 7: Artist's impression of Glen Waverley Structure Plan Area. Indicative for illustrative purposes

4.2 Realising the Vision

The Vision is a statement about the future and sets the longer-term aspiration for Glen Waverley.

The Vision is represented conceptually in Figure 8. This Conceptual Plan shows the main land uses and their locations in the Structure Plan Area, and where the most significant change is expected. More work may be needed to plan for change outside the Structure Plan Area, but within the broader Planning Area, to achieve the Vision for Glen Waverley.

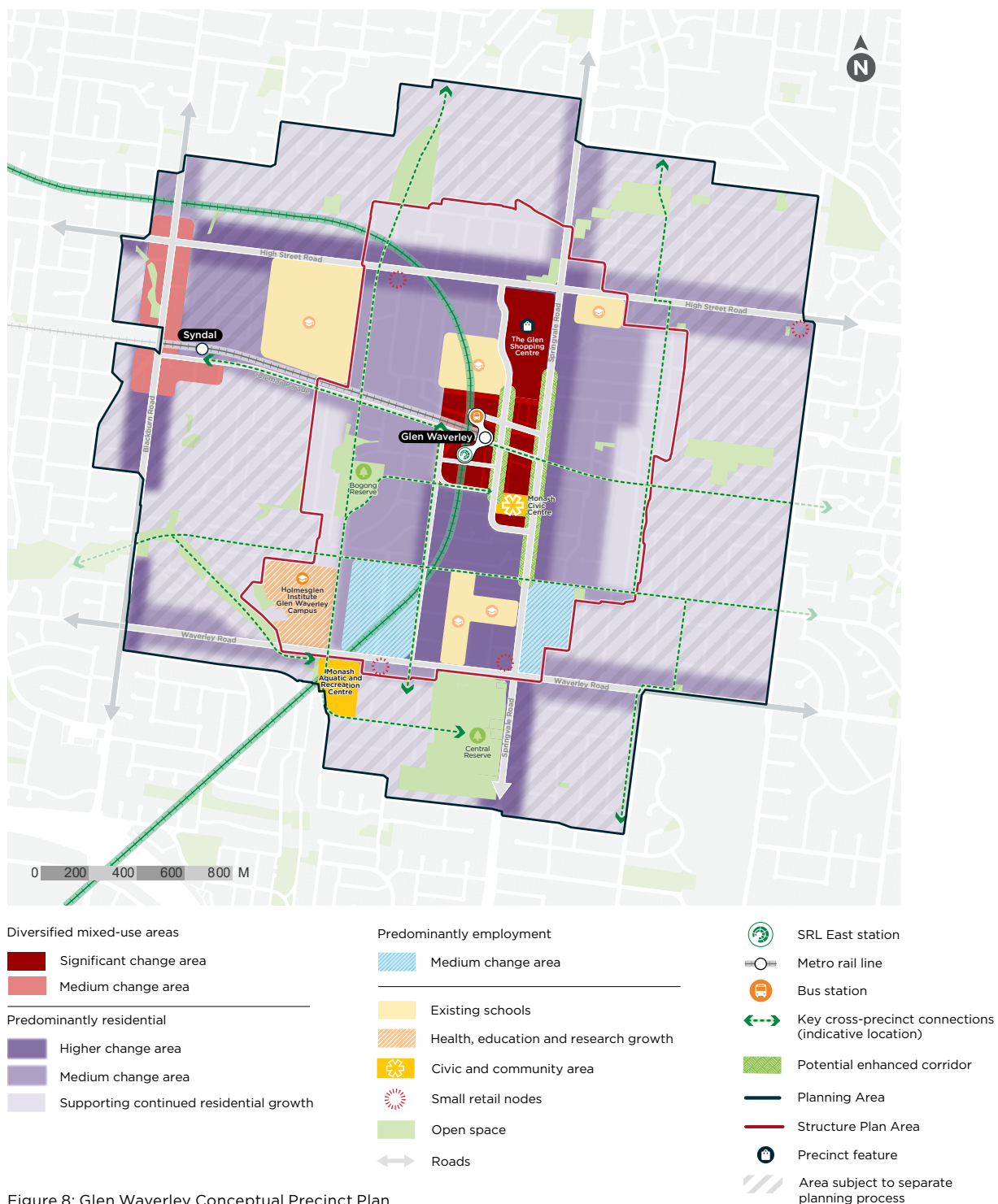


Figure 8: Glen Waverley Conceptual Precinct Plan

4.3 Distinct neighbourhoods, tailored approaches

The Glen Waverley Structure Plan Area is divided into five distinct neighbourhoods defined by their unique characteristics and attributes.

Each neighbourhood is described below and its location shown in Figure 9.

Section 6 of this Structure Plan sets out tailored planning approaches to guide the development and character of these neighbourhoods.

A. Central Glen Waverley

Glen Waverley's lively, people-focused heart, home to shops, cafes and restaurants at street-level and new places to live and work above.

B. Bogong

A great place to live locally, with the unique Bogong Reserve at its heart and diverse new homes with excellent access to amenities, open space and Central Glen Waverley.

D. Springvale Road East

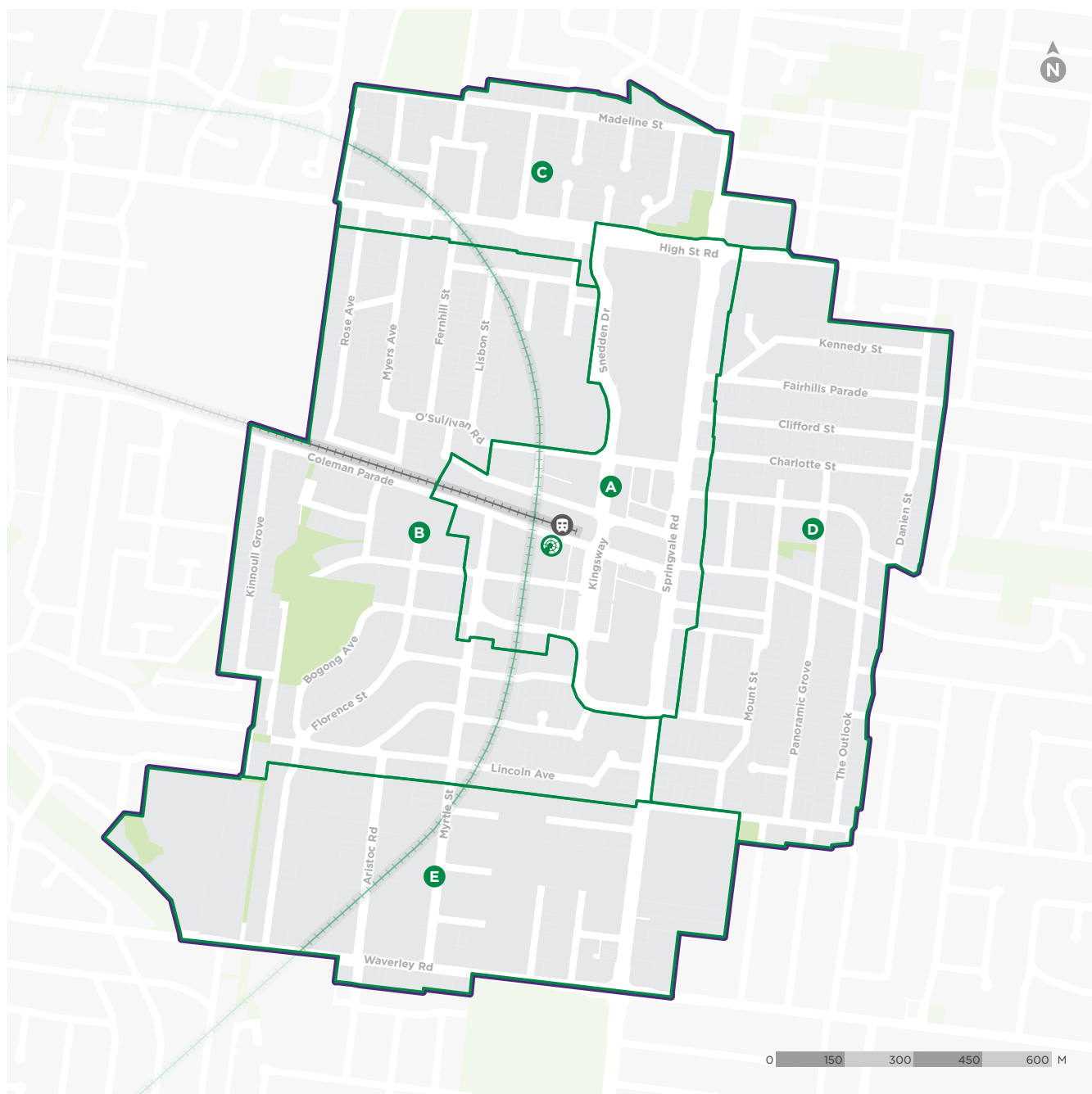
More housing choices in a landscaped garden setting, with new pedestrian and cyclist crossings over Springvale Road making it easier to get to Central Glen Waverley.

C. Glen Waverley North

Leafy residential neighbourhood with new higher density homes along High Street Road close to transport and amenities.

E. Waverley Road

Diverse and mixed-use residential, industrial and commercial area that is walkable and bike friendly, and includes a revitalised Aristoc Road employment area.



- | | | |
|--------------------------|-----------------------|---------------------|
| Structure Plan Area | SRL East alignment | Existing open space |
| Neighbourhood | Existing station | |
| SRL station access point | Existing railway line | |

Figure 9: Glen Waverley neighbourhoods

Strategic response

This Structure Plan sets objectives, strategies and actions under five key themes to achieve the Vision for Glen Waverley.

5.1 Land Use Plan

Encouraging the right land use will support growth and development in the Structure Plan Area.

The Land Use Plan shown in Figure 10 identifies priority land uses and their locations across the Structure Plan Area. The roles of each land use are described in the table below.

While land uses in addition to those shown in Figure 10 will be supported, the planning settings will encourage the priority land uses.

LAND USE	FUTURE ROLE
Commercial	Central Glen Waverley will be a lively entertainment, retail, office and commercial centre. Retail hubs at The Glen Shopping Centre and Kingsway will be improved while celebrating their distinct functions. Kingsway will remain an engaging retail, hospitality and entertainment strip linking north to The Glen Shopping Centre. High Street Road and Springvale Road local activity centres will retain their fine-grain character and continue to provide access to meet the daily needs, services and jobs of the local community. Residential uses will be encouraged at upper levels, above active uses at ground level.
Mixed use	Medical and allied health uses will be consolidated into a focused area along Springvale Road. Complementary uses, such as residential or office, will be encouraged at upper levels.
Housing	Residential growth will be encouraged throughout the Structure Plan Area, with a focus on areas near the amenity and accessibility offered by Central Glen Waverley and along key movement corridors. Some community and local population-serving uses will be supported, particularly along key movement corridors.
Employment	Key employment areas at Aristoc Road and Springvale Road will retain their employment focus, including light industrial with ancillary office space. The Aristoc Road Employment Area will continue to provide service employment opportunities as a secondary node to Central Glen Waverley.
Education	Education uses, including government and private schools, will continue to provide important community infrastructure. Holmesglen Institute will continue to provide vocational training and education.
Civic, community and cultural	Monash City Council's plan for a new library and civic space at the Glen Waverley Civic Precinct will deliver a high-quality civic and community hub to support the Structure Plan Area's future population. Other civic and community uses include multi-deck public car parking locations in the Central Neighbourhood.
Public open space	Public open spaces will be retained and enhanced, including Bogong Reserve. New open spaces will be established where gaps exist within the Structure Plan Area.

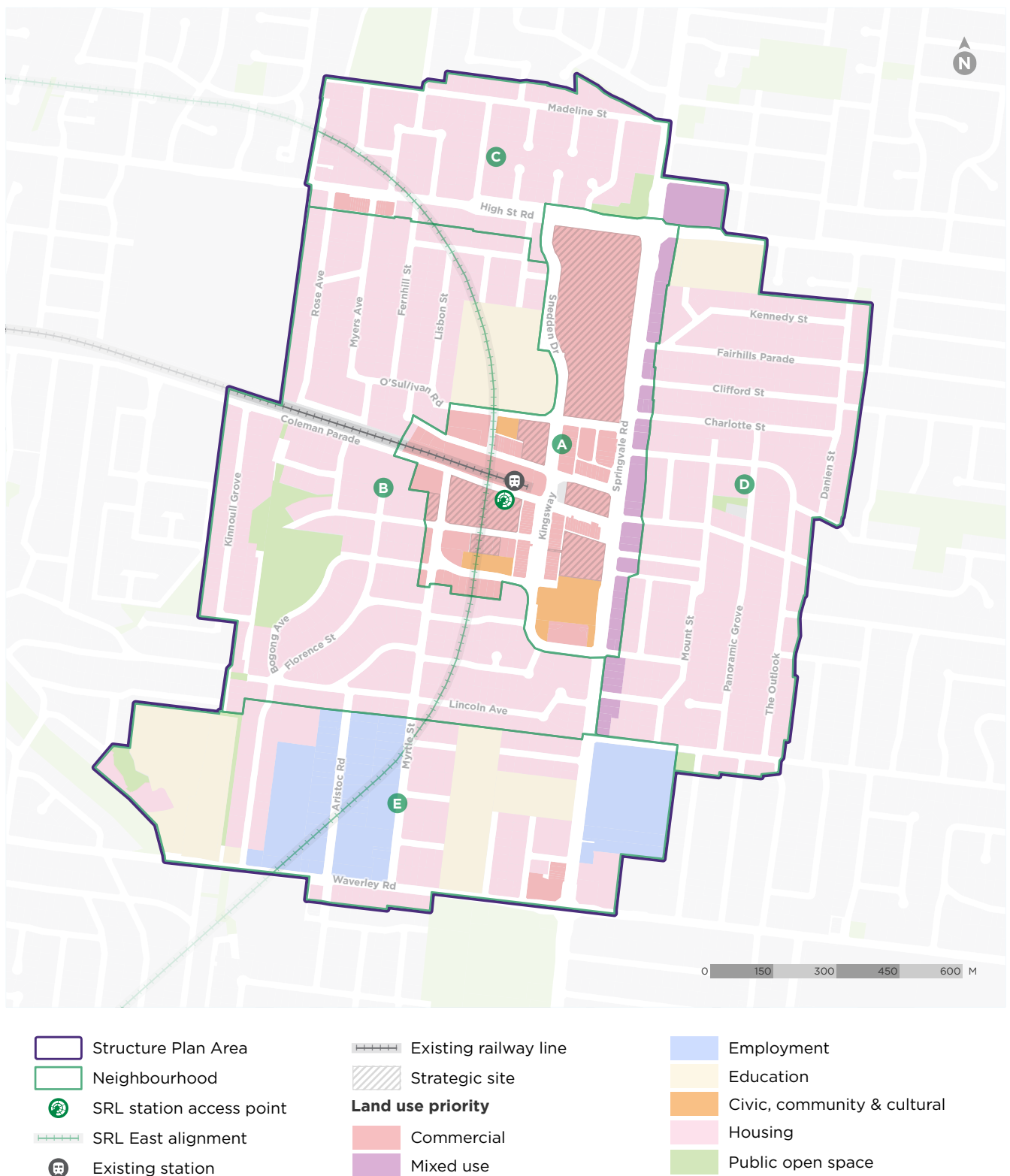


Figure 10: Land Use Plan

5.2 Structure Plan themes

Five themes underpin SRL East structure planning. A set of objectives, strategies and actions under each theme seeks to achieve the Vision for Glen Waverley. Each action will implement one or more of the strategies.

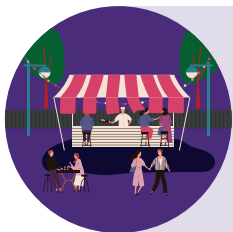


Enriching Community

Creating healthy and inclusive neighbourhoods with more homes and greater housing choice to support Glen Waverley's growing population.

Boosting the Economy

Building on Glen Waverley's strengths in retail and services to support a thriving local economy with more and better jobs.



Enhancing Place

Providing high-quality buildings and public spaces that build on Glen Waverley's character and identity.

Better Connections

Delivering public transport, walking and cycling options to support Glen Waverley as an attractive, high amenity place to live, work and visit.



Empowering Sustainability

Giving Glen Waverley tools and strategies to adapt to and mitigate the effects of climate change and make the transition to zero net carbon emissions.

5.3 Enriching Community

SRL East offers opportunity to transform Glen Waverley into a healthy and inclusive community.

Glen Waverley is already a great place to live and will continue to cater to the diverse housing needs of the growing population. A range of housing options will include affordable and social housing, in different sizes and tenures.

New and upgraded open green spaces, community facilities and other services will support housing growth and diversity, and allow residents to enjoy living locally.





Objective 1

Celebrate, protect and interpret Aboriginal cultural values

Structure planning can highlight Glen Waverley's rich cultural history and create spaces that support the ongoing interpretation and sharing of cultural values. Celebrating Aboriginal voices, history and culture – and incorporating Caring for Country principles in

the planning, design and development of places – can help shape Glen Waverley in ways that honour its Aboriginal heritage and are inclusive of contemporary Aboriginal culture and values.

Strategies

- Recognise, celebrate and interpret cultural heritage and storytelling in the design of public spaces. Use local Aboriginal language and names in public spaces (such as streets, parks and public buildings) in consultation with Traditional Owners who hold language as a non-tangible cultural heritage asset.
- Collaborate with Traditional Owners to identify and restore areas of Country in need of healing, promoting decision-making that respects the principles of self-determination.
- Encourage indigenous planting on public and private land to strengthen Aboriginal cultural connections to place.
- Encourage the consideration of Aboriginal cultural needs in the design of institutional buildings, social and affordable housing, and student accommodation.
- Identify opportunities to improve Aboriginal economic outcomes.
- Improve Aboriginal wellbeing by having culturally safe places to gather. Consider opportunities for these to be integrated with community infrastructure planning.

Actions

1. Engage with Traditional Owners and the Aboriginal community throughout SRL East structure planning and delivery.
2. Partner with Traditional Owners in the design of new public spaces and to identify opportunities to restore the local natural environment.
3. Investigate the inclusion of spaces in community facilities designed for and with Traditional Owners and/or relevant Aboriginal community service providers.
4. Actively work towards achieving Victorian Public Service and agreed contractor Aboriginal employment targets with a focus on local Aboriginal communities.
5. Identify opportunities for the advancement of Aboriginal employment outcomes and procurement opportunities when developing an SRL East Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.

Objective 2

Facilitate the growth of high-quality housing

An extra 1,500 new houses will be needed in the Glen Waverley Structure Plan Area as the population grows to 11,700 people.

Housing will be encouraged near amenities, jobs and transport. This includes in the Central Glen Waverley neighbourhood and close to the SRL station.



Future housing growth

Three relative levels of housing growth are identified: significant, high and medium.

- **Significant housing growth:** Areas identified for significant housing growth are concentrated in Central Glen Waverley. These areas will generally accommodate the tallest, highest density mixed-use developments.
- **High housing growth:** These areas can support higher density apartment developments. These areas are generally located along key movement corridors, such as High Street Road, Waverley Road and Springvale Road.
- **Medium housing growth:** These areas will evolve to support medium-scale developments, primarily mid-rise apartments on consolidated lots.



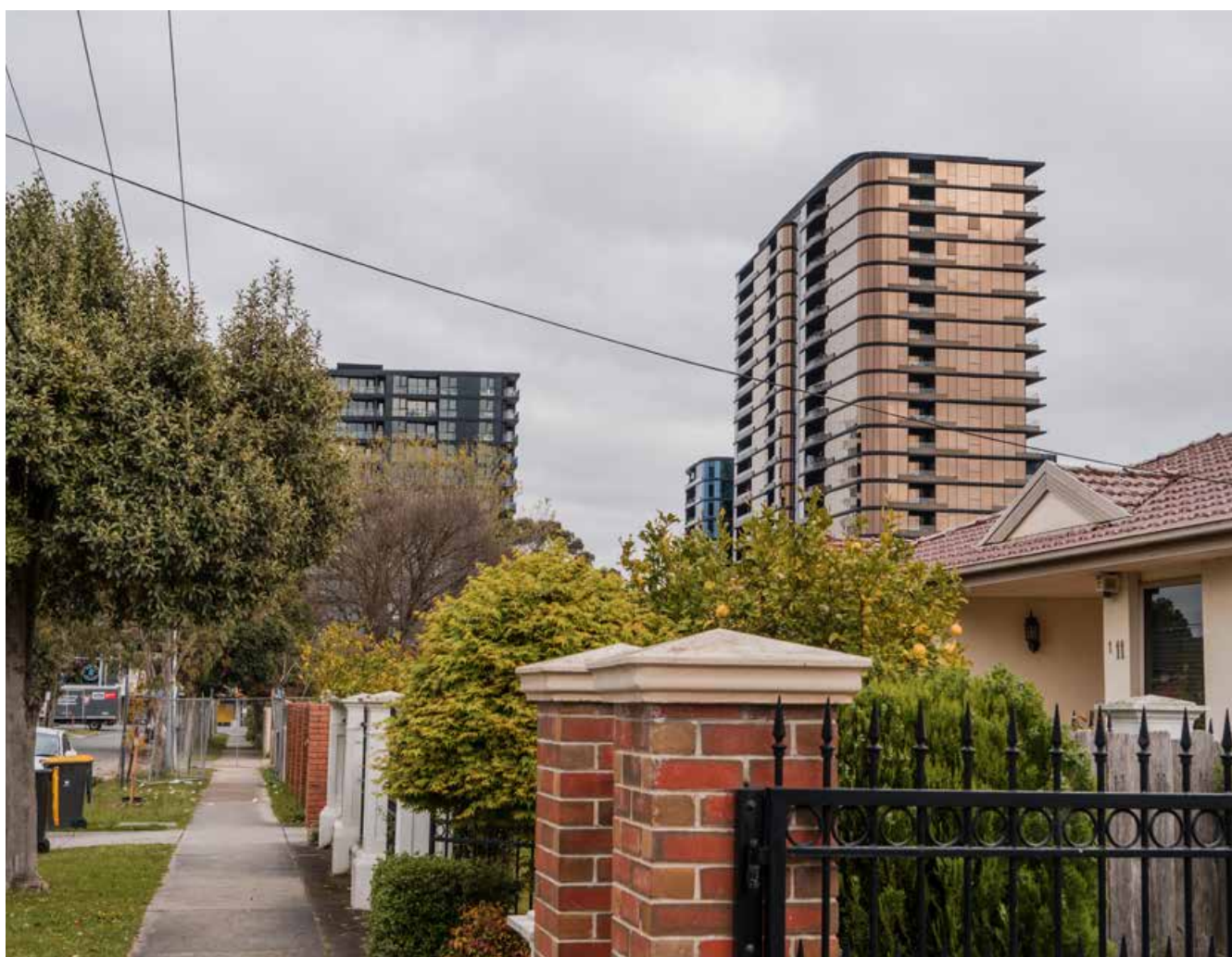
Mid-rise apartment developments, Sydney NSW

Strategies

- Distribute housing growth across the Structure Plan Area by:
 - Encouraging significant housing growth to areas within Central Glen Waverley (as shown in Figure 11)
 - Encouraging high housing growth along movement corridors including High Street Road, Springvale Road and Waverley Road (as shown in Figure 11)
 - Encouraging medium housing growth in established residential areas (as shown in Figure 11).
- Discourage the underdevelopment of lots, ensuring that opportunities for new homes are maximised.
- Encourage the redevelopment and intensification of strategic sites (as shown in Figure 11).

Actions

1. Amend the planning scheme to support significant, high and medium housing growth in areas shown in Figure 11.



View towards Central Glen Waverley

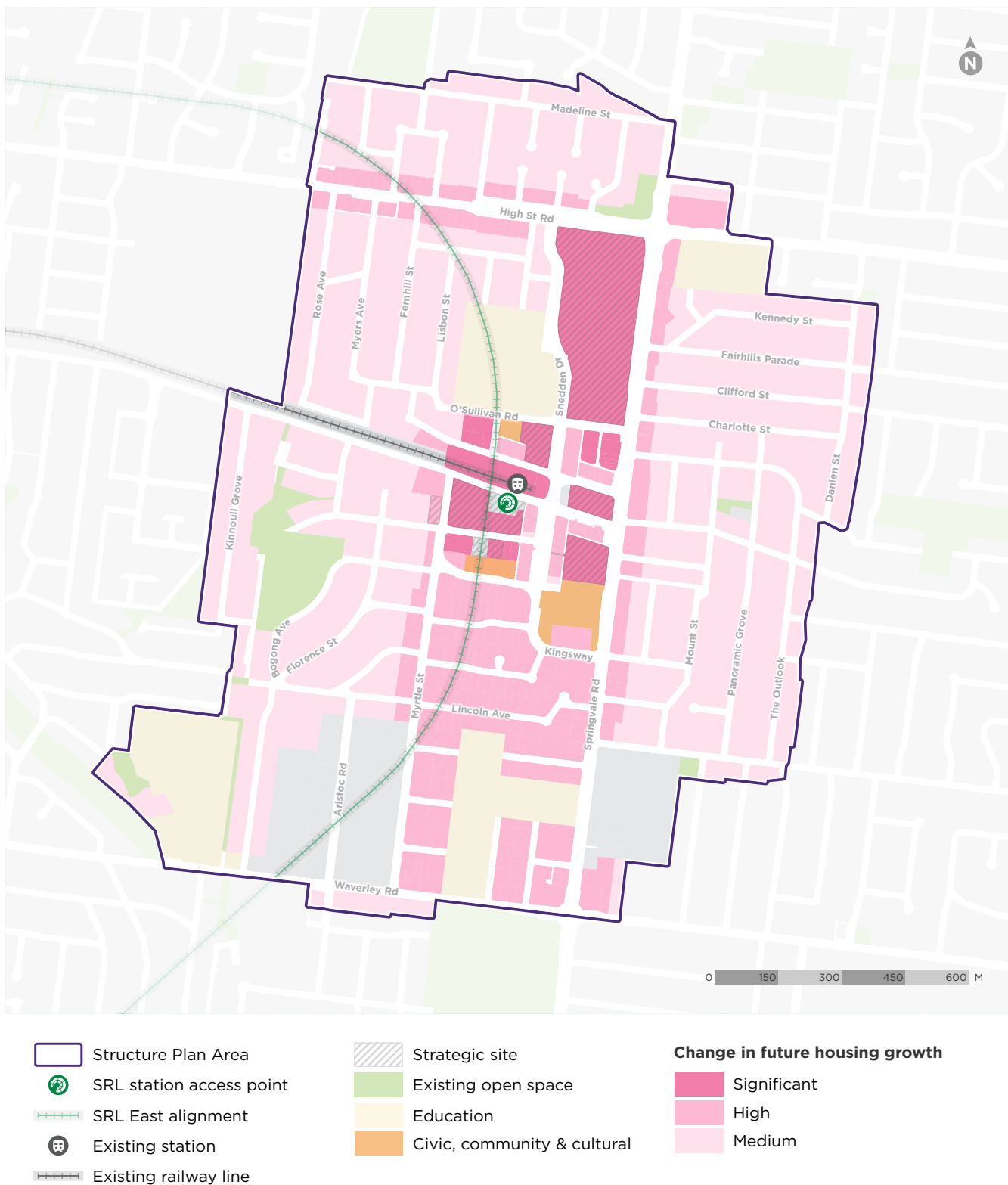


Figure 11: Enriching community plan - Housing



Objective 3

Encourage a range of housing sizes and tenures to meet the needs of future households

Glen Waverley's future population will need more housing choices. More choice in the size, type, cost and tenure of homes will accommodate the changing population.

More people will live in medium density housing like townhouses, as well as higher density apartments.

Strategies

- Facilitate the delivery of a variety of dwelling sizes and types that provide housing choice for a range of households.
- Create opportunities to deliver residential aged care and independent living facilities within easy walking distance of Central Glen Waverley to enable people to age-in-place.
- Encourage the development of inclusive, well-designed and accessible housing to meet the needs of all people.
- Support new and emerging housing models, including built-to-rent, co-living and other innovative responses that can help to foster a diverse housing market.

Actions

1. Amend the planning scheme to encourage a diversity of housing types and sizes across the Structure Plan Area.

Objective 4

Increase the supply of social and affordable housing

With access to shops, jobs and public transport, Glen Waverley is an ideal location for affordable housing.

Providing housing to support a diverse population will promote an inclusive community in Glen Waverley.

Strategies

- Encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth, in alignment with Victorian Government policy.
- Ensure the diversity (measured by number of bedrooms) of affordable housing reflects the diversity of proposed market housing within the same development.
- Ensure that affordable housing is constructed to the same standard as market housing within the same development.
- Encourage and support the delivery of new, innovative and/or alternative affordable housing models.
- Encourage the provision of social and affordable housing on government-owned land.

Actions

1. Amend the planning scheme to encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth.



Public and affordable housing at Ashburton. Source: Homes Victoria

Objective 5

Provide an enhanced and accessible network of local community infrastructure that meets the needs of the future community

Improving Glen Waverley's community infrastructure will help meet diverse individual needs, foster community inclusion and create a great place to live.

A new library and community hub is planned for the Monash Civic Precinct. Other new community infrastructure should be adaptive, multi-purpose and co-located with existing facilities where possible.



Site selection principles for new or upgraded community infrastructure

SRLA has developed the following principles to guide the identification of community infrastructure sites in the Structure Plan Area:

- Priority should be given to sites that are:
 - centrally located and maximise walking, riding and public transport networks that foster healthy communities.
 - located in an activated area, where other community infrastructure, retail or other amenities are provided.
- A site should:
 - contribute to the network of local community infrastructure
 - have capacity to accommodate flexible and vertical building design and meet changing needs over time
 - have, or be anticipated to have, potential to be available and developable for community infrastructure within the structure planning period.
- Council or State Government-owned land should be the priority for community infrastructure sites. Co-locating new community infrastructure with existing infrastructure is encouraged.
- Purchasing land should be considered where other options have been excluded.



Monash Library forecourt



Monash Civic Centre

Strategies

- Deliver the planned Glen Waverley Civic Precinct including a new library, meeting and community spaces to support a variety of learning, cultural and community activities and foster social connectedness and community belonging.
- Support the wellbeing of growing families through the provision of maternal child health services, preferably co-located with other services.
- Support sport, recreation and cultural and social activities with a new multipurpose indoor court located within the Structure Plan Area.
- Explore opportunities for schools and private institutions to allow public access to and use of their sporting facilities and other spaces by the Glen Waverley community.
- Encourage the private market to fill the gap in recreation facilities in appropriate locations.
- Ensure kindergarten and government primary and secondary school capacity meets the needs of the current and future community in Glen Waverley and the surrounding areas.

Actions

1. Work collaboratively to:
 - Confirm the form and location of community infrastructure considering:
 - the site selection principles for new community infrastructure
 - the capacity and condition of existing infrastructure
 - the preferred future scale, form and function of the infrastructure, including demand generated by residents, workers and visitors (where visitor numbers are anticipated to be high)
 - the preferred service and infrastructure delivery models, including preferred benchmarks and service catchments, and regional and district opportunities
 - the anticipated demographic profile, community needs and preferences, including participation rates
 - opportunities pertaining to land ownership, development and funding available to delivery leads including an Infrastructure Contributions Plan or other pathways.
 - Identify needs and opportunities to increase the capacity of existing playing fields.
2. Deliver new and enhanced community infrastructure.
3. Facilitate shared user agreements to allow for wider public access to sporting infrastructure on local school campuses.
4. Plan for additional government secondary school provision to serve the needs of the current and future community and surrounding areas.
5. Plan for increased capacity of new and/or expanded public, not-for-profit and for-profit kindergarten provision to serve the needs of the current and future Glen Waverley community and surrounding areas.
6. Amend the planning scheme to introduce an Infrastructure Contributions Plan to contribute to the funding of new and enhanced community infrastructure serving and supporting development in the Structure Plan Area.

Objective 6

Create a connected and accessible open space network for those who live and work in Glen Waverley

Glen Waverley's growing population will need greater access to more open spaces with greater functionality.

Access to green spaces and open spaces will be improved in the Structure Plan Area for residents and workers to enjoy, adding to the liveability of the area.



Site selection principles for new open spaces

SRLA has developed the following principles to guide the identification of new open space sites in the Structure Plan Area:

- **Land ownership** – suitability for conversion to public open space, rezoning and/or repurposing existing public land.
- **Condition** – the physical condition of the site is suitable for public open space, considering any remediation required to meet a condition for its intended use.
- **Alignment with intended open space classification/typology** – primary function and catchment.
- **Access to public open space** – improves walkable access from anywhere within the Structure Plan Area in accordance with State policy.
- **Access to the site** – more than one entry point, road frontages, topography, accessible for people of all abilities, car parking off- and on-street.
- **Adjoining land use** – considers opportunities to enlarge existing public open spaces, opportunities for co-location with community facilities.
- **Connectivity** – considers links, connections and safe walkable access to existing open space, open space corridors, cycle routes.
- **Size** – suitable for intended purpose and minimum dimensions.
- **Solar access** – the site enjoys good solar access in winter.



Bogong Reserve



Active open space at Victoria Park, Collingwood

Strategies

- Provide access to high-quality open spaces within a walkable distance of people living, working and visiting Glen Waverley, with greater accessibility in higher density areas (see Figure 12). Locations for these potential new open spaces should align with the open space site selection principles.
- Enhance Bogong Reserve and Jordan Grove Reserve to improve the quality, functionality and capacity of the open space network (see Figure 12).
- Focus on supporting opportunities for new green and civic spaces within Central Glen Waverley (see Figure 12).
- Ensure the design and programming of open spaces meets the variety of needs of people in Glen Waverley.
- Supplement the open space network through increased public access to large restricted and private open spaces at schools and other institutions.

Actions

1. Identify the mechanisms by which new public open spaces are to be delivered in the investigation areas for proposed new open space shown on Figure 12 of the Structure Plan.
2. Confirm the form, scale and location of new and enhanced public open space shown on Figure 12 considering:
 - The site selection principles for new public open space and relevant accessibility standards
 - The demand generated by residents, workers and visitors (where visitor numbers are anticipated to be high)
 - Preferred open space level of service and design standards
 - The anticipated demographic profile, community needs and preferences, including for informal recreation and play
 - Opportunities pertaining to land ownership, development and funding available to delivery leads including an Infrastructure Contributions Plan, clause 53.01 or other pathways.
3. Deliver new and enhanced open spaces.
4. Amend the planning scheme to encourage the delivery of new key links through private landholdings to improve walkable access to open space, where there are reasonable opportunities to fulfil the completion of the link on adjacent land over time (see Figure 12).
5. Pursue shared user agreements with local institutions to provide greater public access to restricted open space, including at Glen Waverley Secondary College, Holmesglen Institute and local primary schools, among others.
6. Amend the planning scheme to introduce an Infrastructure Contributions Plan to contribute to the funding of new and enhanced public open space serving and supporting development in the Structure Plan Area.

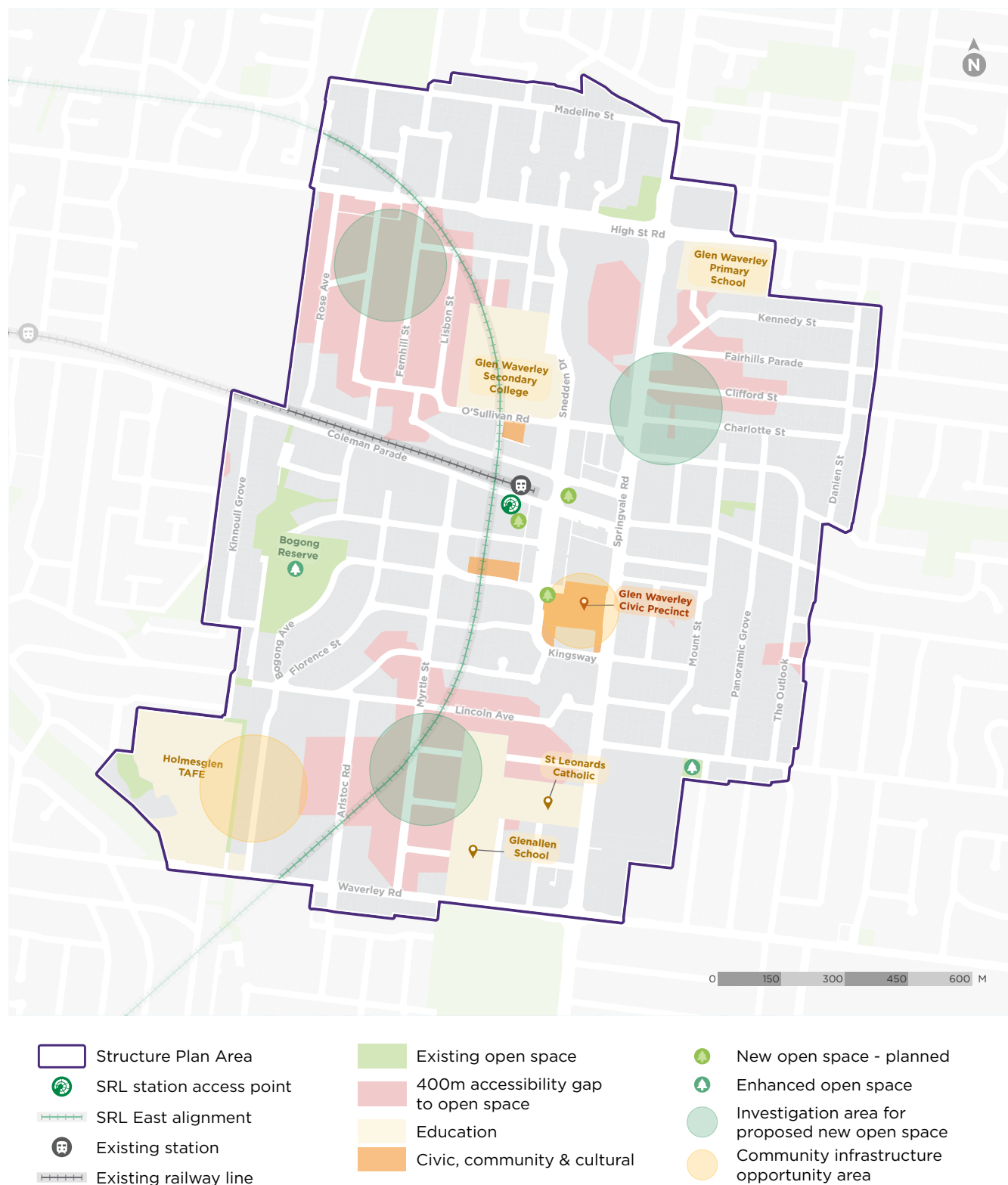


Figure 12: Enriching community plan – Open space and community infrastructure

5.4 Boosting the Economy

Glen Waverley will continue to be a thriving retail, hospitality and employment precinct.

Building on its reputation as an entertainment and shopping hub, Glen Waverley will offer more diverse job opportunities in local health, education and knowledge-based jobs.

Local employment nodes, including Aristoc Road, will continue to be vital parts of Glen Waverley's economic environment, with opportunities for local employment including manufacturing, gyms and creative industries.



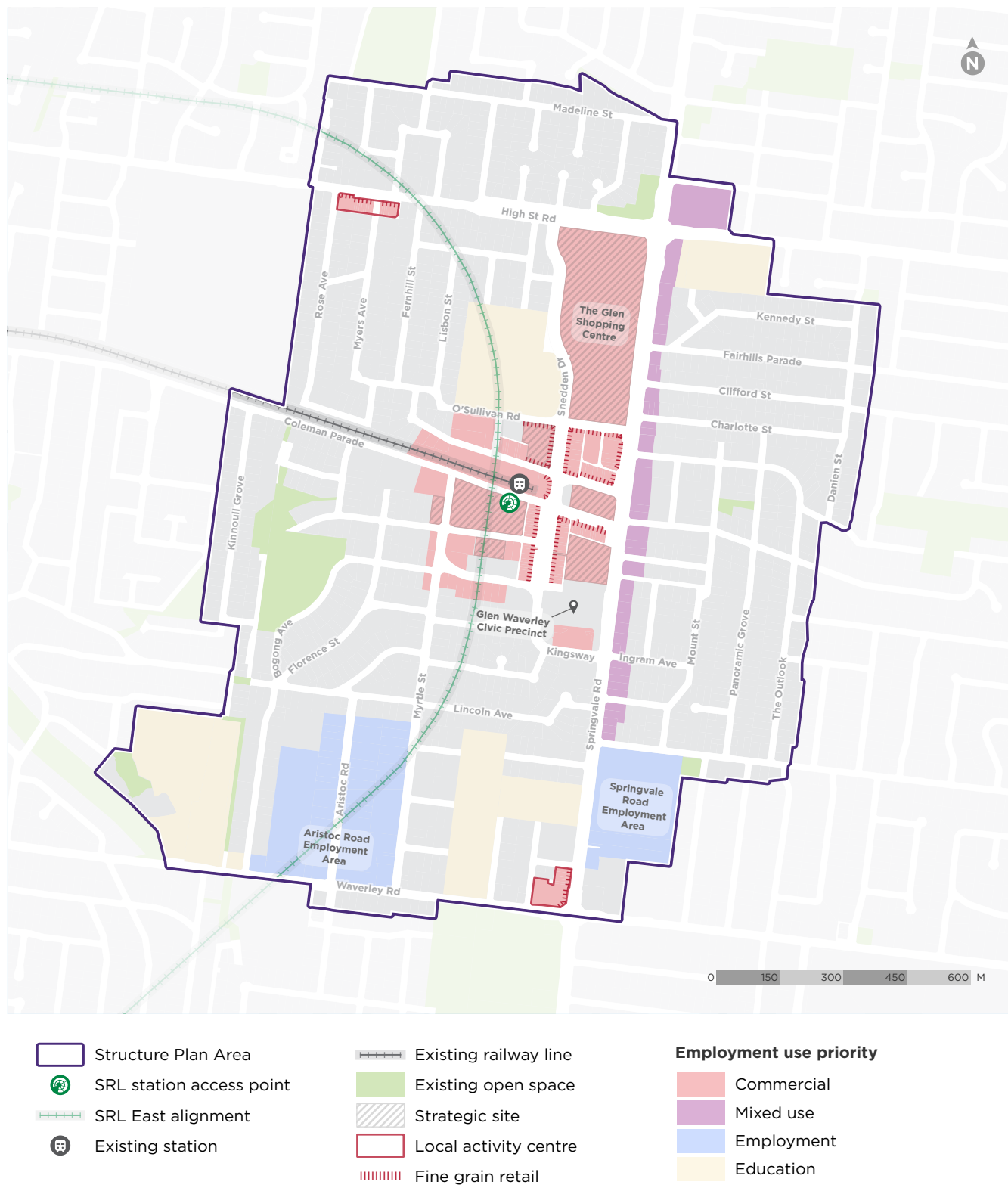


Figure 13: Boosting the economy plan

Objective 7

Provide for future employment growth within Central Glen Waverley

Melbourne's economy is shifting towards knowledge-based employment sectors that seek modern and flexible office spaces. There is an opportunity for more commercial and office activity that can support a range of small and medium-size enterprises (SMEs) in the health, education and professional services sectors.

Focusing employment floorspace in new developments within Central Glen Waverley will leverage the existing amenity provided by the shops, cafes and restaurants of Kingsway and The Glen Shopping Centre and allow residents to work close to their homes instead of travelling long distances each day.

Strategies

- Leverage the location of the new SRL station and existing amenity to strengthen the regional employment role in Glen Waverley.
- Support a mixed-use centre by ensuring residential uses that complement commercial, retail and local services.
- Encourage small-format commercial office space above ground floor level along Kingsway South.
- Encourage the renewal and redevelopment of strategic sites including Central Car Park, the Dan Murphys site, Century City Walk and The Glen Shopping Centre as integrated mixed-use developments that include retail and hospitality uses at ground level and a range of commercial and accommodation uses above.
- Safeguard the required level of office floorspace as part of the redevelopment of Central Glen Waverley to provide more employment opportunities.
- Continue to grow public administration and civic functions within the Glen Waverley Civic Precinct, including a library and more open spaces.

Actions

1. Amend the planning scheme to encourage the delivery of office floorspace within Central Glen Waverley.
2. Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.



Kingsway north of Coleman Parade



Allied health uses on Springvale Road



Objective 8

Enhance the provision of retail, entertainment and civic uses within Central Glen Waverley

Central Glen Waverley will remain the primary location for new civic, entertainment and retail activities providing the amenity that is increasingly attractive to knowledge-based employers. New developments will build on existing hubs of activity so that places are active and vibrant throughout the day and night.

The valued, fine-grain rhythm of Kingsway will be replicated north of Coleman Parade and along other key streets such as Coleman Parade and Railway Parade. These streets will be supplemented by a high-quality public realm that creates a unique place experience for visitors, residents and workers.

Strategies

- Retain the anchor role of Central Glen Waverley and The Glen Shopping Centre as the major regional destination for shopping and entertainment.
- Retain and enhance the fine-grain retail, cafes, restaurants and entertainment uses along Kingsway, linking both sides of Coleman Parade (see Figure 13).
- Encourage land uses that extend the hours of activity to contribute to a vibrant night-time environment in appropriate locations.

Actions

1. Amend the planning scheme to:
 - Support an appropriate land use mix in Central Glen Waverley including prioritising activated retail and hospitality uses at ground floor level and office floorspace in new development above ground to help accommodate forecast job growth by 2041
 - Encourage development along Kingsway to deliver retail, hospitality and entertainment floorspace at ground level.



Outdoor dining along Kingsway

Objective 9

Diversify and strengthen Glen Waverley's local employment areas

Glen Waverley has two other employment areas at Aristoc Road and Springvale Road. Each has a distinct character and function.

The Aristoc Road Employment Area is a locally significant employment hub providing light industrial, commercial and service industry uses. These uses are predominantly accommodated in large single and double storey warehouses. The area lacks worker amenity, and buildings often provide a poor interface to the public realm.

There are opportunities to intensify the employment focus of the area, including increasing the mix and intensity of employment uses and the supply of office space to complement their provision in Central Glen Waverley.

Springvale Road will grow as a mixed-use, health-focused corridor. To the south, Wilson Transformer Company will remain a crucial employer for Glen Waverley.

Strategies

- Retain the Aristoc Road Employment Area as employment land to provide space for a diverse range of employment-generating uses including light industrial, advanced manufacturing and service industries.
- Attract and retain new business by providing more amenity for workers through hospitality, gyms and other services in Aristoc Road and through an enhanced, attractive public realm.
- Support a range of industrial and commercial building typologies to support advanced manufacturers to start up and scale up, including small office spaces, small to medium workshops, warehousing, meeting facilities and low-cost spaces.
- Encourage the location of mixed-use development including health-related uses and upper-level residential uses in identified areas along Springvale Road (see Figure 13).
- Define the strengths, specialisations and future strategic role of Aristoc Road and Springvale Road through an Economic Development Strategy and use this to attract investment.

Actions

1. Amend the planning scheme to:
 - Encourage the proposed employment land uses and intensification envisaged for the Aristoc Road Employment Area
 - Accommodate mixed-use development along Springvale Road.
2. Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.



Aristoc Road industrial building



Aerial Image of Aristoc Road Employment Area looking north-east



Objective 10

Reinforce local activity centres to support Glen Waverley's neighbourhoods

Central Glen Waverley will remain the primary location for retail, hospitality and entertainment uses in the Structure Plan Area. This will be supplemented by the existing local shopping strips along Springvale Road and High Street Road. These local activity centres will continue to provide local services,

amenities, convenience retail, and food and beverage premises to service the local community. As the population grows, these centres may be suitable locations to provide additional services, such as community and health facilities.

Strategies

- Retain the fine-grain character of local activity centres along High Street Road and Springvale Road to provide access to daily needs, services and jobs for the local community (see Figure 13).
- Encourage some small-scale office and commercial uses within local activity centres (see Figure 13), where they will not undermine or compete with the primary employment function of Central Glen Waverley.
- Encourage ground floor activation through retail and commercial uses and community uses.
- Encourage residential uses above ground level in local activity centres to support local living.

Actions

1. Amend the planning scheme to:
 - Encourage active uses at ground level within local activity centres
 - Encourage the retention of the fine-grain character of local activity centres.



Outdoor dining and pedestrian friendly streets, Sydney NSW

5.5 Enhancing Place

Glen Waverley will continue to evolve with new residential and commercial buildings.

Buildings will respond to their local context and make a positive contribution to the public realm.

A network of connected and inviting streets with more tree canopy coverage will contribute to the improved urban environment.





Objective 11

Ensure the scale of built form is responsive to its context

New built form at a scale and intensity to support the forecast resident population and commercial floor space growth will be needed in the Structure Plan Area. It must also respond to its location and context, including the proximity to public transport, jobs and services.

Distinct neighbourhoods can be created by adopting different building heights, siting and setback parameters and different land use mixes. This can enhance the place experience and legibility of the Structure Plan Area and support a diverse range of housing and businesses, creating a more mixed and balanced community.

Built form change will reinforce the importance of Central Glen Waverley as a hub of activity and density complemented by a high-quality pedestrian-focused public realm and new open spaces. Along key movement corridors, built form change will reflect good access to transport and greater capacity for robust built form.



Delivering growth and amenity

Significant population and employment growth is forecast across the Structure Plan Area. The scale of built form will increase to accommodate this growth and leverage the benefits of the SRL station. Increased residential density will give more people good access to public transport, jobs and services. A substantial increase in workplaces and health services close to the SRL station will also improve access to jobs and services for people living elsewhere on Melbourne's rail network.

The Structure Plan Area has a high level of accessibility to jobs and public transport. This means it should have a greater level of intensification than surrounding residential areas, other places close to passenger stations or activity centres within Melbourne that are less well served by jobs and public transport.

Building scale will generally be greater in the centre of the Structure Plan Area and decrease further out from the centre. This pattern of intensification creates a cone-shaped gradient that largely responds to a place's proximity to existing and planned employment areas, services and public transport.

While existing character should not act as a constraint on the level of growth proposed, consideration has been given to how the character of each part of the Structure Plan Area transitions over time.

Importantly, built form intensity will be balanced with a high level of amenity.

Strategies

- Direct the greatest level of built form intensity, activity and development scale to Central Glen Waverley to leverage accessibility to public transport and services (see Figure 14).
- Facilitate continuous mid-rise buildings that support opportunities for a mix of uses along High Street Road, Waverley Road and Springvale Road to strongly frame these wide roads and provide adaptable building typologies (see Figure 14).
- Encourage a range of low- and mid-rise apartment buildings in a garden setting to provide housing diversity in residential areas outside Central Glen Waverley (see Figure 14).
- Facilitate mid-rise buildings along Myrtle Street close to Central Glen Waverley (see Figure 14).
- Ensure built form complements the fine-grain rhythm and low-rise scale of Kingsway and extends that form along Kingsway north of Coleman Parade.
- Encourage an adaptable range of building types and sizes to support an intensified mix of employment land uses within the Aristoc Road Employment Area.
- Encourage lot consolidation to facilitate more efficient and sustainable design outcomes and increase the supply of larger sites for residential development.
- Ensure development provides an appropriate interface with adjoining properties, based on the level of change anticipated.

Actions

1. Amend the planning scheme to achieve preferred scale and built form outcomes, including preferred maximum building heights.



Strategic sites in Glen Waverley

Strategic sites have been identified throughout the Structure Plan Area based on the opportunities they present to accommodate significant growth or their strong potential to help deliver policy objectives or public benefits.

Master plan sites

To capture these opportunities, some strategic sites will be subject to detailed master planning by the landowner in future. The master planning process allows for better management of site-specific and offsite impacts, while providing flexibility to test potential design options and fully consider matters that may only be known closer to the time of the site's development. Bespoke planning controls will apply to master plan sites through specific provisions that provide direction guiding their future development.

One strategic master plan site is identified in the Structure Plan Area:

- SRL Station Development Area.

Other strategic sites

Strategic sites that contain existing major land uses such as health, education or research have been identified due to the important role they play in the Structure Plan Area.

Other strategic sites demonstrate capacity and scale to support growth but do not require bespoke direction or planning controls to realise their potential.

The sites identified in the Structure Plan Area that do not require a master plan are:

- Glen Waverley Central Car Park
- Dan Murphys and Car Park
- Century City Walk
- The Glen Shopping Centre.



Aerial image of Central Glen Waverley looking west

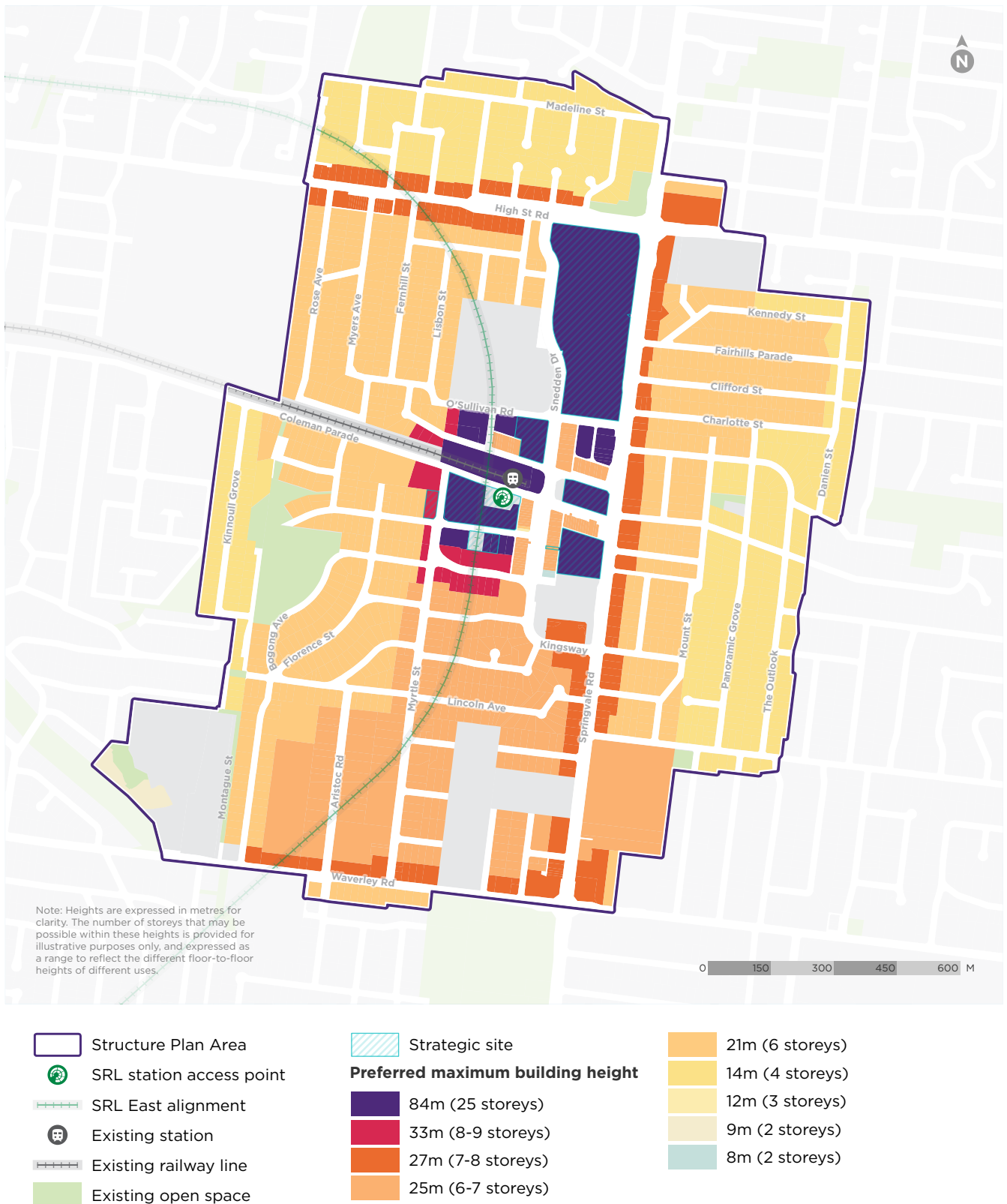


Figure 14: Enhancing place plan – Preferred maximum building heights



Objective 12

Create a network of streets and public spaces that are vibrant, inviting and support growth

Glen Waverley's streets will provide safe, attractive and comfortable walking and cycling journeys. There is a strong base to build upon, including Kingsway and other key streets that sit at the heart of public life in Central Glen Waverley. Upgrades are needed in places to create a cohesive network that can

meet the needs of an increasing population and ensure that connectivity to and through surrounding neighbourhoods is convenient, safe and supports walking and cycling. Managing the amenity of these spaces is critical for their useability and comfort.



Why is a network of vibrant, safe and distinct streets important?

A set of complementary street types will form a cohesive network that supports the envisioned growth of the Structure Plan Area, adds to neighbourhood amenity and helps foster desired outcomes for different places:

- **Activity Street**
A highly urbanised street that supports public life and provides an attractive and comfortable pedestrian experience, with generous pedestrian circulation space and streetscape treatments that encourage activation of street frontages and provide durable, high-quality materials.
- **Boulevard**
A wide arterial road that serves multiple transport functions, while still providing strong landscape and pedestrian outcomes, including canopy trees and pedestrian crossing opportunities.
- **Avenue**
A wide and tree-lined street that accommodates active and/or public transport with nodes of pedestrian amenity to create places for people to move and dwell.
- **Green Street**
A broad classification for a collective network of local streets that should be prioritised for ongoing enhancement due to the roles they play in linking key destinations, such as recreational facilities, public transport nodes and employment areas, and/or their ability to deliver environmental outcomes, such as increased canopy cover and water sensitive urban design initiatives.

Strategies

- Establish a street hierarchy that supports each street's movement and place function, and place identity.
- Prioritise pedestrian movement and activity on Kingsway and other Activity Streets to ensure they provide distinctive and attractive places for public life (see Figure 15).
- Establish Springvale Road as a Boulevard (see Figure 15), which provides a welcoming pedestrian and active transport experience, including a more active street interface.
- Optimise Avenues (see Figure 15) for pedestrian movement and amenity while maintaining access by other travel modes.
- Establish a cohesive network of safe and inviting streets that encourages walking and riding to key destinations and social activity, while also accommodating calmer local traffic and buses where necessary (see Green Streets in Figure 15 and Section 6 for further details).

Actions

1. Prepare and implement streetscape master plans for each street type, as required.
2. Deliver streetscape upgrades consistent with each enhanced street type.
3. Amend the planning scheme to introduce an Infrastructure Contributions Plan to contribute to the funding of new and enhanced streetscapes serving and supporting development in the Structure Plan Area.



Pitt Street, Sydney with bike lane

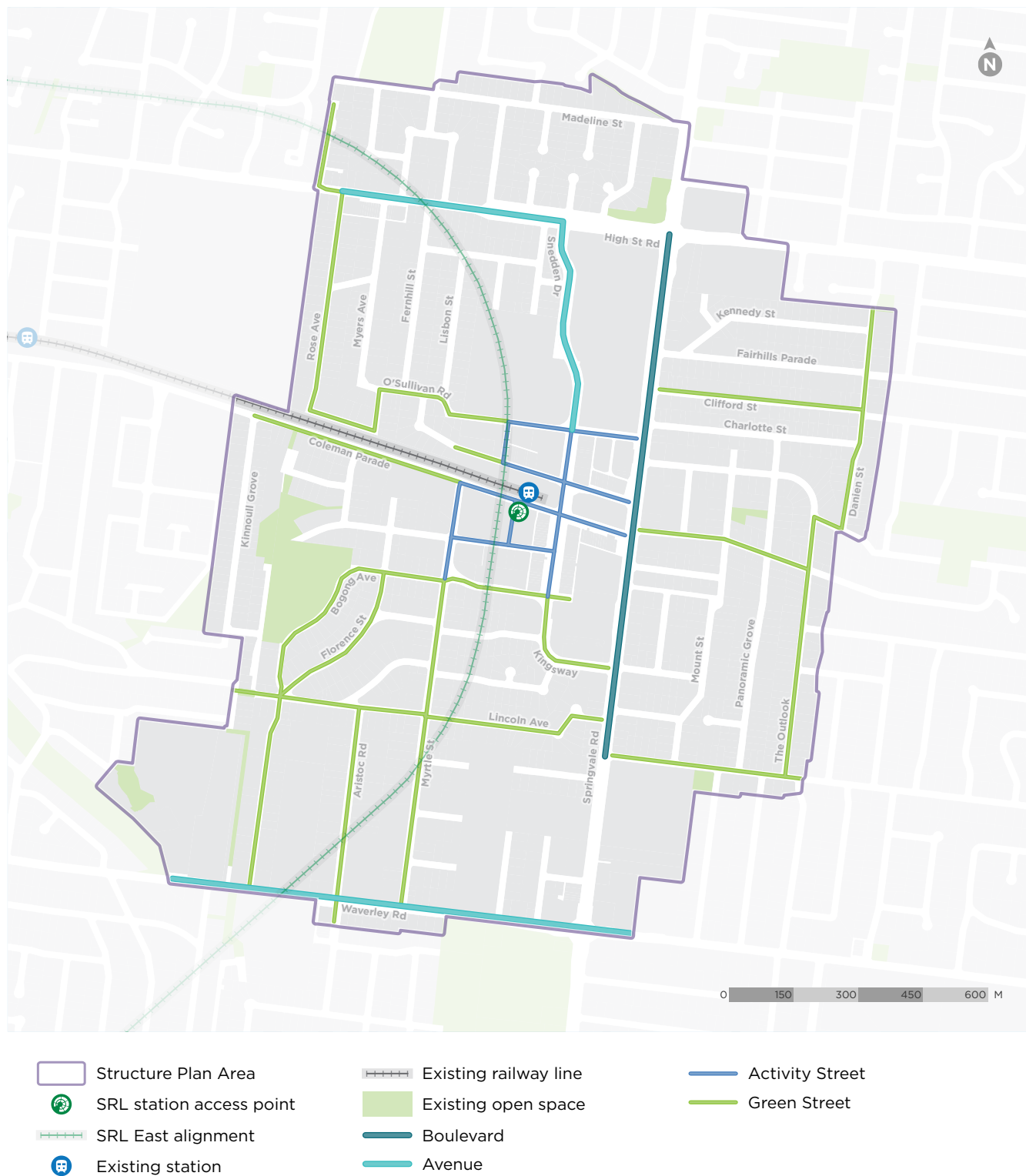


Figure 15: Enhancing place plan – Public realm street typologies

Objective 13

Ensure new development contributes positively to the public realm

Building heights, street wall heights and street interfaces are key elements in creating a positive relationship between buildings and the street. Maintaining a sense of openness by allowing views to the sky or solar access to key pedestrian streets can ensure development contributes positively to the public realm.

Streets and open spaces, such as Kingsway, Coleman Parade and the proposed Central Car Park open space, are important places for people to gather. Limiting overshadowing and wind impacts of new development will help provide a pleasant and comfortable public realm.



Protecting access to sunlight

Protecting key spaces from overshadowing as the height of buildings in the Structure Plan Area increases will be important. Access to sunlight should be protected to:

- To reflect the broader significance of key public spaces
- To align the protection of meeting and movement spaces to reflect the importance and use of the space
- During control period times that respond to the usage of key public spaces and degree of direct sunlight achieved
- Considering the nature of sunlight protection needed, balanced with the strategic role, desired activity and function of the space, street and neighbourhood

New development should allow a good level of solar access to identified public spaces based on their role, function and use as part of the open space network as follows:

- **Central open spaces**, such as the proposed new public plaza on the **Central Car Park** site, will balance the need for activity with a level of access to sunshine.
- **Other public open spaces**, such as **Bogong Reserve**, contribute to local amenity, quality of place and pedestrian experience and will have appropriate sunlight protection.
- **Kingsway** will continue to support a high level of street life with outdoor dining and pedestrians walking to shops and services and will allow for a level of sunlight to footpaths at the spring equinox.



Strategies

- Ensure new buildings integrate appropriately with the public realm and streetscape by orientating building entries, windows and balconies to face the street and open spaces and ensuring that the locations of vehicle entries and services do not undermine the experience or safety of the public realm.
- Ensure buildings balance street definition and openness and contribute to their surroundings through street wall heights and upper-level setbacks by avoiding unreasonable amenity impacts to the public realm, providing activation to the street and reinforcing the human scale at street level.
- Design and site taller buildings to minimise adverse wind impacts along streets and within public spaces and parks.
- Ensure that development maintains good solar access to key streets, public open spaces and private open spaces.
- Require development in employment areas to incorporate landscaped front setbacks and minimise the amount of land devoted to hard surfaces and car parking.
- Promote activated street frontages in high pedestrian areas as described in Section 6.

Actions

1. Amend the planning scheme to ensure that new development provides, as per neighbourhood guidelines in Section 6:
 - Appropriate setbacks and site coverage to achieve preferred character and landscaping outcomes
 - An appropriate sense of address, surveillance of the public realm and privacy for occupants
 - Active frontages along identified streets.
2. Amend the planning scheme to:
 - Ensure that new development is designed to minimise adverse overshadowing impacts to key streets and public open spaces, and private open space
 - Ensure new development minimises adverse wind impacts on the public realm.



Example of high-quality built form interface with public realm

Objective 14

Ensure new buildings provide a good level of amenity for occupants

New buildings in the Structure Plan Area must be functional, comfortable and enjoyable places to live and work in.

Design measures to ensure amenity should include appropriate setbacks to enable access to daylight and outlook, landscaping spaces and communal open spaces. Buildings should also relate appropriately to neighbouring sites.



Making space: the need for setbacks

New buildings should allow for adequate light and privacy, contribute positively to the public realm and help provide a feeling of openness within neighbourhoods. The impacts of taller buildings (such as wind effects and overshadowing) should be minimised and the future development of neighbouring properties maintained.

Prescribed setback distances from the property line to the front, side or rear of a building can achieve this. Setback distances will vary according to their context.

The broad approach throughout the Structure Plan Area is:

- **Street or front setbacks** are designed to frame the public realm, help to activate the street or maintain a sense of openness and sky views, and allow solar access to the public realm.
- **Side and rear setbacks** are designed to maintain a sense of openness and sky views, allow solar access to the public realm and private open spaces, provide room for canopy trees and maintain equitable development opportunities for neighbouring properties.
- **Upper level or tower setbacks** are designed to distinguish built form at upper levels from the street wall, maintain a sense of openness, manage wind effects, achieve good internal amenity and maintain development opportunities for neighbouring lots. It may be appropriate to relax these setbacks in certain circumstances, such as along Springvale Road given its broad width, provided that towers are distinguished and wind effects managed in some other way. Upper level setbacks may also be relaxed at the intersection of two major streets to express a gateway or landmark form.



Strategies

- Ensure residential buildings are designed to support internal amenity for residents including providing good daylight and solar access, ventilation, minimised overlooking and appropriate building separation.
- Provide for appropriate building setbacks and separation that:
 - Help to frame the public realm and activate the street in appropriate locations
 - Maintain a sense of openness and sky views, and allow solar access to the public realm and private open spaces
 - Minimise adverse wind effects on the public realm and private open spaces
 - Maintain equitable development opportunities for neighbouring properties
 - In concert with site coverage, support preferred landscape outcomes and increased canopy cover in residential neighbourhoods.
- Ensure new development provides for an appropriate level of amenity, which may include:
 - Providing sufficient on-site landscaping and communal open space opportunities
 - Encouraging outlooks and views to open space and public spaces
 - Avoiding sheer walls to the street
 - Discouraging high front fencing that obstructs interactions.
- Encourage the development of adaptable buildings with adequate floor-to-ceiling heights that allow for changes in use over time.
- Manage the risk of potentially contaminated land through an appropriate environmental assessment process where appropriate.
- Manage the impacts of noise and vibration by ensuring new sensitive development includes appropriate attenuation measures.

Actions

1. Amend the planning scheme to ensure that new buildings offer adequate internal amenity for occupants, including through the provision of good daylight and solar access, ventilation, minimal overlooking and appropriate building separation, attenuation and design measures, as well as equitable development outcomes for adjoining sites.

5.6 Better Connections

SRL East will significantly reshape the way people live in and move around Melbourne.

Improved connections will attract more people to Glen Waverley. An integrated, accessible and sustainable active and public transport system will help reduce reliance on the car for every journey.





Objective 15

Create an integrated public transport network connecting the new SRL East station with key destinations

Glen Waverley's existing public transport infrastructure provides good access to central Melbourne. The SRL station and interchange will become a focal point for everyday travel. New and enhanced walking, riding and public transport routes will converge at the interchange, providing people with more choice about how they move around Glen

Waverley. Making transfers seamless will enhance the public transport network to make more diverse journeys possible. Wider upgrades to the pedestrian and cycling network within Central Glen Waverley will improve access to the public transport hub.



A network of corridors

The future transport network in the Glen Waverley Structure Plan Area will comprise:

- **Strategic corridors** that connect to destinations with metropolitan and regional significance such as employment and designated activity centres. Strategic modal corridors will provide high-quality connections that prioritise the movement of a particular mode, while still considering the function of other modes along that corridor.
- **Local corridors** that provide attractive connections for moving within Glen Waverley to local destinations and connect to strategic corridors.

Strategic and local corridors provide for a variety of transport modes, including walking, cycling, traffic and public transport, so that residents can meet their daily needs in an easy, equitable and sustainable manner.

Strategies

- Facilitate improvements to the public transport network by connecting the SRL station, existing Glen Waverley Station and existing and proposed bus services, and ensuring they are easy to move between.
- Prioritise buses and support the delivery of improved service frequency along strategic bus corridors as shown in Figure 16.
- Improve pedestrian connectivity, permeability and wayfinding to better connect pedestrians with the public transport interchange.
- Support improvements to the existing Glen Waverley bus interchange to improve its functionality, minimise conflict with pedestrians and cyclists, and improve wayfinding to other modes of transport.
- Support the delivery of upgrades to the existing Glen Waverley Station, including upgrades to platforms, improved connectivity to the bus interchange and a direct interchange with the SRL station.
- Encourage improved pedestrian movement between the public transport interchange and Kingsway through a reconfigured Coleman Parade (see Figure 16).

Actions

1. Establish a network of strategic and local bus corridors as generally shown in Figure 16.
2. Plan for and implement improved bus priority along strategic bus corridors.
3. Deliver wayfinding improvements between the different modes of transport within the Structure Plan Area.
4. Plan for upgrades to the Glen Waverley bus interchange including improved customer experience and better access.



Photo of bus interchange with Ikon building in the background (Photo by Diana Snape)

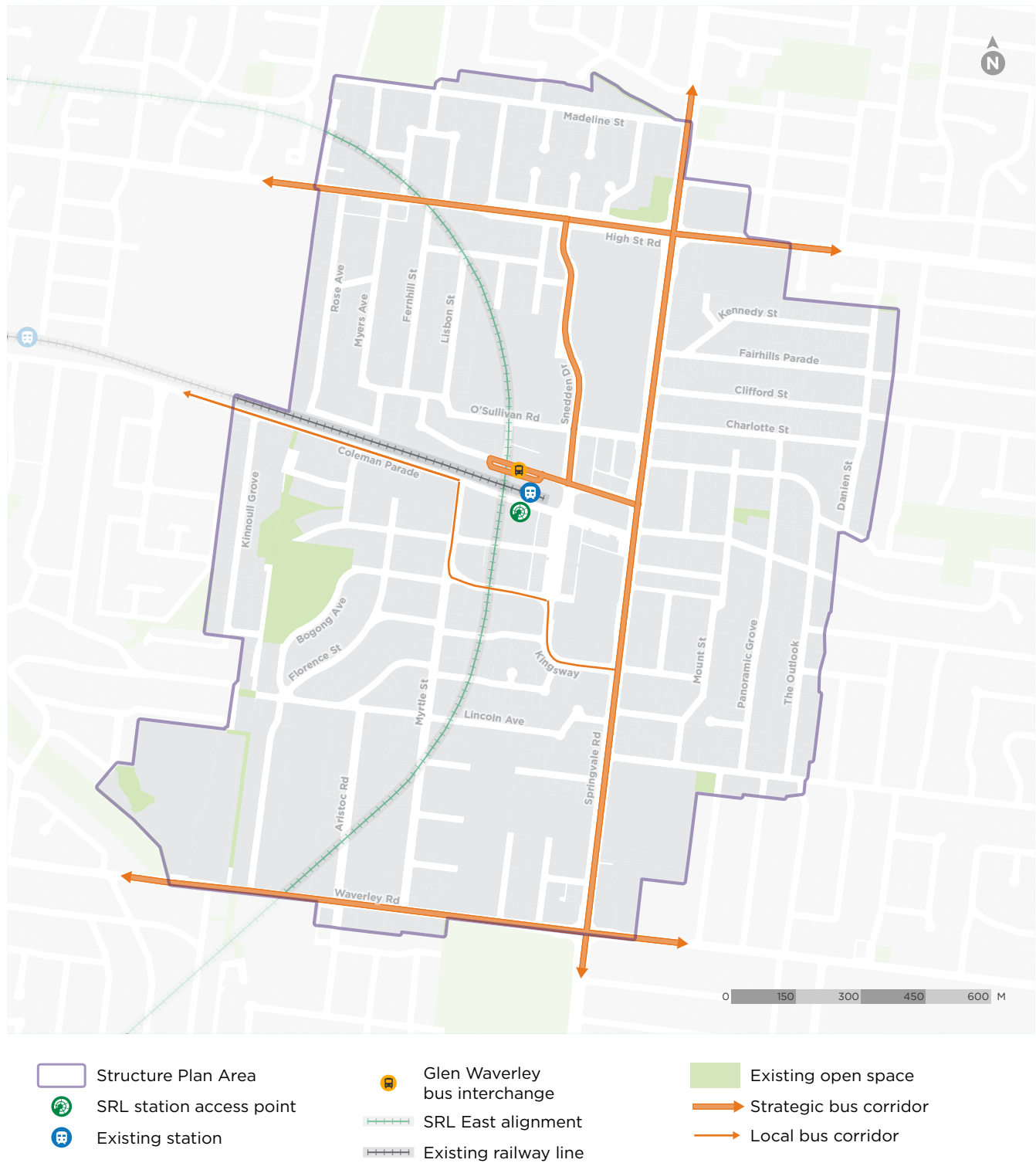


Figure 16: Better connections plan - Public transport

Objective 16

Create a legible and safe active transport network

Expanding and improving the walking and cycling infrastructure in Glen Waverley will support a convenient, sustainable way to move around. The current network of footpaths and cycling infrastructure varies in quality, and continuous access is inhibited by the railway line and Springvale Road. A key focus for the Structure Plan will be enabling a pedestrian-focused precinct core.

Better accessibility beyond Central Glen Waverley will provide greater opportunity for car-free travel between key destinations within and adjoining the Structure Plan Area. A reimagined Coleman Parade will provide continuous cycle access from east of Springvale Road to Syndal and connect into the Scotchmans Creek Trail.



Movement interventions

The new movement network for Glen Waverley is a sum of its parts. Infrastructure upgrades and enhancements will be needed to promote a shift from private car travel to public and active transport

Among a range of wider local interventions, the following components form critical parts to the movement network facilitated by the Glen Waverley Structure Plan:

- **Important Key Links** provide connection to or between strategic active transport corridors.
- **Local Key Links** aim to improve local active transport connections / permeability and place activation.
- **Strategic walking / cycling corridors** aim to support commuter trips and link to destinations with metropolitan and regional significance, such as employment and activity centres.
- **Strategic general traffic / freight corridors** are movement corridors that will continue to play a strategic role for freight and private vehicle traffic, directing vehicles away from local neighbourhoods.
- **Strategic bus corridors** connect key locations and operate at a higher service frequency compared to the local bus network.

Delivering Key Links

- Important and Local Key Links may be delivered through new planning controls and via key projects or actions set out in the Implementation Plan.



Creating a shift in mode choice in Glen Waverley

Transport interventions set out in this Structure Plan focus on supporting people to walk, cycle and take public transport, creating a shift in journeys.

By 2041, 47 per cent of peak journeys in the Structure Plan Area should be made by sustainable modes, including 28 per cent for active transport and 19 per cent public transport.

Source: Glen Waverley Transport Technical Report 2025.



Strategies

- Progressively plan for and expand a priority walking and cycling network to create a continuous movement network between neighbourhoods and key destinations including the SRL station, The Glen Shopping Centre and the Monash Aquatic and Recreation Centre. The cycling network improvements should entail:

For strategic cycling corridors:

- Enhance existing infrastructure as appropriate such as by widening paths and enhancing wayfinding
- Provide new cycling infrastructure where gaps exist, preferably in the form of separated cycling facilities (i.e., off-road shared use paths, separated cycling lanes or on-road cycling lanes) as appropriate for the link.

For local cycling corridors:

- Enhance existing infrastructure as appropriate such as by reducing speeds on local streets and enhancing wayfinding.
- Provide new cycling infrastructure where gaps exist, either in the form of separated off-road cycling facilities (i.e., off-road shared use paths, separated cycling lanes or on-road cycling lanes) where feasible and warranted or ‘sharrow’ treatments (with associated reduced speed limits and/or traffic management measures) as appropriate for the link.
- Provide more frequent, high-quality and safe crossing points over major roads and along key corridors such as Springvale Road, High Street Road and Waverley Road.
- Improve active transport permeability within the Structure Plan Area through the delivery of key links as part of new developments.
- Provide high-quality active transport links between key destinations, such as the SRL station at Glen Waverley, the medical precinct east of Springvale Road, Bogong Reserve and employment areas in the south of the Structure Plan Area.
- Embed universal design into the planning, design and delivery of all streetscape walking improvements.
- Encourage new developments within the Structure Plan Area to promote and support active transport options.

Actions

1. Amend the planning scheme to encourage the delivery of Important Key Links and Local Key Links through the future development of private landholdings (see Figure 17).
2. Progressively plan for, expand and reinforce an active transport network of high-quality strategic and local walking and cycling routes (see Figure 17)
3. Deliver new and improved walking and cycling crossings in accordance with the locations shown in Figure 17, prioritising the delivery of crossings associated with strategic walking and / or cycling corridors.
4. Deliver upgrades to the east-west active transport corridor along Coleman Parade and west of Springvale Road and Kingsway and Snedden Drive as the primary north-south corridor within Central Glen Waverley.
5. Develop bicycle and micro-mobility end-of-trip policy / guidelines.
6. Amend the planning scheme to introduce an Infrastructure Contributions Plan to contribute to the funding of new and enhanced transport infrastructure serving and supporting development in the Structure Plan Area.
7. Prepare a framework to support the delivery of Important or Local key links shown in the Structure Plan, informed by a review of these links having regard to priority and feasibility of delivery. The framework should include delivery mechanisms that have regard to:
 - Principles of fairness, equity and certainty
 - Incentives required to facilitate delivery of links

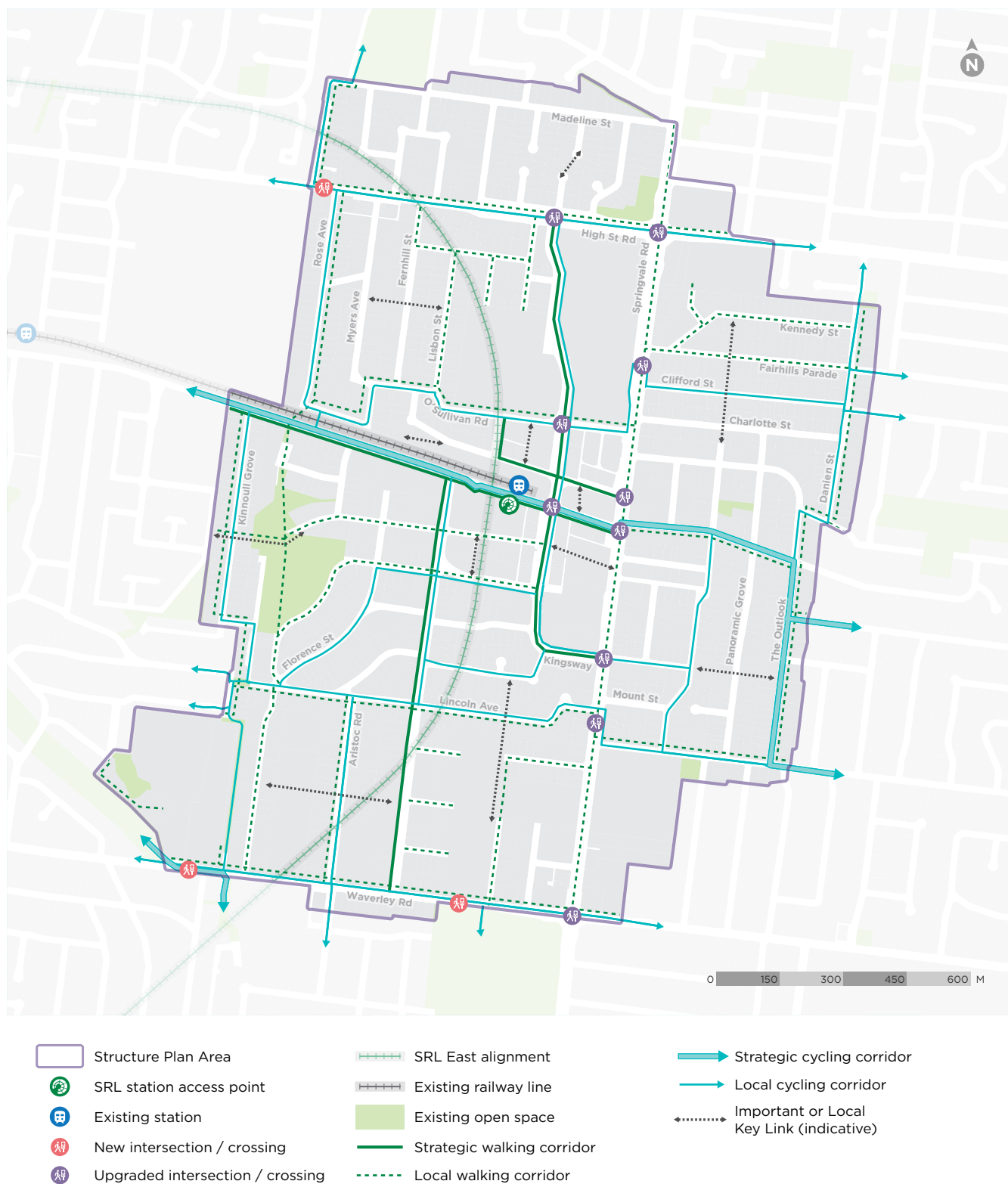


Figure 17: Better connections plan - Active transport

**Objective 17****Minimise the impacts of private vehicles and freight on local streets**

The streets in the Glen Waverley Structure Plan Area need to be substantially reconfigured to support sustainable travel as the resident and worker population grows.

Private car use needs to be significantly reduced to provide neighbourhoods that are quieter and more enjoyable.

Through-traffic will be directed to key arterial routes while reducing vehicles in Central Glen Waverley. Freight will remain important in Central Glen Waverley and in employment centres but there is opportunity to explore alternatives.

Strategies

- Direct private vehicles and freight to the strategic traffic and freight network of Springvale Road, Waverley Road and High Street Road and away from priority walking and riding areas, and off local streets.
- Maintain a road network that support access for essential trips and for people who need to use a car.
- Protect local streets as lower-speed and safe streets that discourage vehicle traffic in residential neighbourhoods.

Actions

1. Establish and reinforce the strategic and local traffic and freight network as shown in Figure 18.
2. Monitor traffic conditions in the local road network within the Glen Waverley Structure Plan Area and implement traffic mitigation measures if required to discourage through-traffic and/or improve safety.

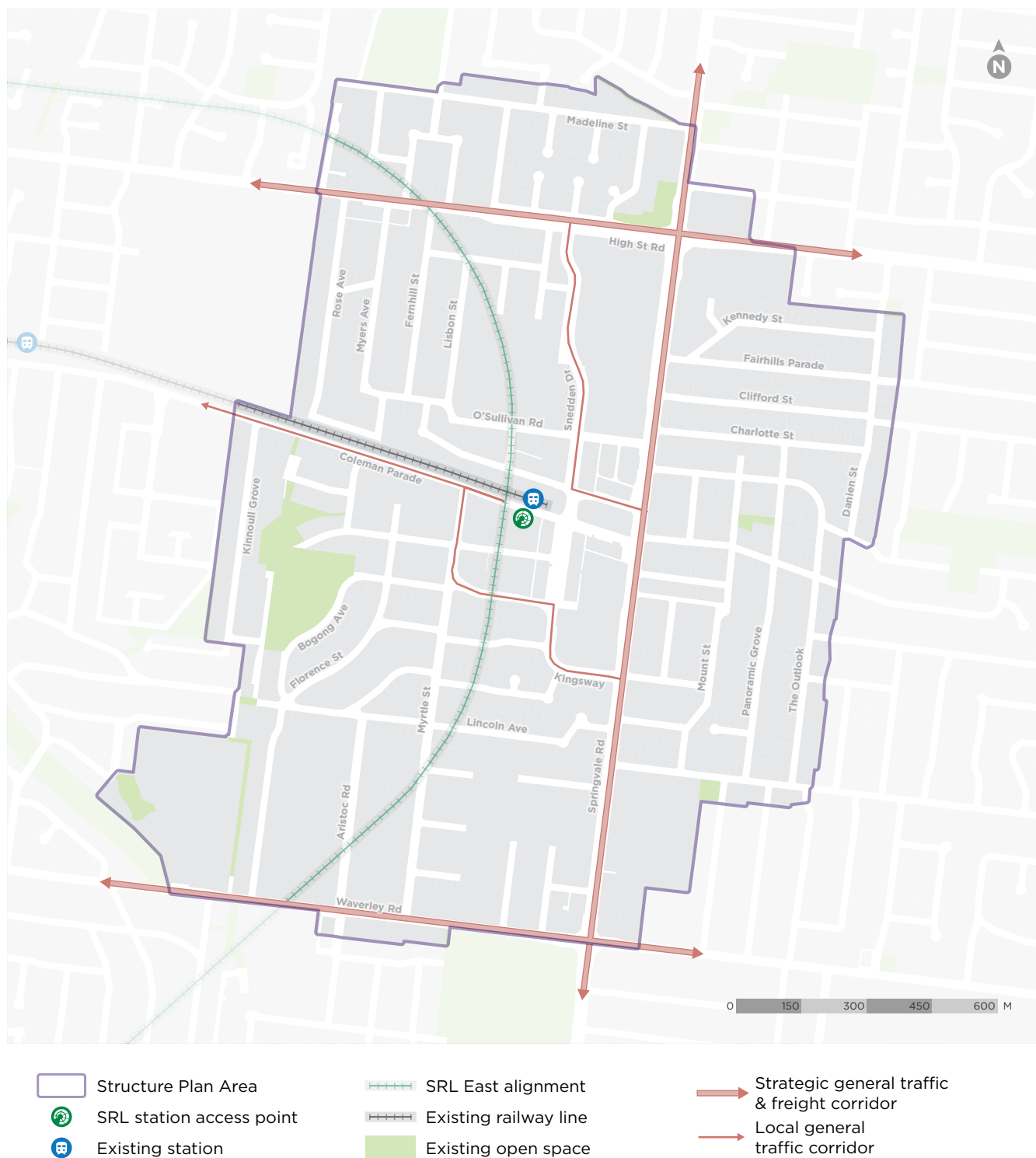


Figure 18: Better connections plan – General traffic and freight

**Objective 18****Encourage a shift towards more sustainable transport modes**

The private car is the primary mode of transport in Glen Waverley. The provision of car parking, particularly in Central Glen Waverley, encourages driving, which is often through areas of high pedestrian use. Car parking should be consolidated into key locations on the edge of Central Glen Waverley. This will allow on-street parking and parking within individual developments to be reduced, providing room for enhancements to the public realm.

A change in approach towards 'car-lite' living will help to make Glen Waverley a better place in which to live. This includes managing the supply of car parking spaces and encouraging active transport modes to provide realistic, accessible and safe alternatives for everyday travel.

Strategies

- Limit the supply of car parking spaces in new developments to encourage more people to reduce their private vehicle use in favour of public transport and active transport modes.
- Increase the rate and standard of bicycle parking and end-of-trip facilities within new developments.
- Encourage alternative and adaptable uses for car parking facilities in existing and new developments when no longer required for parking.
- Encourage the integration of micro-mobility share schemes, consolidated car parking, car share and parcel delivery within new developments.
- Encourage the consolidation of existing car parking facilities to reduce their visual impact, particularly in pedestrian-focused areas.
- Support consolidated car parking provision along Euneva Avenue, Bogong Avenue, in The Glen Shopping Centre and other strategic site developments to make efficient use of parking for multi-purpose trips.
- Improve on-street parking management to optimise streets for walking and cycling.

Actions

1. Prepare a Precinct Parking Plan to develop an integrated, strategic approach to parking across the Structure Plan Area.
2. Amend the planning scheme to:
 - Specify appropriate maximum and minimum car parking rates for new use and development within the Structure Plan Area
 - Require a Green Travel Plan for residential and non-residential development of a certain scale
 - Require the preparation of a car parking re-use plan, which explores adaptability and alternative uses of parking spaces, for suitably scaled developments.
3. Undertake monitoring and review of transport mode share within the Structure Plan Area every 5 years, including the change towards sustainable transport modes.
4. Undertake a review of the relevant Parking Overlay schedules every 5 years.
5. Develop an on-street parking management policy that supports the Structure Plan Area's significant changes in land use density, diversity and accessibility levels over time.



Central Carpark looking west

5.7 Empowering Sustainability

Glen Waverley will build its climate resilience and help meet Victoria's net zero emissions target.

New development will transition Glen Waverley to fossil fuel-free energy.

Better waste and water management will promote a circular economy.





Objective 19

Support the accelerated transition to net zero by 2045 with sustainable building design

To support decarbonisation and contribute to net zero communities, new buildings need to be more energy-efficient, use fewer resources and responsibly offset emissions. Practising circular economy principles in building design and operations will reduce embodied emissions from building materials and maximise resource recovery at all stages.

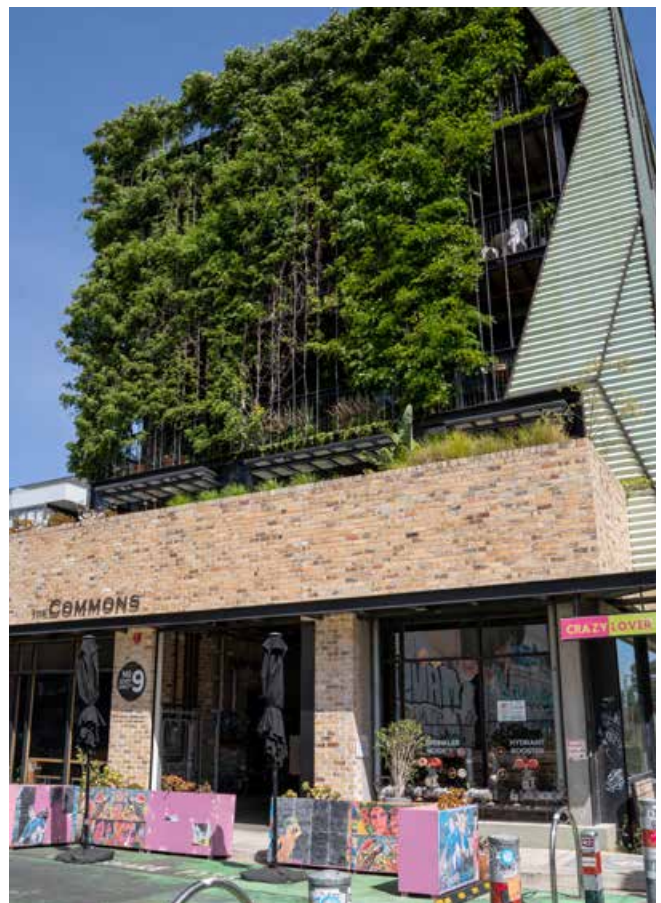
As Glen Waverley is transformed with more intensive development to accommodate a growing population, new developments should be built and designed to elevated sustainability standards to create more sustainable and resilient neighbourhoods.

Strategies

- Introduce elevated sustainability standards to require that all new buildings greater than 5,000 m² gross floor area (GFA) achieve a minimum 5 Star Green Star certification (or equivalent rating from other internationally recognised third-party certification scheme) to maximise building sustainability performance and contribute to Victoria achieving net zero carbon emissions by 2045.
- Encourage new buildings less than 5,000 m² GFA to apply elevated sustainable design outcomes that aim to meet the BESS-8 'Excellence' rating.
- Design buildings with consideration for climate risks and resilience, promoting climate change adaptation measures to enhance the capacity of buildings to withstand climate-related events, including extreme heat and flash flooding.
- Encourage development to be fossil fuel-free, highly energy efficient and built with lower upfront emissions and embodied carbon.
- Encourage circular design principles including reusing existing assets or materials, designing for material efficiency, selecting products with recycled content and selecting new materials with low embodied carbon.

Actions

1. Amend the planning scheme to improve sustainable building design standards.



The Commons, 7 Florence Street

Objective 20

Promote and support solutions to increase energy resilience and reduce emissions through local renewable electricity generation, storage and use

Energy use is the major emissions source in the Glen Waverley Structure Plan Area. The Structure Plan Area has a large number of residential buildings, which contribute significant emissions due to energy consumption.

To achieve the Vision for Glen Waverley, new developments in the Structure Plan Area will need to support the transition to renewable and alternative energy sources that facilitate on-site local energy generation, distribution and storage.

Strategies

- Support the development and use of new energy technologies that produce and distribute renewable energy locally, enhancing climate resilience and reducing emissions.
- Support opportunities for renewable energy generation and use at an individual, precinct and neighbourhood scale. Work with large landholders such as Vicinity Centres, Holmesglen Institute and the Victorian Government and City of Monash, to facilitate initiatives like the neighbourhood battery program, smart grid technology and microgrids.
- Support the integration of local storage and small-scale renewable energy schemes into larger development sites.

Actions

1. Work with stakeholders to explore improved energy reliability and resilience initiatives within the Structure Plan Area.
2. Develop partnerships to explore renewable energy generation at an appropriate scale for local needs.



Objective 21

Reduce waste and encourage use of recycled and sustainable resources

Nearly half of Victoria's waste comes from construction and demolition. In Glen Waverley, only 49 per cent of household waste is recycled. As Glen Waverley grows, waste generation is predicted to rise by 18 per cent, including a projected 50 per cent increase in organic waste. Additionally, substantial development activity will contribute to embodied greenhouse gas emissions and generate additional construction and demolition waste.

A circular economy approach promotes principles of redesign, reuse, repair, share, refurbish and recycle to resource use. Embedding this approach in Glen

Waverley will require new buildings to consider opportunities to reduce embodied emissions and the design, construction and operation of buildings to maximise resource recovery at all stages. Opportunities for precinct-scale resource recovery facilities should be explored, such as community-driven recycling hubs, local exchanges and repair cafes. Larger-scale resource recovery may be appropriate in existing employment areas, subject to amenity considerations.

Strategies

- Encourage businesses and enterprises to better manage waste through improved use of the resources, including resource sharing and resource recovery.
- Promote the principles of a circular economy—redesign, reduce, reuse, repair, renovate, recycle and recover—to the community. Encourage community participation and behaviour changes that are essential for delivering a circular economy.
- Design for future waste streams by allowing appropriate space for waste storage and management, including waste at the source, such as through on-site organic waste management.
- Encourage new buildings to be designed to be adaptable, accommodate a range of uses and avoid the need for major demolition or refurbishment in the future.
- Work with the Victorian Government and City of Monash, and large landholders and institutions within Glen Waverley to support targets to divert 90 per cent of construction and demolition waste from landfill and 80 per cent of operational waste from landfill.

Actions

1. Prepare a circular economy plan for the Structure Plan Area that promotes circular economy principles and identifies projects that can be seeded within the area.
2. Amend the planning scheme to require the submission of a waste management plan as part of any permit application for development greater than 5,000 m² GFA.
3. Partner with key stakeholders to deliver targeted investment in circular economy opportunities.

Objective 22

Facilitate a resilient, cool, green, biodiverse environment

Glen Waverley currently experiences high urban heat generally attributed to low canopy cover and limited open space within Central Glen Waverley. Increased density within the Structure Plan Area will increase the urban heat island effect through more hard surfaces, loss of vegetation, reduced ventilation and limited heat dispersion. This has a range of impacts, including health impacts, with the worst impacts to the area's most vulnerable residents.

The provision of green infrastructure within the public and private realm will allow Glen Waverley to grow sustainably, providing a cool and healthy environment for future occupants. Enhanced green corridors and landscaping will assist in rewilding the public realm and improve access to nature for the local community.

Strategies

- Minimise urban heat island effects by incorporating space for tree canopy cover and blue-green infrastructure into new developments and public areas, including Green Streets. This approach aspires to achieve 30 per cent tree canopy coverage and improved green landscaping in the Structure Plan Area.
- Support improved biodiversity and ecological enhancement by establishing habitat corridors, prioritising green and biodiverse planting along Green Streets and within landscape setbacks.
- Minimise the use of concrete and asphalt, and maximise recycled content, repaving, blue-green infrastructure, canopy cover, vegetation and the use of permeable materials.
- Encourage the use of native and drought resilient plant species to ensure the environment is resilient to climate change.
- Encourage new development to incorporate roof colours, building materials and green infrastructure designs that support urban cooling and meet minimum Solar Reflective Index (SRI) values of exposed materials across 75 per cent of the total development site:
 - SRI greater than 34 for unshaded hardstand surfaces
 - SRI greater than 64 for roofing material.

Actions

1. Amend the planning scheme to encourage the integration of greening and cooling initiatives in new development to help minimise the urban heat island effect and promote a biodiverse, natural environment supported by IWM.

**Objective 23****Embed Integrated Water Management in the Glen Waverley Structure Plan Area**

Victoria's Integrated Water Management Framework aims to provide effective urban water management, including water supply, wastewater, flood resilience, urban waterway health and management of public spaces.

Parts of the Structure Plan Area's south-west are subject to flooding from the Glen Waverley drain. As the climate changes, flooding risk is expected to increase in parts of Central Glen Waverley near to the SRL station.

As development within the Structure Plan Area increases, this will place more pressure on the existing potable water network. Place-based IWM measures will assist in managing flood risk in Glen Waverley, as well as capturing runoff and enhancing waterway health. Diversifying sources of water supply will also strengthen Glen Waverley's resilience and capacity to respond to extreme climate events, including droughts and floods.

Strategies

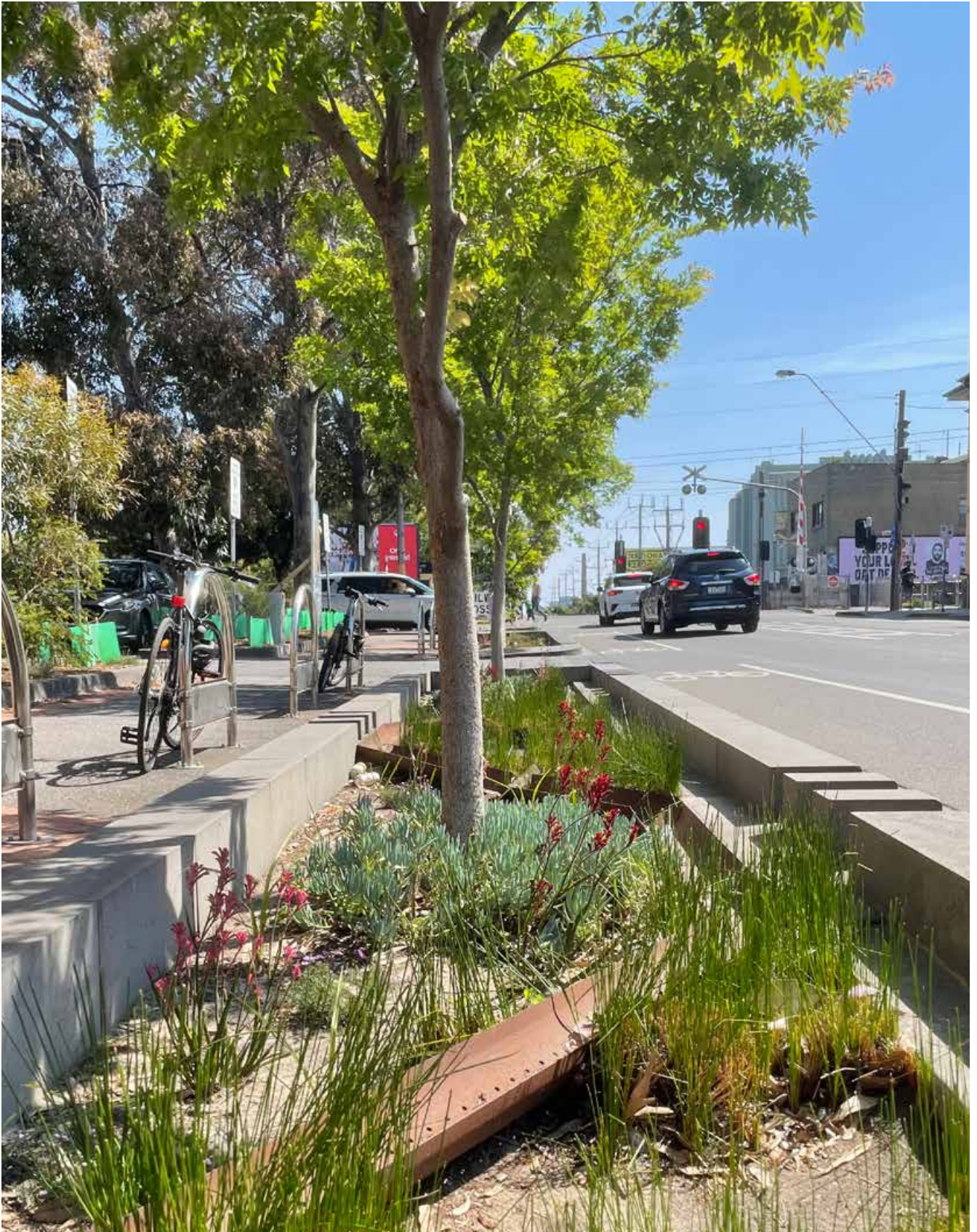
- Support and facilitate the delivery of an alternative water supply to reduce the demand on the potable water network.
- Require new developments to connect to planned or available alternative water supplies through third-pipe connections to reduce the demand on potable water supply and support the use of alternative water for irrigation.
- Work with public land managers and water authorities to support the provision of third-pipe infrastructure to enable the use of alternative water for irrigation and maintenance of sports fields and public open spaces.
- Manage flood risk through the design and development of new buildings and associated works. Work with water and floodplain management authorities and utility service providers to explore IWM opportunities for new flood mitigation infrastructure, including stormwater harvesting and the provision of blue-green spaces.
- Encourage the use of Water Sensitive Urban Design (WSUD) principles in active transport corridors and green spaces, and in the design of spaces in both the private and the public realms.
- Support improved stormwater runoff water quality by embedding IWM principles in the development of buildings, new roads and public spaces.
- Consider and utilise existing strategies and policies of relevant authorities, and the wider industry, in the development of an IWM Plan for the Structure Plan Area.

Actions

1. Amend the planning scheme to require development to incorporate available or planned alternative water supply by providing third-pipe plumbing through the development to service any end use specified by the relevant authority.
2. Partner with utility providers to coordinate and progress the delivery of a new third-pipe non-potable water supply.
3. Partner with water authorities and IWM Forum members to support the preparation of an IWM Precinct Plan that confirms the IWM assets and built form opportunities within the Structure Plan Area.



Water Sensitive Urban Design, North Melbourne



Water Sensitive Urban Design

Neighbourhoods

Glen Waverley's different neighbourhoods will each have a role in achieving the Vision for Glen Waverley.

6.1 Overview

The Glen Waverley Structure Plan Area is divided into five neighbourhoods, each with a distinct purpose in achieving the Vision for Glen Waverley. Detailed urban design, planning recommendations and development direction will guide the evolution of each neighbourhood.

Future role and objectives

Sets out the future role for the neighbourhood, outlining how it will evolve from a built form, land use, movement, public realm and open space perspective. A series of objectives form the guiding principles of development within the neighbourhood, providing an important decision-making framework that builds on the overarching objectives, strategies and actions established in Section 5 (Strategic response).

Neighbourhood guidelines

Presents a suite of neighbourhood guidelines accompanied by detailed height, setback and movement frameworks at a neighbourhood scale.

Key projects (such as transport infrastructure and open space projects) to support each neighbourhood's future role in accordance with the neighbourhood guidelines are generally shown on the neighbourhood framework plans and are described and presented spatially in the Implementation Plan.

Glen Waverley neighbourhoods



Figure 19: Glen Waverley Structure Plan neighbourhoods



6.2 Neighbourhood A: Central Glen Waverley

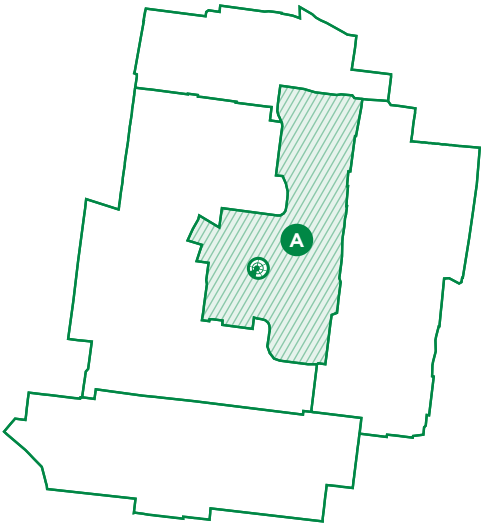
Future role and objectives

Central Glen Waverley is the mixed-use centre of the Structure Plan Area. Anchored by a regionally significant public transport hub, Central Glen Waverley will continue to be the heart of community life. It will remain the principal hub for employment and living centred around the Civic Precinct, The Glen Shopping Centre and a renewed and revitalised Kingsway. More people will live in the neighbourhood, adding vibrancy and vitality to the area and supporting economic activity.

Kingsway will remain the key civic, commercial and economic spine that celebrates Glen Waverley’s thriving multi-cultural character. The valued rhythm, scale and fine-grain character of Kingsway will be retained and extended north of Coleman Parade, with uses that ensure places are active and vibrant throughout the day and night. New, high-quality developments around the SRL East station and Central Car Park, will make a positive contribution to the Kingsway character. Well-spaced taller buildings will be located where amenity impacts can be managed, while maximising views towards the Dandenong Ranges.

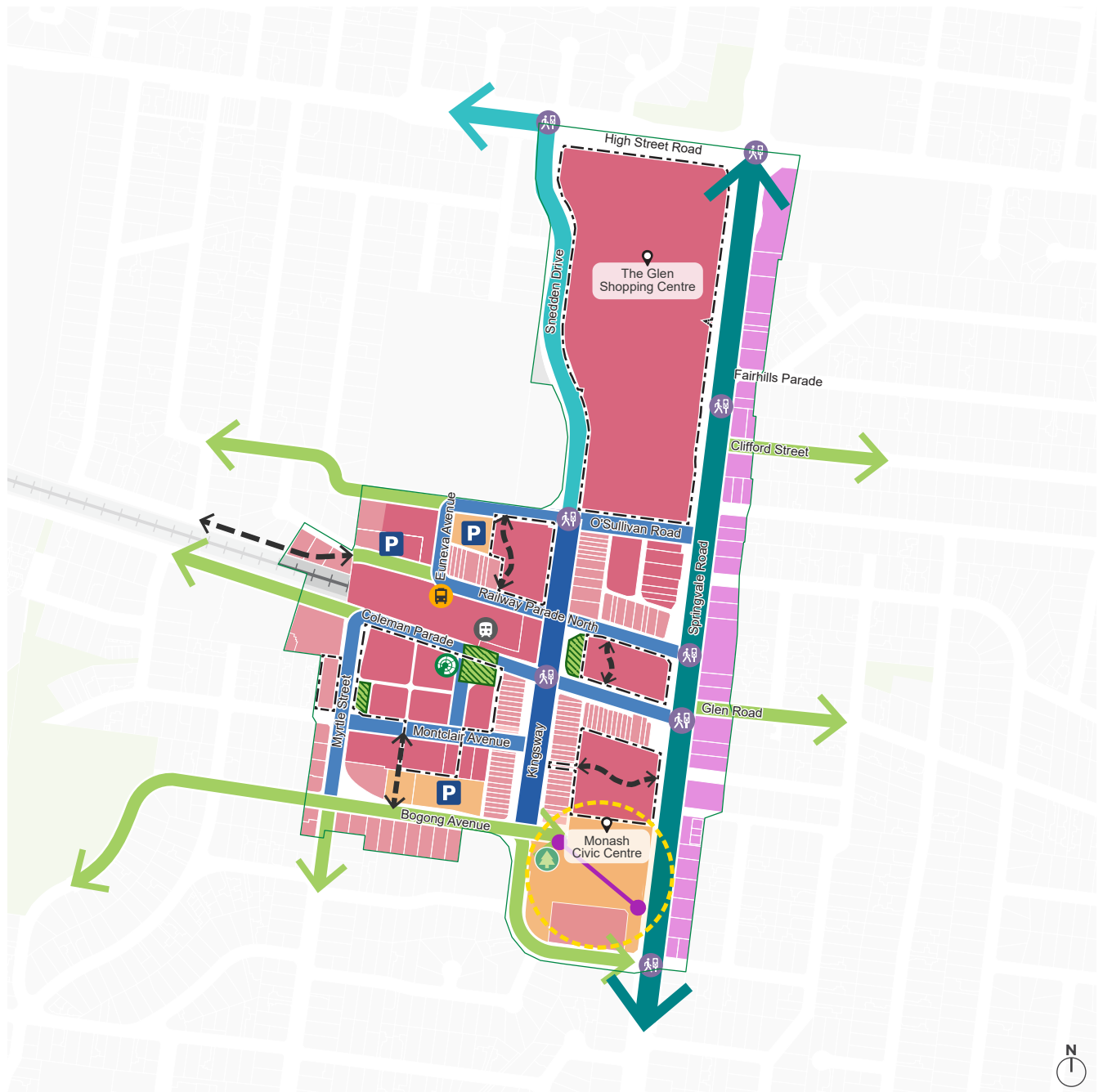
New buildings and uses will be supported by a high-quality public realm. The streets and laneways will be people-focused, safe and green, making walking and cycling easier. Wider paths and better cycle connections will improve connections within and through the neighbourhood. New open spaces around the Central Car Park and SRL station will offer opportunities for residents, workers and visitors to gather, socialise and relax.

A high-quality public transport interchange will provide seamless movement between the SRL station, the existing Glen Waverley Station and the bus interchange. Vehicular access and car parking will be managed to encourage a more people-focused core with consolidated car parks conveniently located on the edges of the neighbourhood.



Objective 1	To reinforce Central Glen Waverley’s role as the primary mixed-use location for Glen Waverley.
Objective 2	To celebrate Kingsway as a valued civic spine.
Objective 3	To support a greener Central Glen Waverley.
Objective 4	To prioritise pedestrian and cyclist movement in Central Glen Waverley, with minimal vehicle movement along key streets.

Neighbourhood framework plan



- | | | | | | |
|--|---|--|----------------------------------|--------------------------|---|
| | SRL station access point | | Consolidated car parking | Land use priority | |
| | Existing station | | Key links | | Civic, community & cultural |
| | State or regionally significant interchange | | Existing link | | Commercial - preferred built form scale |
| | Existing rail line | | Enhanced intersection / crossing | | Significant |
| | Neighbourhood | | Boulevard | | High |
| | Strategic site | | Avenue | | Medium |
| | New open space (planned) | | Kingsway activity spine | | Mixed use - preferred built form scale |
| | Enhanced open space | | Activity Street | | High |
| | New community facility (investigation area) | | Green Street | | |

Note: Closure of Coleman Parade and extent of station plaza to be considered and finalised as part of a separate planning process.

Figure 20: Central Glen Waverley neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 21 to 24.
- Development of podium/tower buildings should provide appropriate side setbacks and be well separated to support an attractive public realm, sky views and equitable development opportunities for neighbouring properties.
- New development on strategic sites such as the Central Car Park and the Dan Murphy's site should incorporate a fine-grain shopfront character along the ground floor that promote visual and pedestrian amenity.
- New development around the SRL station should create a distinctive and identifiable skyline for those coming from Syndal Station.
- Design and site buildings to manage solar access to the western and eastern footpath of Kingsway (between Coleman Parade and Bogong Avenue) and the southern side of Coleman Parade at the spring equinox.
- Design and site buildings to manage solar access to the proposed public plaza at Central Car Park at the spring equinox.
- Design and site buildings to manage solar access to the southern footpath of Coleman Parade and Railway Parade North at the spring equinox.
- Design and site buildings to manage solar access to the Glen Waverley Library Forecourt and proposed SRL Station public space at the winter solstice.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.

Public realm and open space

- New development on sites designated with 'highly active' frontages on Figure 23 should:
 - Incorporate a minimum 60 per cent clear glazing or entries at ground level
 - Provide appropriate protection from the weather including wind, rain and sun
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development on sites designated with 'moderately active' frontages on Figure 23 should:
 - Incorporate a minimum 40 per cent clear glazing or entries at ground level
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development should incorporate green walls and green roofs, particularly on sites where at-grade landscaping is not possible due to zero front, side and rear setbacks.

Transport and movement

- Key links must be provided consistent with the specific links shown in Figure 25.
- Key links should be provided consistent with the indicative links shown in Figure 25.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- Loading access to The Glen Shopping Centre should be provided from Snedden Drive to avoid conflict between pedestrians, cars and cyclists.
- A through-block link between O'Sullivan Road and Railway Parade North should be provided as part of future development to increase walkability and pedestrian permeability.
- Locate access points for loading bays, waste collection and site storage areas away from pedestrian priority streets designated as 'Activity Streets' on Figure 25.
- Consolidated car parking should be provided to minimise vehicle impact on the public realm.
- New development should avoid or minimise site servicing and vehicle crossovers along strategic cycling and / or walking corridors where possible.
- Where access via laneways to the side or rear of a property is available, development should facilitate on-site car park access, delivery vehicles and waste removal vehicles.
- New developments that comprise multiple sites should consolidate existing vehicle crossovers.
- Car parking should be located below ground or, where a podium tower development typology is used, 'sleeved' behind other uses.
- Montclair Avenue should provide an enhanced streetscape, with complementary key links connecting to the SRL station and onwards to Kingsway and transport nodes.
- Coleman Parade should be enhanced to link the SRL East station to the broader surrounding area, including through provision of an active transport link.

Kingsway

- Kingsway's public functions should be supported through an integrated design response, so that new development respects the valued character of the street while allowing an appropriate level of change.
- Interventions to the public realm along Kingsway should ensure that it is cohesive along its length and pedestrian-friendly.
- Upgrades to the existing library and forecourt plaza area should be integrated with the overall public realm of Kingsway and celebrate the historic council building.
- New development along Kingsway should complement the rhythm and diversity of the existing fine-grain retail uses through appropriate setbacks, building heights and well-designed interfaces with the public realm.
- New development along Kingsway should adopt heights and setbacks consistent with those shown in Figure 26 (Section B) and Figure 27 (Section C).
- New development on strategic sites should enhance links to key destinations.

Preferred building heights plan

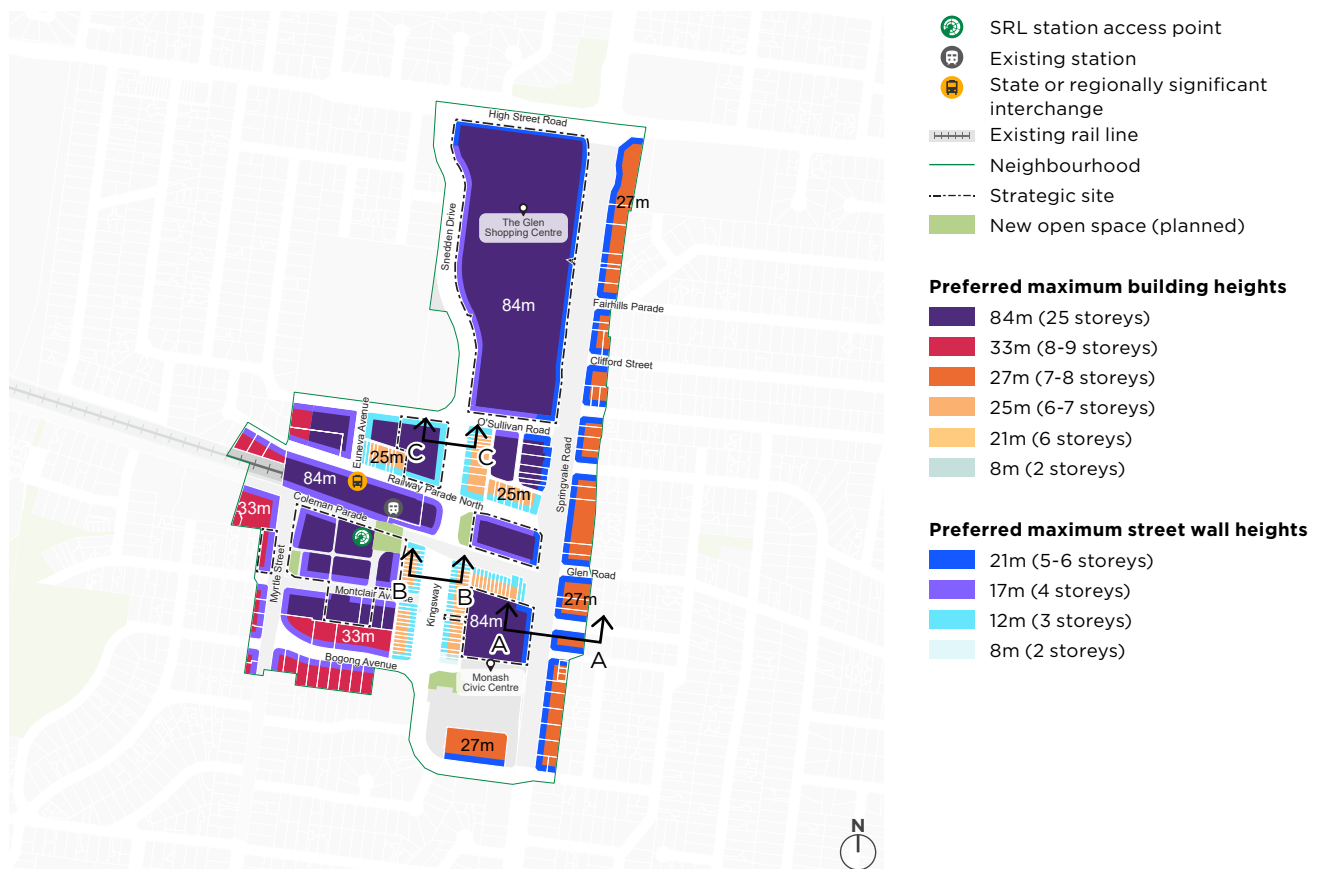


Figure 21: Central Glen Waverley preferred building heights plan

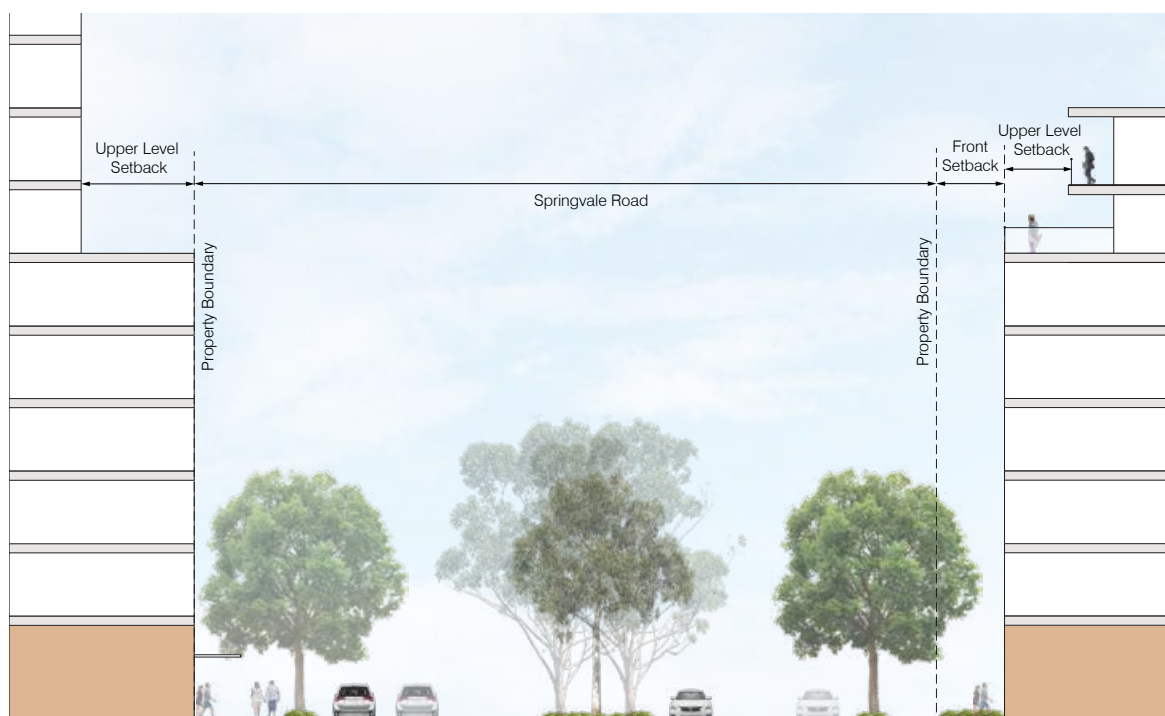


Figure 22: Section A - Illustration of potential typical section of Springvale Road with built form interface

Preferred interfaces and setbacks plan

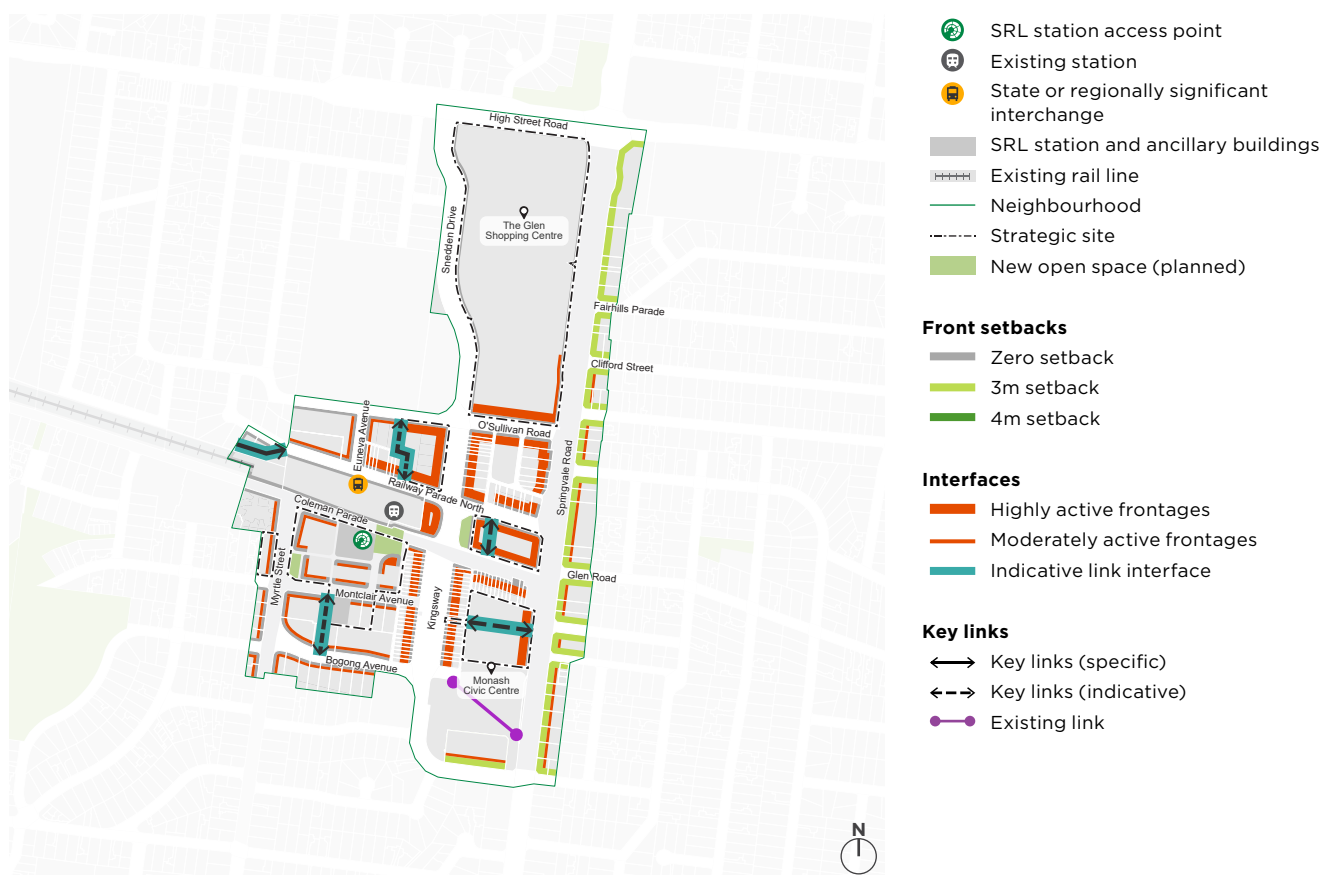


Figure 23: Central Glen Waverley preferred interfaces and setbacks plan

Side, rear and front upper level setbacks plan



Setbacks

Side and rear - podium	0 or 4.5m (primary outlook)
Side and rear - tower	6m or 10% of the total building height, whichever is the greater
Interface Type 1: Side and rear setback - podium	6m up to a height of 33m 20m above a height of 33m
Front - upper level	5m from the podium facade 7.5m from podium facade above a height of 66m
Front - upper level (strategic site)	3m
Side - podium	0m or 4.5m (primary outlook)
Side - tower	4.5m or 15% of the total building height, whichever is the greater
Rear - podium and tower	6m
Rear - at the interfaces with properties where dwellings are permissible below a height of 27m	6m + 0.6m per metre of height above 17m
Front - upper level	3m + 0.6m per metre of height above 33m from the podium facade Except 3m + 0.8m per metre of height above 23m on the north side of east-west streets
Side and Rear	0m or 4.5m (primary outlook)
Front - upper level	3m + 1m per metre of height above 21m from the podium facade
Side	0m or 4.5m (primary outlook) 3m abutting public open space
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	4m from the podium facade

Figure 24: Central Glen Waverley side, rear and front upper level setbacks plan

Movement plan

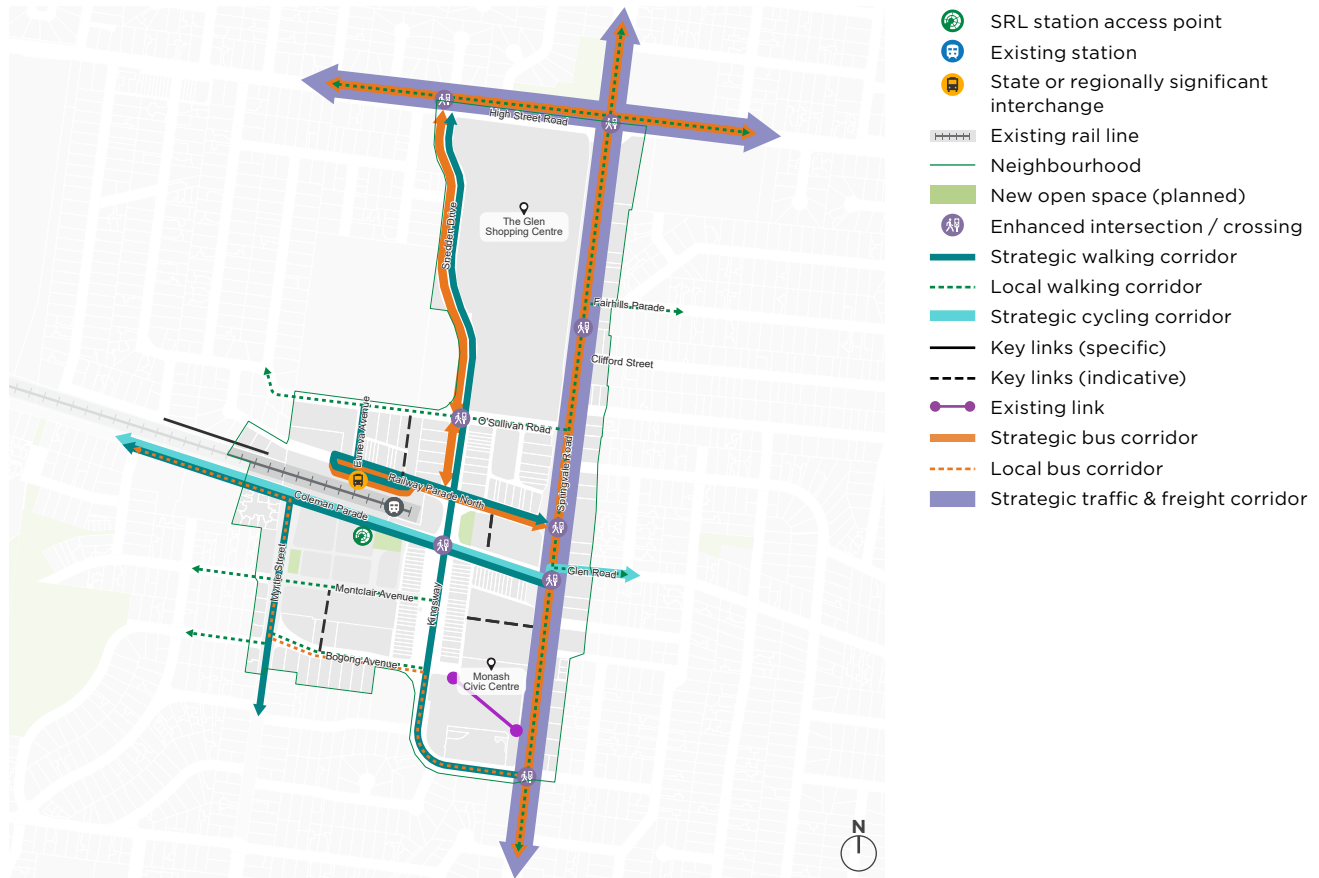


Figure 25: Central Glen Waverley movement plan

Potential enhancements to Kingsway

A rejuvenated Kingsway can be achieved through a variety of possible design solutions as illustrated below. SRLA will continue working with Monash City Council to refine design in the future.

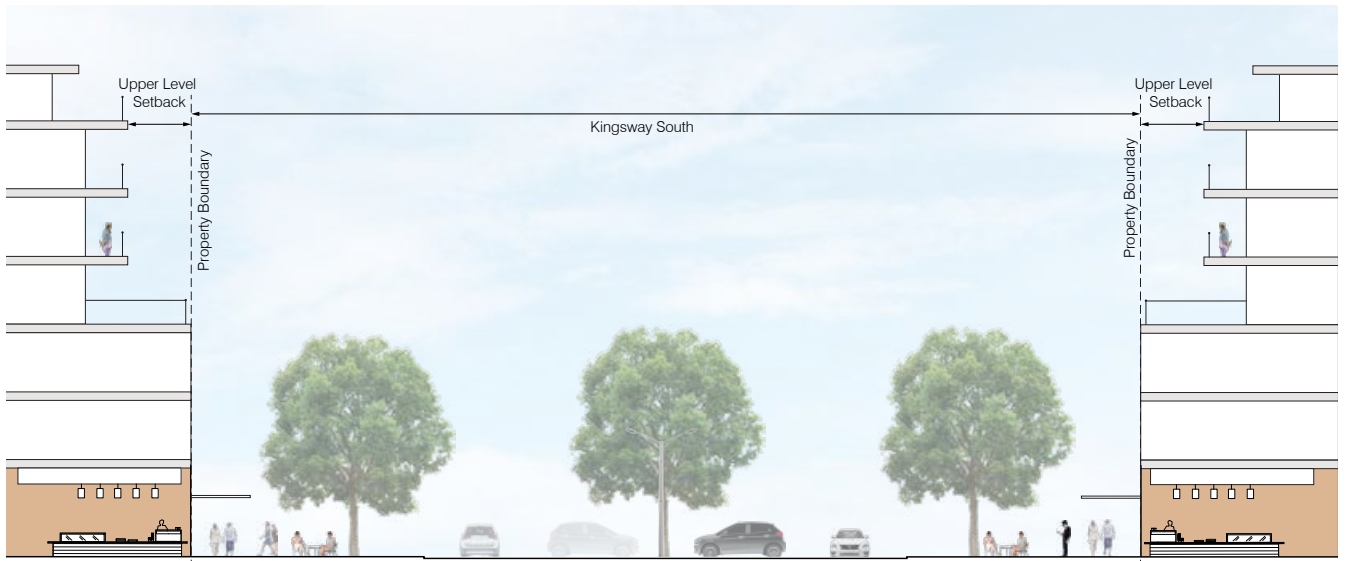


Figure 26: Section B - Illustration of potential typical section of Kingsway south of Coleman parade

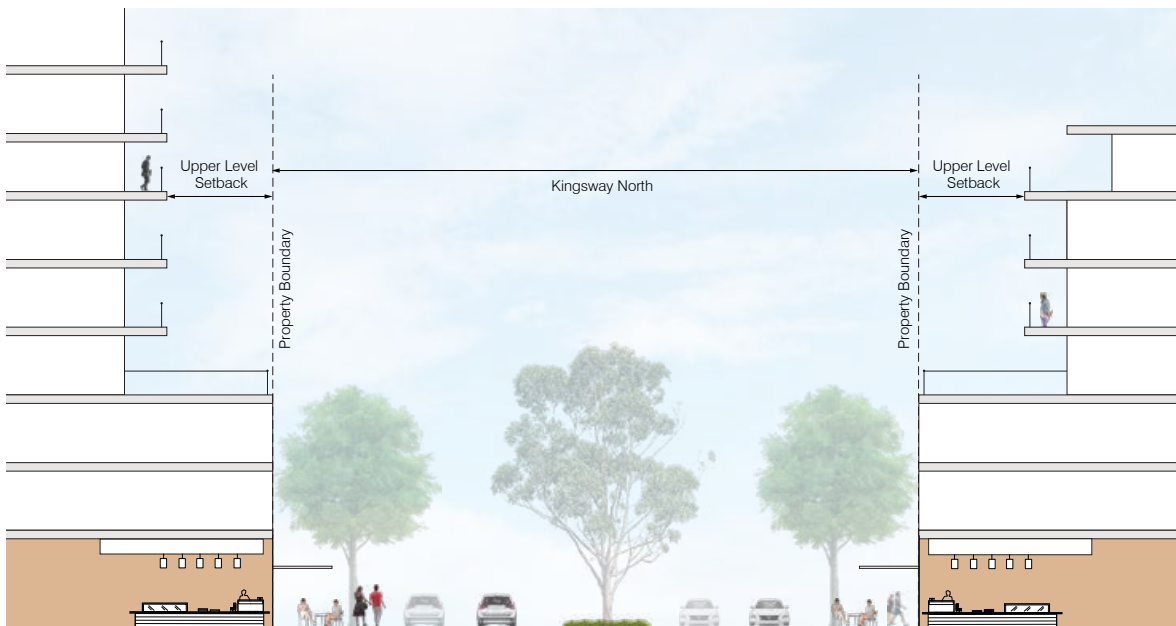


Figure 27: Section C - Illustration of potential typical section of Kingsway north of Railway Parade North

6.3 Neighbourhood B: Bogong

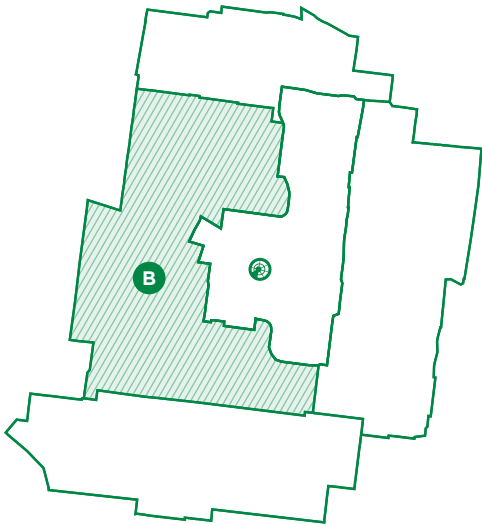
Future role and objectives

Bogong Reserve sits at the heart of the neighbourhood, a unique bushland experience within urban Glen Waverley. Residential uses will be the major land use in the neighbourhood offering a great place for people to live locally, close to Central Glen Waverley and public transport. Over time, new uses may be introduced along Coleman Parade and Myrtle Street.

The introduction of new mid-rise apartments will reflect a garden setting with space around buildings to allow for canopy trees. Upper-level setbacks will be implemented to manage amenity impacts and the transition between new and existing buildings. New development will be oriented towards Bogong Reserve to provide passive surveillance, improving the sense of safety while ensuring built form does not overwhelm the character of the park.

Amenity for residents to the north of the railway line will be improved with access to a potential new open space around Myers Avenue and Fernhill Street.

People will be able to easily walk and cycle to the train stations, Central Glen Waverley and recreational facilities throughout the Structure Plan Area and beyond, including Scotchmans Creek Trail. A network of new key links will increase permeability through the neighbourhood.



Objective 1	To create a mid-rise residential area with variations in building height from four to seven storeys.
Objective 2	To ensure development responds appropriately to Bogong Reserve.
Objective 3	To prioritise the movement of pedestrians and cyclists through the neighbourhood.

Neighbourhood framework plan

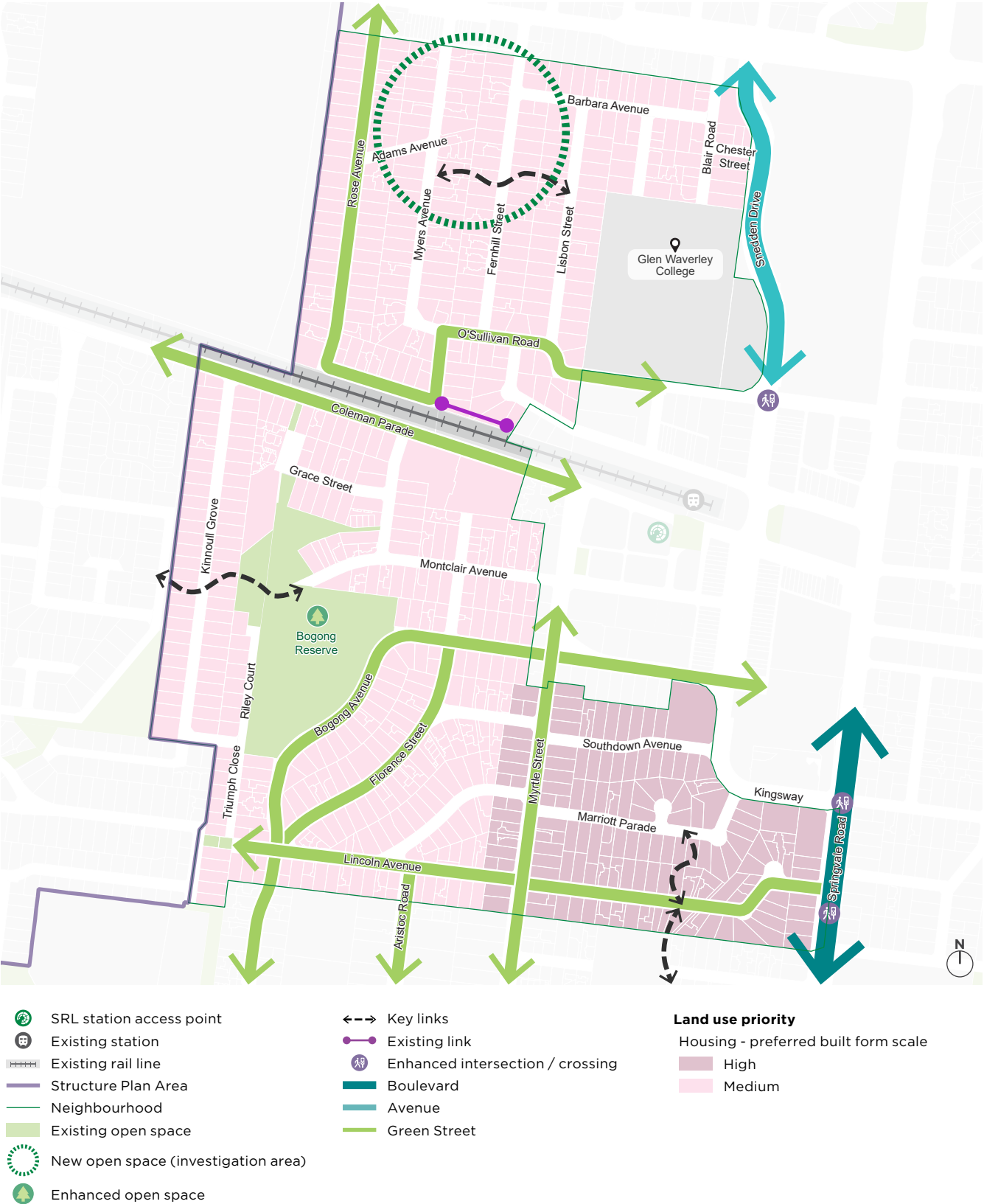


Figure 28: Bogong neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 29 to 31.
- New development in areas to the west of Myrtle Street and north of the railway line should provide generous front, side and rear setbacks to increase canopy coverage and manage the impact of taller buildings.
- Design and site buildings to manage overshadowing of Bogong Reserve at the winter solstice.
- Development on small lots (less than 24m in width) in residential areas should adopt setbacks that avoid a two-storey high wall on side boundaries where abutting the rear boundary of an adjoining property.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.
- New development abutting a lot outside of the Structure Plan Area should adopt a minimum 6 metre setback up to 11 metres and upper levels that allow a transition in scale and reduce amenity impacts on existing residential areas.

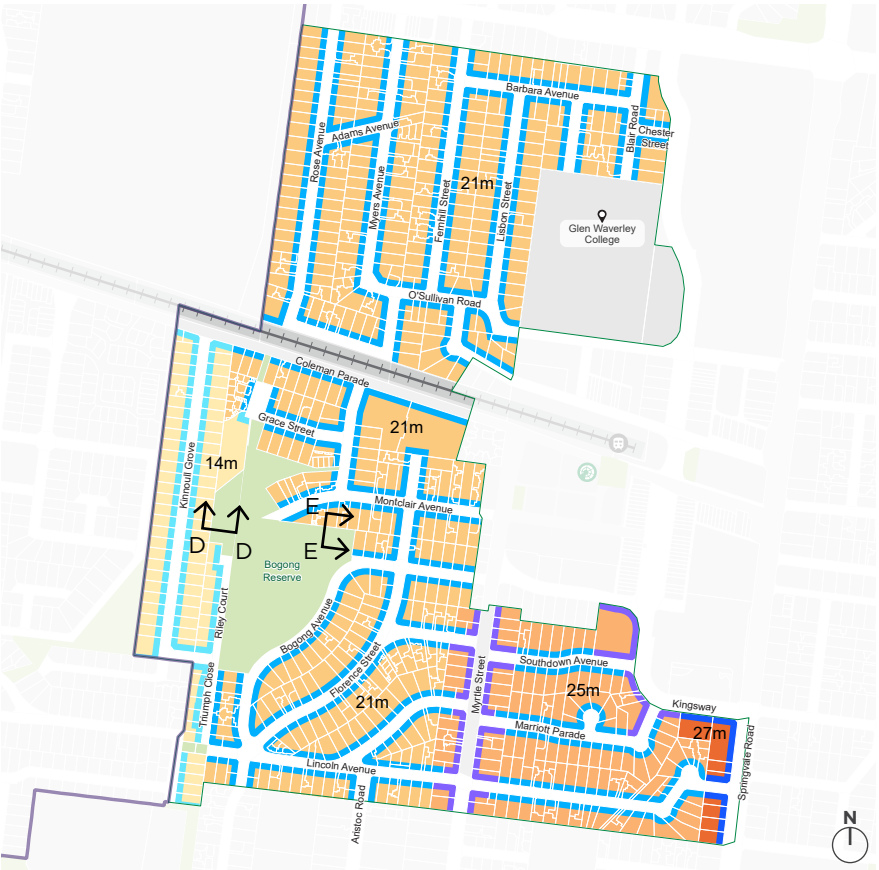
Public realm and open space

- New development which abuts Bogong Reserve should balance privacy and activation, providing a landscaped setback, encourage passive surveillance, and deliver a visually appealing and legible composition.

Transport and movement

- Key links should be provided consistent with the indicative links shown in Figure 34.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New development should avoid or minimise site servicing and vehicle crossovers along strategic cycling and/or walking corridors where possible.
- New developments that comprise multiple sites should consolidate existing vehicle crossovers.
- Where access via laneways to the side or rear of a property is available, development should facilitate on-site car park access, delivery vehicles and waste removal vehicles.

Preferred building heights plan



- SRL station access point
- Existing station
- Existing rail line
- Structure Plan Area
- Neighbourhood
- Existing open space

Preferred maximum building heights

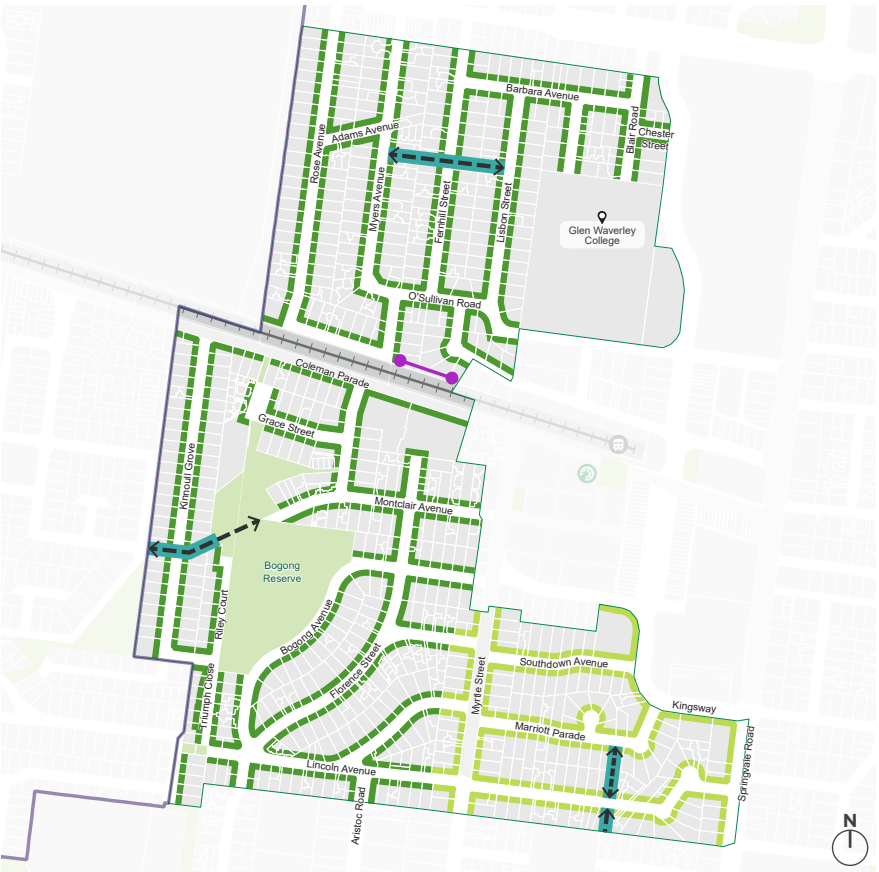
- 27m (7-8 storeys)
- 25m (6-7 storeys)
- 21m (6 storeys)
- 14m (4 storeys)

Preferred maximum street wall heights

- 21m (5-6 storeys)
- 17m (4 storeys)
- 14m (4 storeys)
- 11m (3 storeys)

Figure 29: Bogong preferred building heights plan

Preferred interfaces and setbacks plan



- SRL station access point
- Existing station
- Existing rail line
- Structure Plan Area
- Neighbourhood
- Existing open space

Front setbacks

- 3m setback
- 4m setback

Interfaces

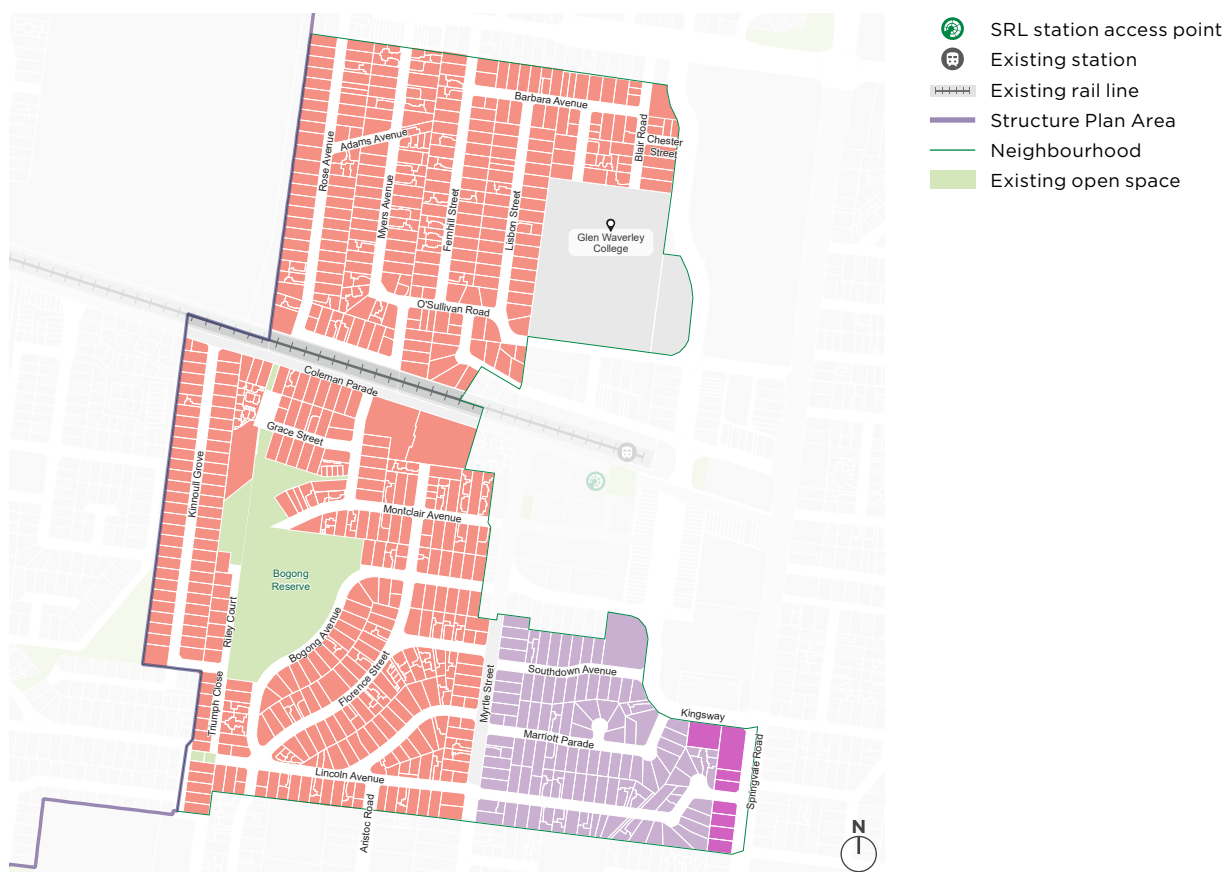
- Indicative link interface

Key links

- Key links (indicative)
- Existing link

Figure 30: Bogong preferred interfaces and setbacks plan

Building side, rear and front upper level setbacks plan



Setbacks

	Side	0m or 4.5m (primary outlook)
	Rear	6m landscaped + 0.7m per metre of height above 11m
	Front - upper level	4m from the podium facade
	Side	0m or 4.5m (primary outlook) 3m abutting public open space
	Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
	Front - upper level	Setback above 14m of 2m or that required to remain below 45-degree plane from opposite street boundary
	Side - lots $\geq$ 24m wide	4.5m + 0.8m per metre of height above 14m
	Side - lots < 24m wide, front half of site:	0m for buildings up to a height of 6.9m 2m for buildings higher than 6.9m 2m all levels where abutting public open space
	Side - lots < 24m wide, rear half of site	2m + 1m per metre of height above 6.9m
	Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
	Front - upper level	0.5m per metre of height above street wall from the podium facade

Figure 31: Bogong building side, rear and front upper level setbacks plan

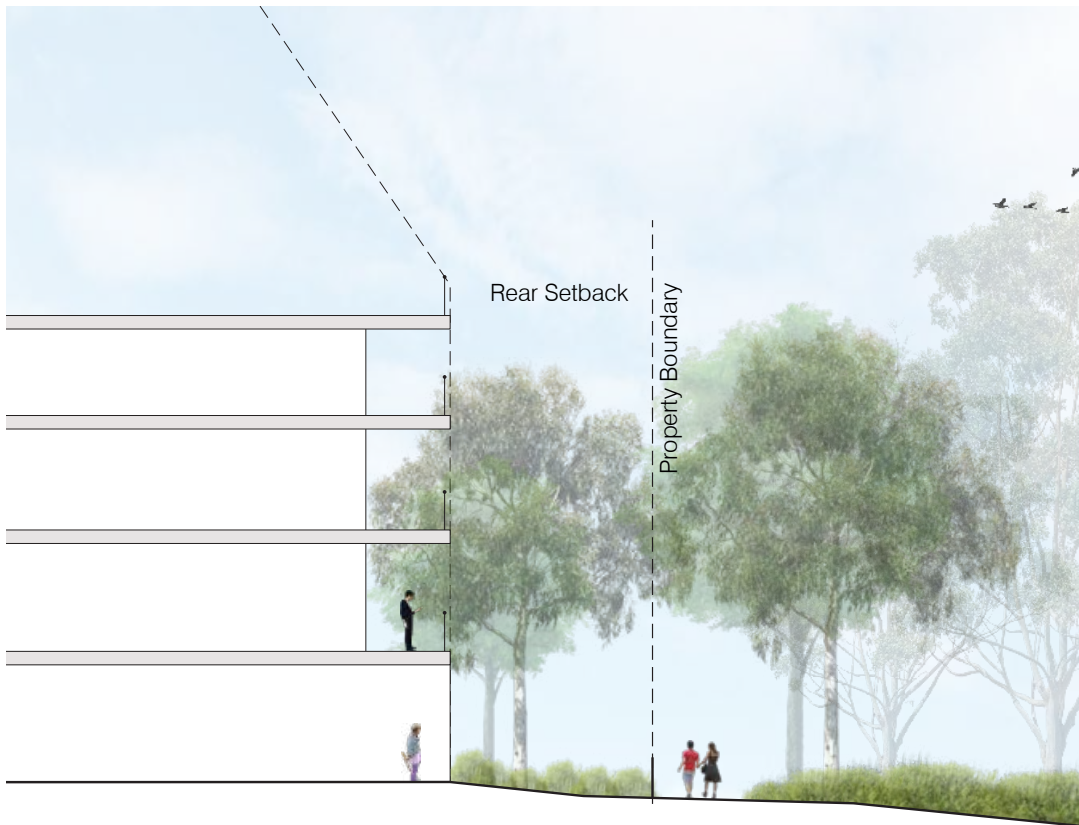


Figure 32: Section D - Illustration of typical built form interface to Bogong Reserve

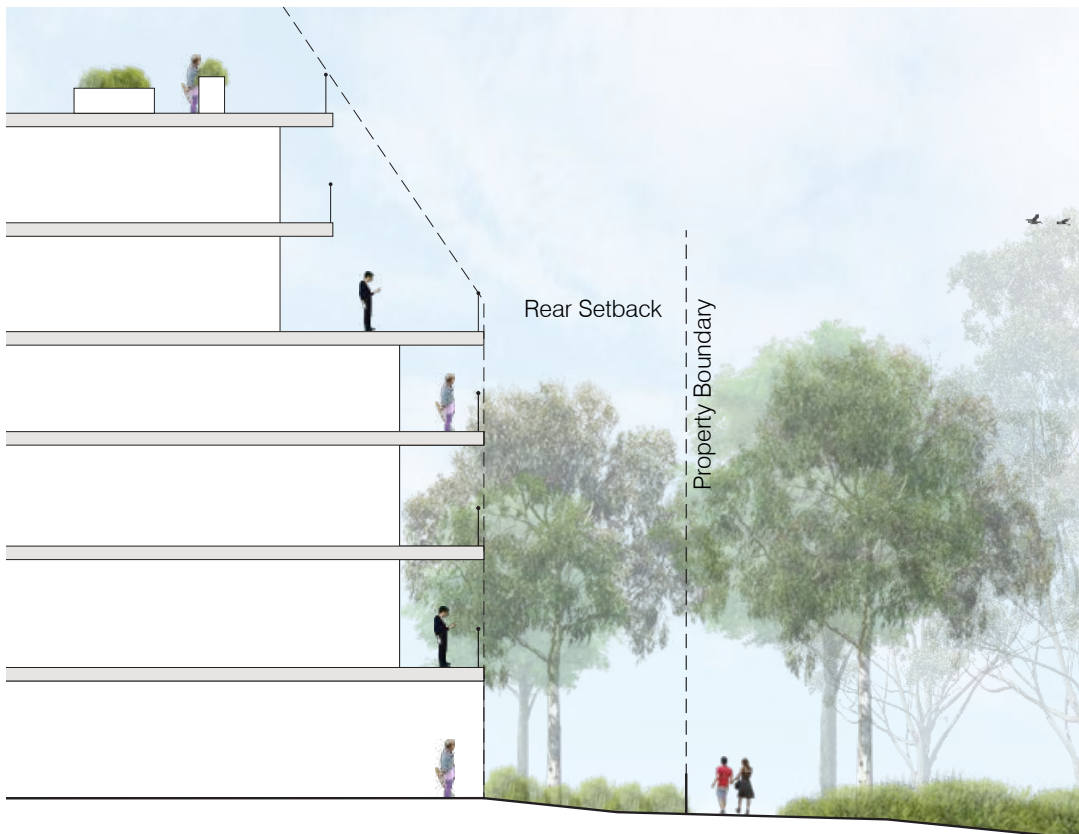


Figure 33: Section E - Illustration of typical built form interface to Bogong Reserve

Movement plan



Figure 34: Bogong movement plan



Example of future residential development adjoining Bogong Reserve

6.4 Neighbourhood C: Glen Waverley North

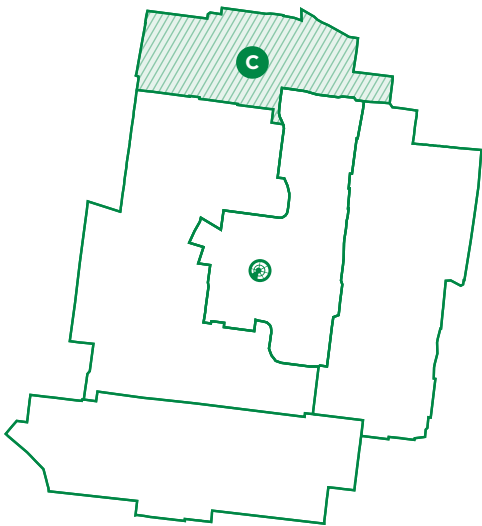
Future role and objectives

The Glen Waverley North neighbourhood will maintain its residential focus by encouraging higher density built form along High Street Road, with a transition in scale to the north. The Glen Waverley North local activity centre will become a hub for the local community.

The emerging scale will be of mid-rise buildings. Generous setbacks will allow space for canopy trees at the front, side and rear of properties ensuring the valued green character is maintained and enhanced. Building setbacks will ensure that vegetation is visible and remains the predominant feature in the streetscape.

High Street Road will transform into a key movement corridor, with frequent bus services providing essential east-west connectivity while maintaining its strategic traffic function. The neighbourhood's streets will become safer and more comfortable for pedestrians and cyclists. New and enhanced key links will turn existing cul-de-sacs into a permeable street network, while new and enhanced crossings will make it easier for residents to cross High Street Road.

Redevelopment of properties adjoining Yanigin Drive Reserve will improve the sense of safety by encouraging passive surveillance. Accessibility to existing open spaces within and outside of the Structure Plan Area such as Glen Waverley North Reserve will be enhanced to serve the growing population.



Objective 1	To establish a mid-rise character with taller built form fronting High Street Road, and an appropriate transition to existing lower scale areas to the north.
Objective 2	To create a local community hub focused on the Glen Waverley North local activity centre.
Objective 3	To prioritise the movement of pedestrians and cyclists through the neighbourhood.

Neighbourhood framework plan

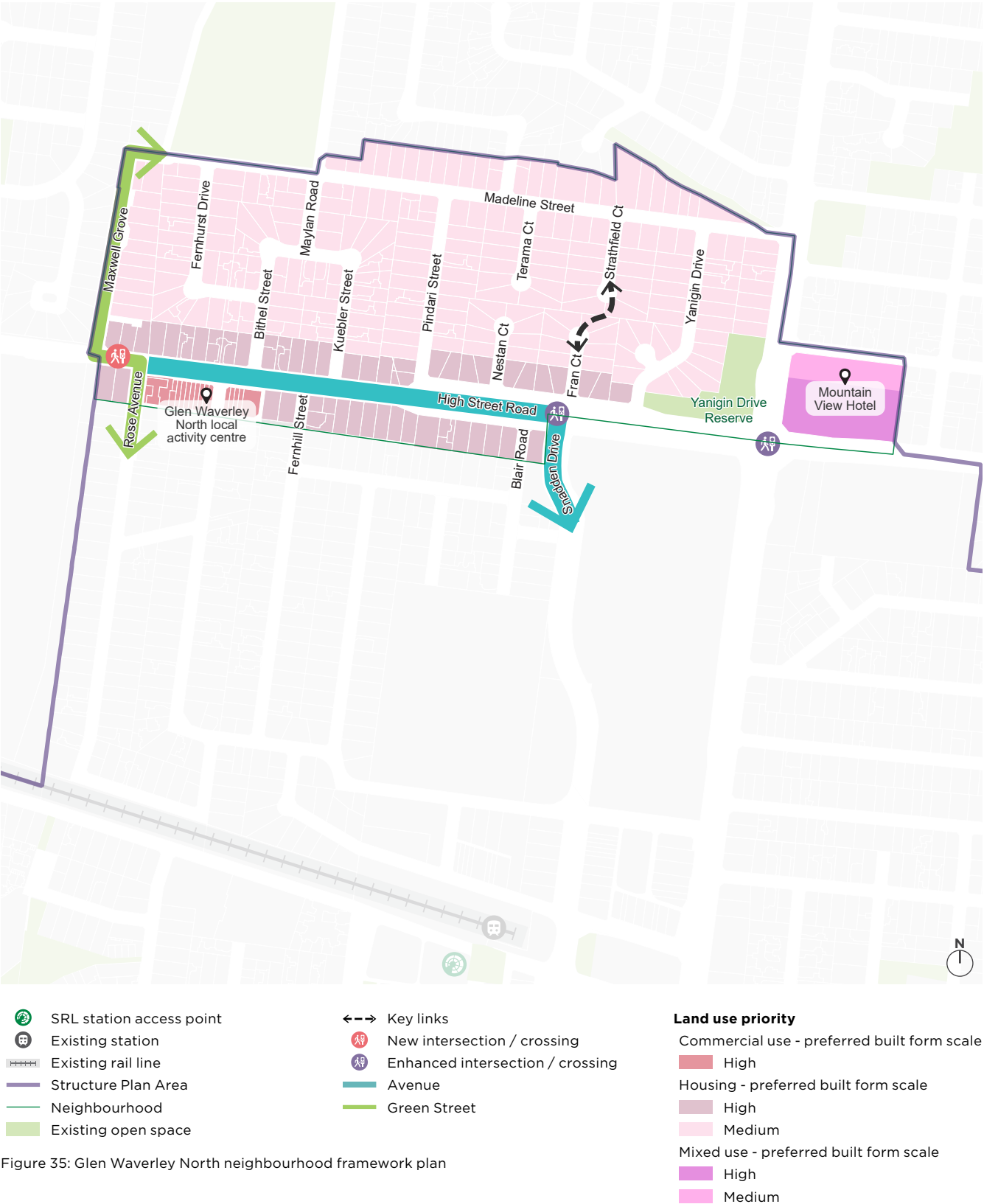


Figure 35: Glen Waverley North neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 36 to 38.
- Development in the northern part of the neighbourhood should respect the valued landscape character of the area through appropriate setbacks and providing space for canopy trees.
- New development within this neighbourhood should follow the slope of the land, minimising the need for retaining walls and extensive cut and fill.
- New development along Madeline Street should maximise and protect key view lines to the east towards the Dandenong Ranges.
- New development should provide a transition in scale towards lower-scale development outside the Structure Plan Area.
- Design and site buildings to manage overshadowing of Yanigin Drive Reserve at the winter solstice.
- New development in the existing small retail strip may vary the street wall height and setback guidance.
- Development on small lots (less than 24m in width) in residential areas should adopt setbacks that avoid a two-storey high wall on side boundaries where abutting the rear boundary of an adjoining property.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.
- New development abutting a lot outside of the Structure Plan Area should adopt a minimum 6 metre setback up to 11 metres and upper levels that allow a transition in scale and reduce amenity impacts on existing residential areas.

Public realm and open space

- New development within the Glen Waverley North local activity centre should provide for 'highly active frontages' and zero ground-level setback in accordance with Figure 37 to provide street definition and stimulate street activity.
- New development which abuts Yanigin Reserve should balance privacy and activation, providing a landscaped setback, encourage passive surveillance, and deliver a visually appealing and legible composition.

Transport and movement

- Key links should be provided consistent with the indicative links shown in Figure 39.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New development should avoid or minimise site servicing and vehicle crossovers along strategic cycling and/or walking corridors where possible.
- New developments that comprise multiple sites should consolidate existing vehicle crossovers.
- Where access via laneways to the side or rear of a property is available, development should facilitate on-site car park access, delivery vehicles and waste removal vehicles.



Example of future residential development in High Street Road neighbourhood

Preferred building heights plan



Figure 36: Glen Waverley North preferred building heights plan

Preferred interfaces and setbacks plan

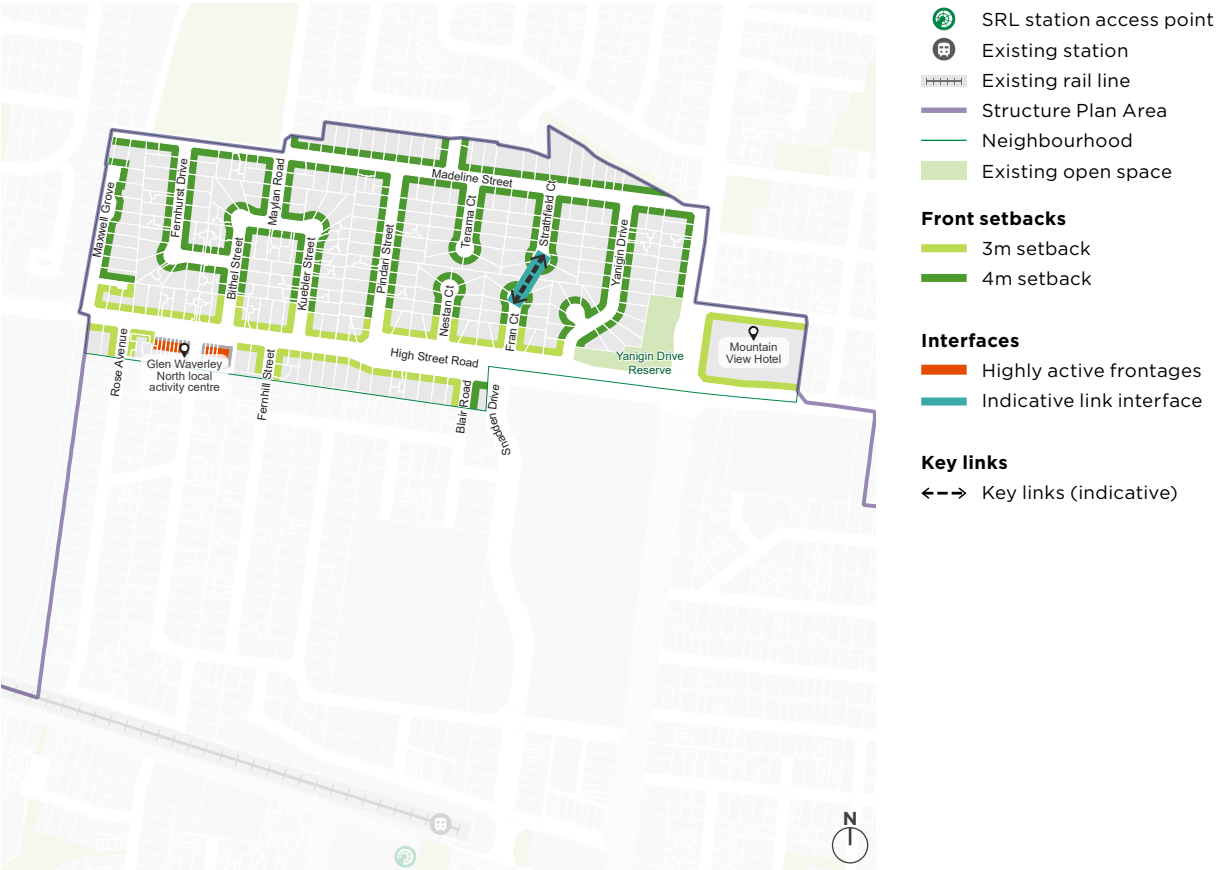
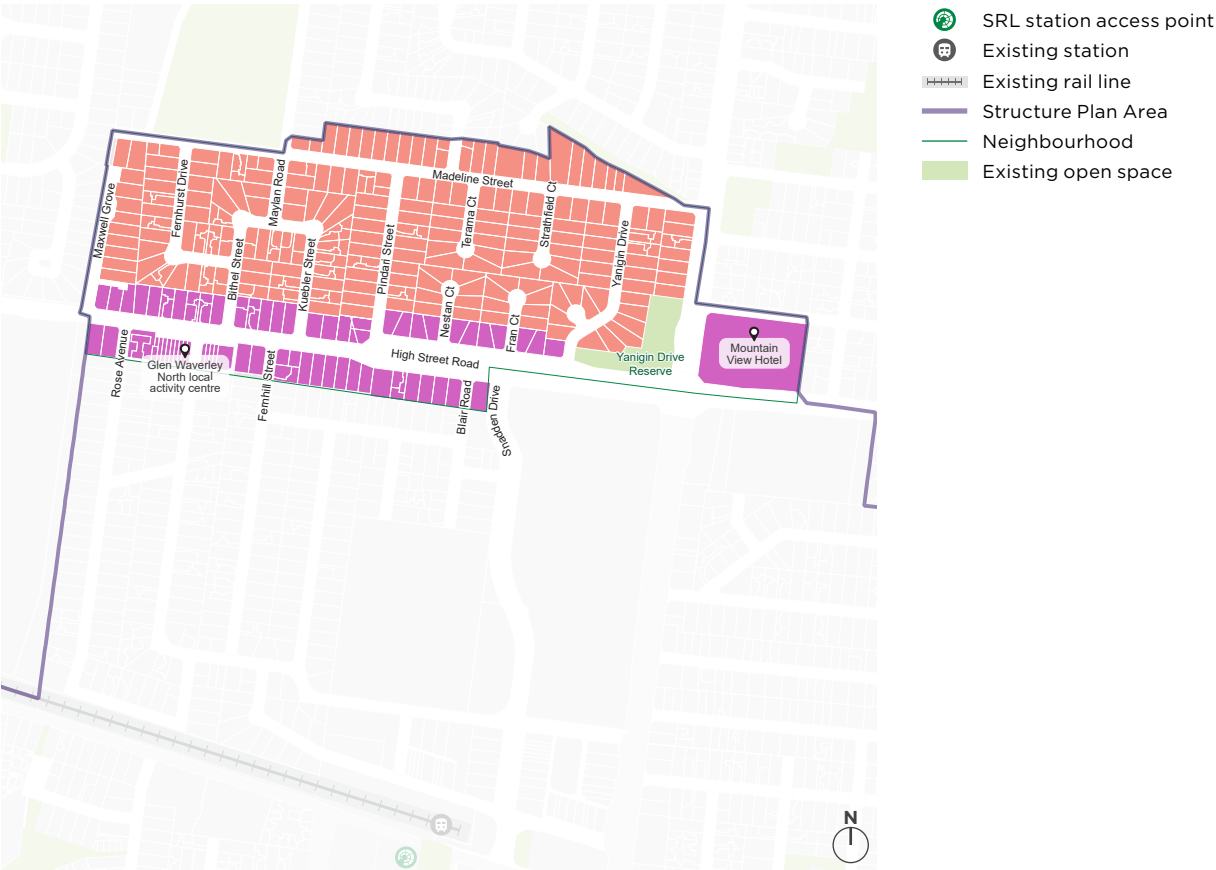


Figure 37: Glen Waverley North preferred interfaces and setbacks plan

Side, rear and front upper level setbacks plan



Setbacks		
Side	Side	0m or 4.5m (primary outlook)
	Rear	6m landscaped + 0.7m per metre of height above 11m
	Front - upper level	4m from the podium facade
Side - lots ≥ 24m wide	Side - lots ≥ 24m wide	4.5m + 0.8m per metre of height above 14m
	Side - lots < 24m wide, front half of site:	0m for buildings up to a height of 6.9m 2m for buildings higher than 6.9m 2m all levels where abutting public open space
	Side - lots < 24m wide, rear half of site	2m + 1m per metre of height above 6.9m
	Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
	Front - upper level	0.5m per metre of height above street wall from the podium facade

Figure 38: Glen Waverley North side, rear and front upper level setbacks plan

Movement plan

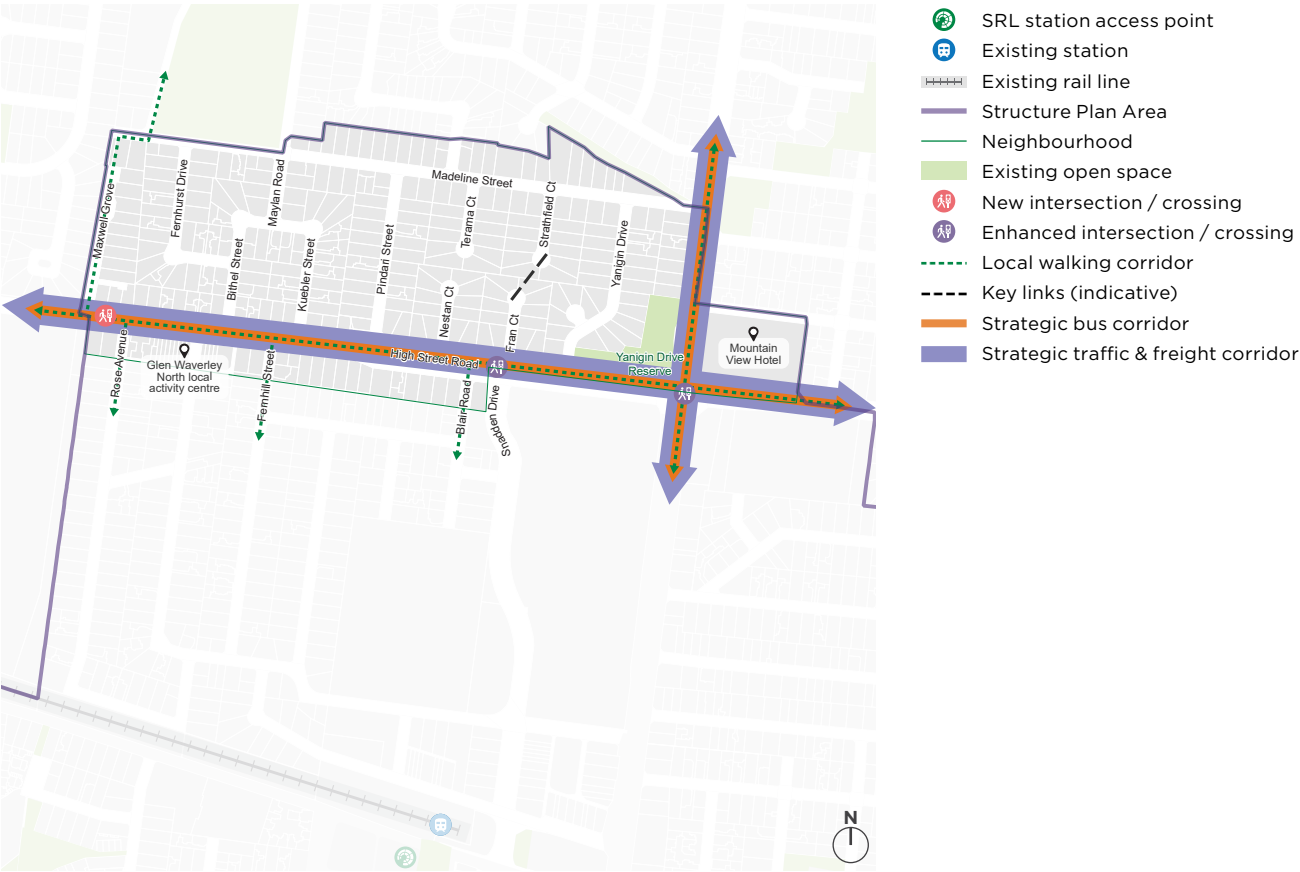


Figure 39: Glen Waverley North movement plan

6.5 Neighbourhood D: Springvale Road East

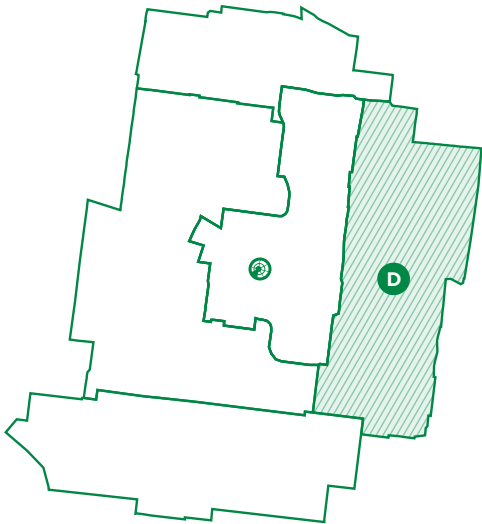
Future role and objectives

The Springvale Road East neighbourhood will provide opportunities for residential growth, leveraging its proximity to Central Glen Waverley neighbourhood. A small cluster of commercial uses fronting Springvale Road present opportunities for redevelopment.

The neighbourhood will include a diverse mix of mid-rise buildings within a garden setting. Setbacks will ensure space for canopy trees, framing the landscape and longer-range views towards the Dandenongs, especially prominent along Fairhills Parade, Clifford Street, Hinkler Road and Glen Road. Development in this area will work with the topography and existing vegetation, transitioning in scale to the east.

The Mount Street Neighbourhood House will continue to offer important services to the local community.

New pedestrian and cyclist crossings over Springvale Road will facilitate movement from the neighbourhood into Central Glen Waverley and towards the public transport interchange. The existing street network will be improved to minimise the impact of vehicles and enhance pedestrian and cycle connectivity. New key links will ensure permeability between Ingram Avenue and Michael Avenue, and between Mount Street and Kennedy Street.



Objective 1	To facilitate a mix of housing types in a garden setting, with a transition in scale to the east.
Objective 2	To improve permeability and accessibility for pedestrians and cyclists through the neighbourhood.

Neighbourhood framework plan

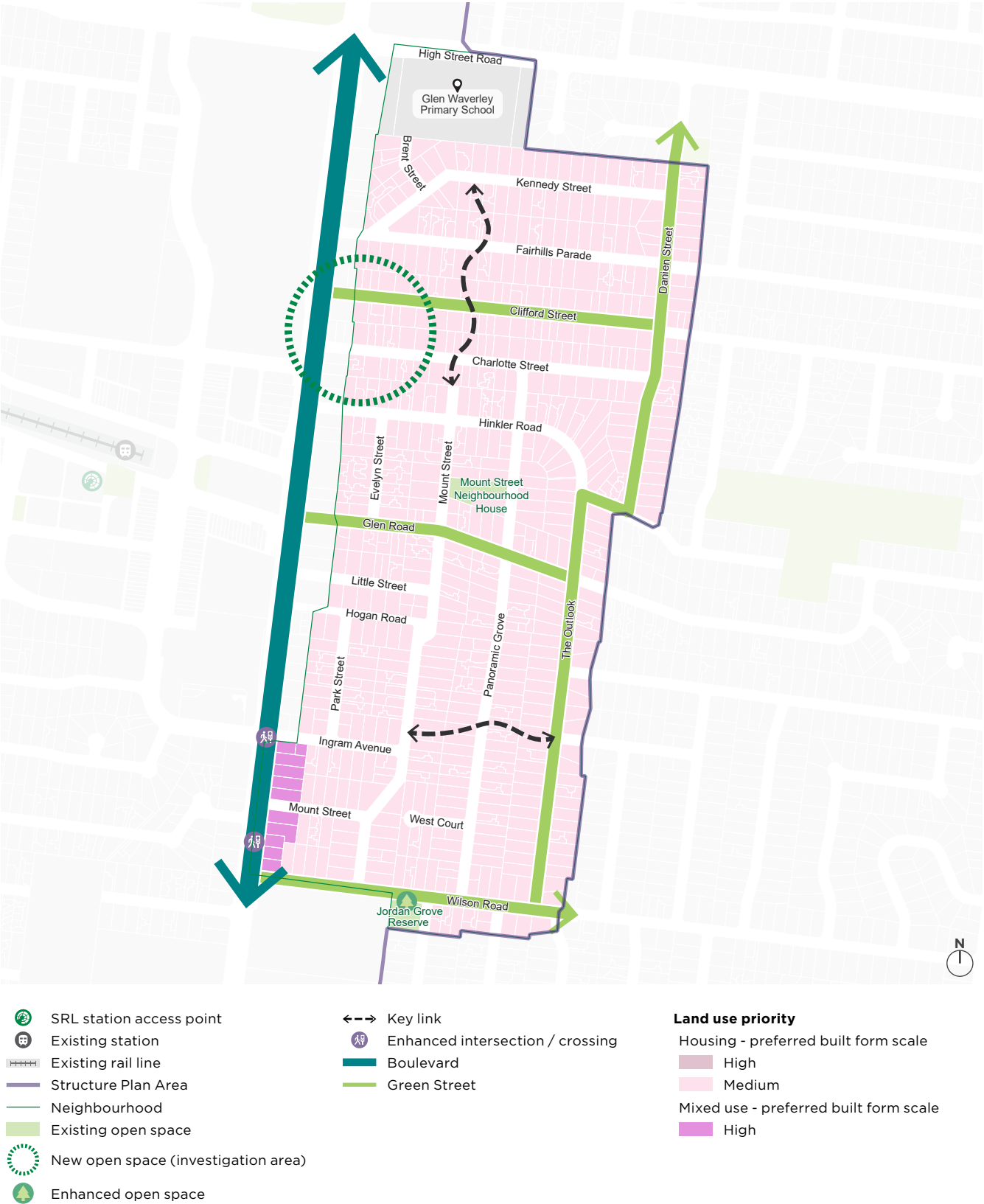


Figure 40: Springvale Road East neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 41 to 43.
- New development in the eastern part of the neighbourhood should respect the valued landscape character, preserving existing significant trees where possible and providing suitable setbacks and space for additional canopy tree planting.
- New development should provide a transition in scale to the east, towards lower-scale development outside the Structure Plan Area.
- New developments within this neighbourhood should step down in building mass in line with the existing topography, with buildings set within the slope.
- Design and site buildings to manage overshadowing of Jordan Grove Reserve at the winter solstice.
- Design and site buildings to manage overshadowing of Mount Street Neighbourhood House at the winter solstice.
- Development on small lots (less than 24m in width) in residential areas should adopt setbacks that avoid a two-storey high wall on side boundaries where abutting the rear boundary of an adjoining property.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.
- New development abutting a lot outside of the Structure Plan Area should adopt a minimum 6 metre setback up to 11 metres and upper levels that allow a transition in scale and reduce amenity impacts on existing residential areas.

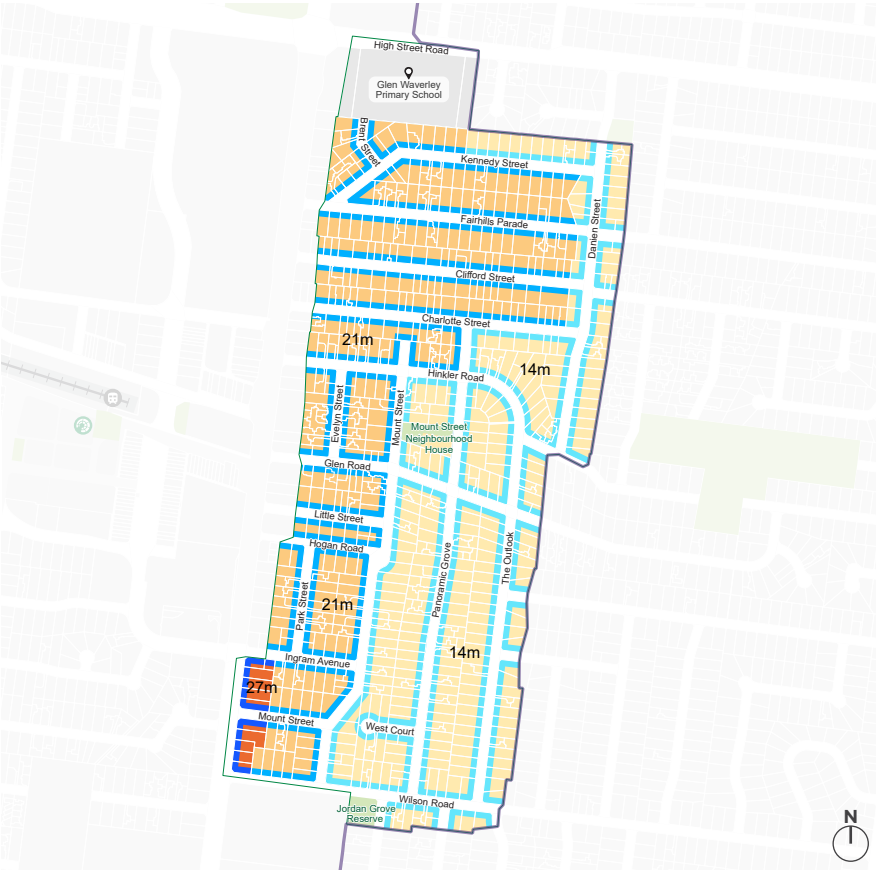
Public realm and open space

- New development which abuts the Mount Street Neighbourhood House should balance privacy and activation, providing a landscaped setback, encourage passive surveillance, and deliver a visually appealing and legible composition.

Transport and movement

- Key links should be provided consistent with the indicative links shown in Figure 44.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New development should avoid or minimise site servicing and vehicle crossovers along strategic cycling and/or walking corridors where possible.
- New developments that comprise multiple sites should consolidate existing vehicle crossovers.
- Where access via laneways to the side or rear of a property is available, development should facilitate on-site car park access, delivery vehicles and waste removal vehicles.

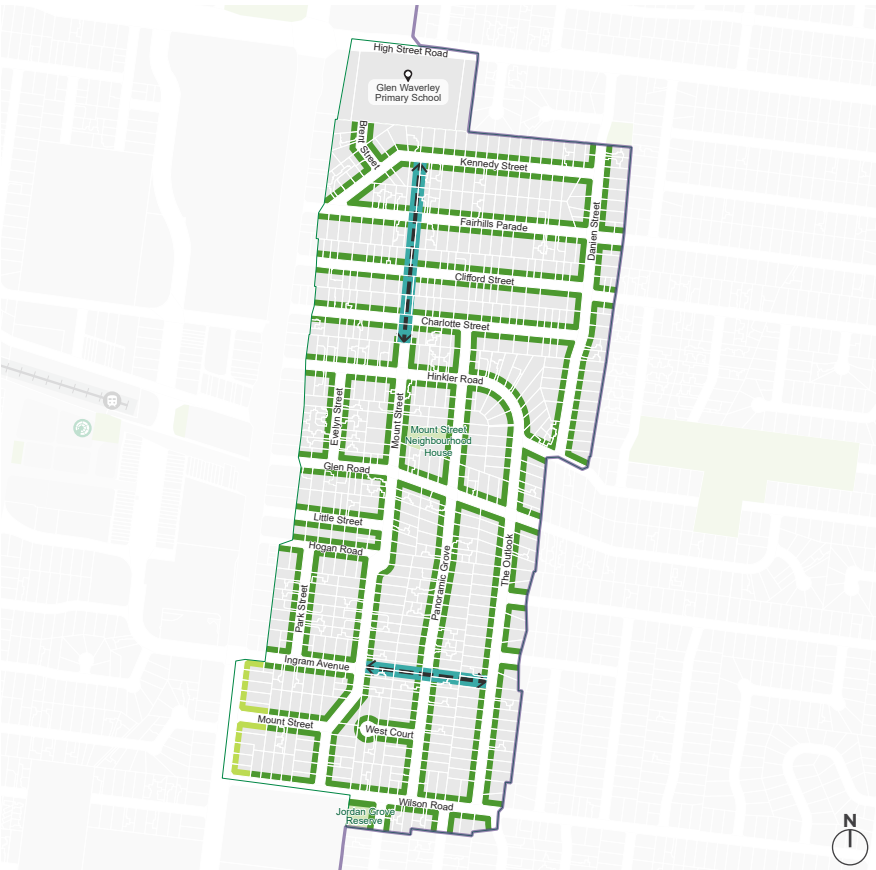
Preferred building heights plan



- SRL station access point
 - Existing station
 - Existing rail line
 - Structure Plan Area
 - Neighbourhood
 - Existing open space
- Preferred maximum building heights**
- 27m (7-8 storeys)
 - 21m (6 storeys)
 - 14m (4 storeys)
- Preferred maximum street wall heights**
- 21m (5-6 storeys)
 - 14m (4 storeys)
 - 11m (3 storeys)

Figure 41: Springvale Road East preferred building heights plan

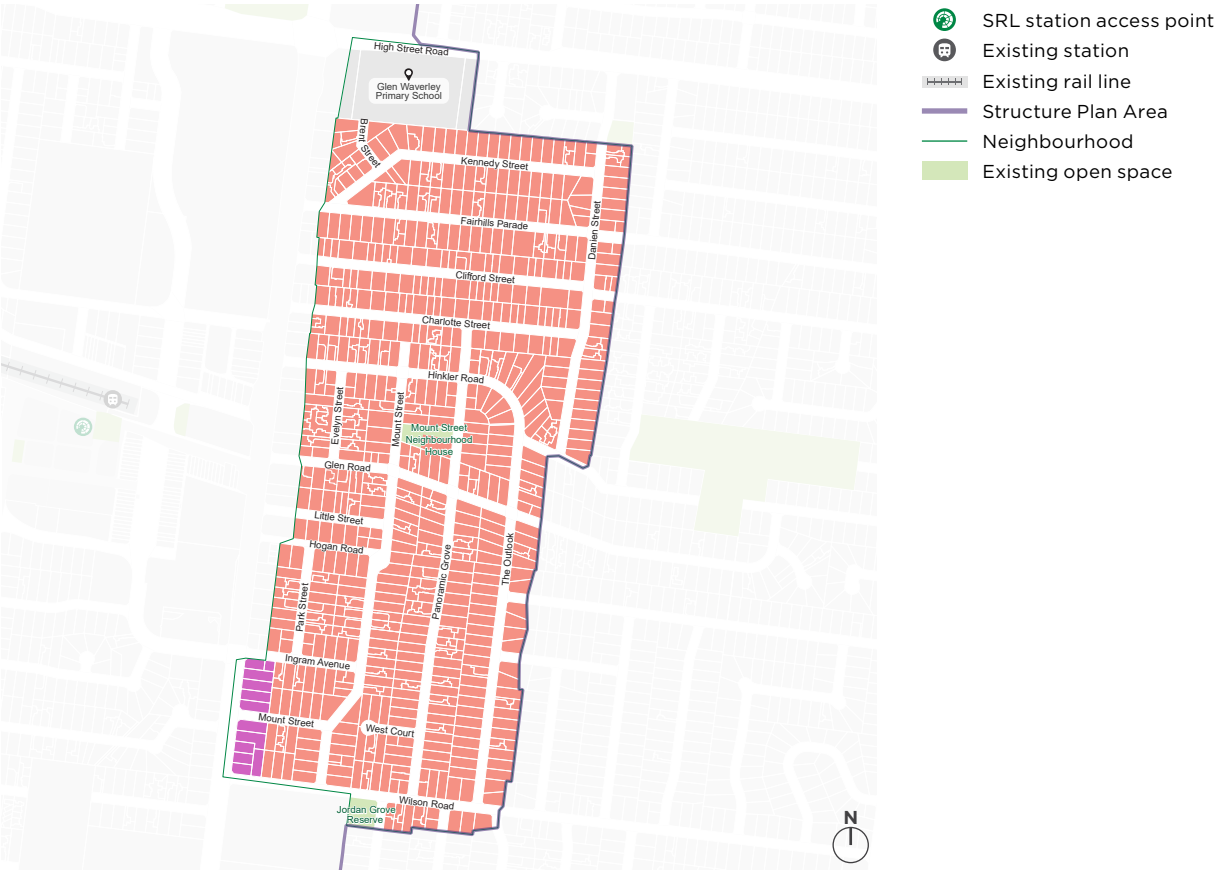
Preferred interfaces and setbacks plan



- SRL station access point
 - Existing station
 - Existing rail line
 - Structure Plan Area
 - Neighbourhood
 - Existing open space
- Front setbacks**
- 3m setback
 - 4m setback
- Interfaces**
- Indicative link interface
- Key links**
- Key links (indicative)

Figure 42: Springvale Road East preferred interfaces and setbacks plan

Side, rear and front upper level setbacks plan



Setbacks		
	Side	0m or 4.5m (primary outlook)
	Rear	6m landscaped + 0.7m per metre of height above 11m
	Front - upper level	4m from the podium facade
	Side - lots ≥ 24m wide	4.5m + 0.8m per metre of height above 14m
	Side - lots < 24m wide, front half of site:	0m for buildings up to a height of 6.9m 2m for buildings higher than 6.9m 2m all levels where abutting public open space
	Side - lots < 24m wide, rear half of site	2m + 1m per metre of height above 6.9m
	Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
	Front - upper level	0.5m per metre of height above street wall from the podium facade

Figure 43: Springvale Road East side, rear and front upper level setbacks plan

Movement plan

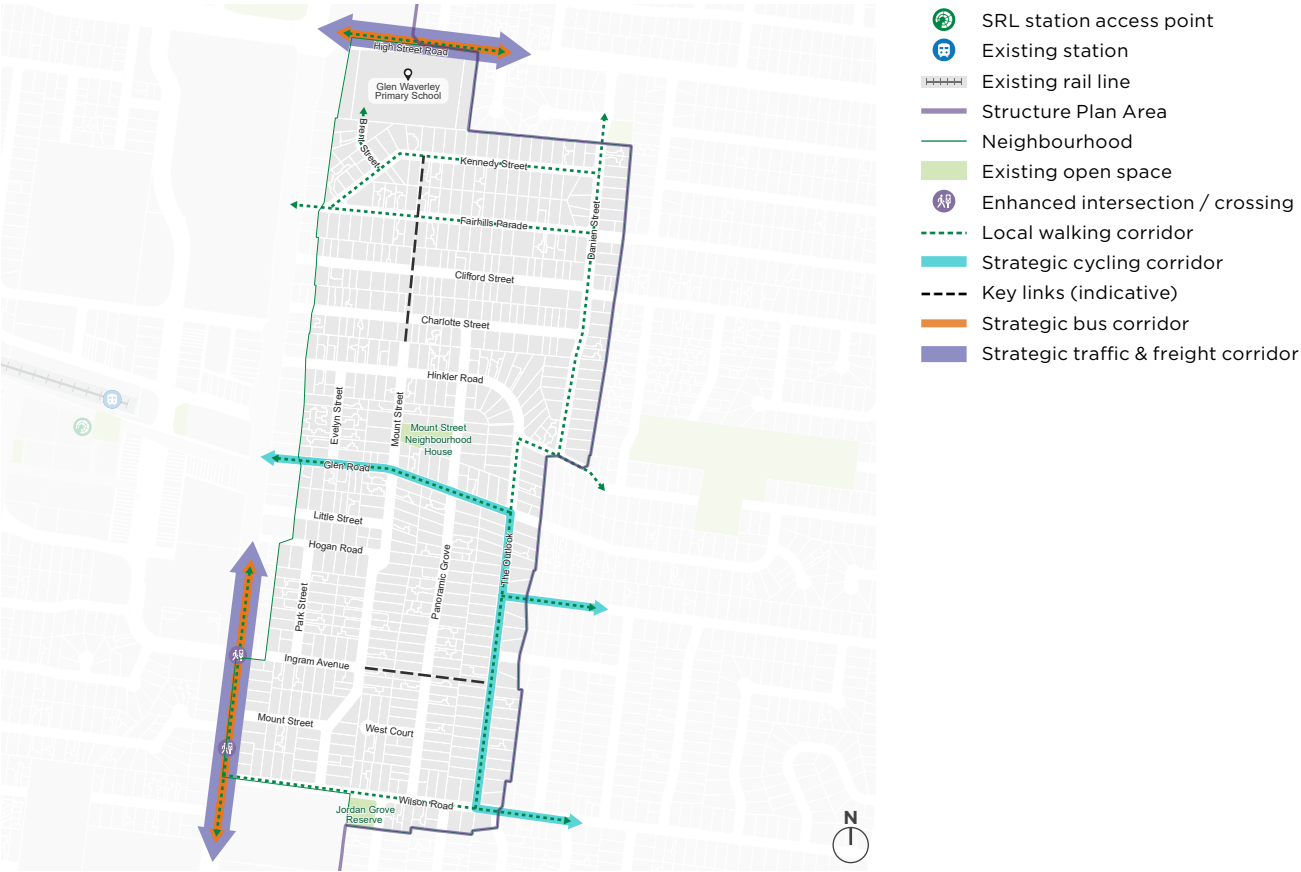


Figure 44: Springvale Road East movement plan

6.6 Neighbourhood E: Waverley Road

Future role and objectives

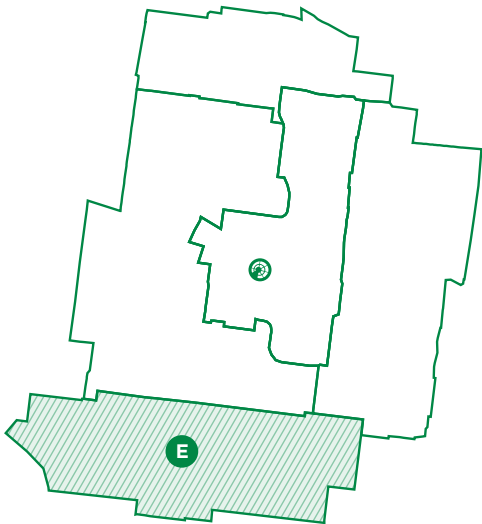
The Waverley Road neighbourhood will retain its diverse mix of functions, building on the existing employment, education and residential uses. The Aristoc Road Employment Area will become a lively and diverse local employment hub with greater levels of street activation framing the revitalised Aristoc Road and Myrtle Street.

The remaining areas within the neighbourhood will include a mix of mid-rise buildings with a well-framed street wall emphasising the importance of Myrtle Street as a critical link from Waverley Road to Central Glen Waverley.

Along Aristoc Road, existing properties will be progressively renewed or replaced with built form types that can host a wide range of employment uses. These buildings will present engaging and activated interfaces to the street while seeking to minimise the impact of car parking and servicing access.

Aristoc Road, Bogong Avenue, and Myrtle Street will be transformed into Green Streets, and more extensive upgrades to local streets in the Aristoc Road Employment Area will improve the amenity for pedestrians and cyclists. Waverley Road will be upgraded to become an Avenue lined with trees that will accommodate active and public transport routes, further improving connectivity and accessibility of the neighbourhood.

Pedestrian permeability will be improved by delivering new east-west links through the Aristoc Road Employment Area and new north-south links adjacent to Glenallen School, connecting Allen Street to Beacon Street and Bogong neighbourhood to the north.



Objective 1	To support the Aristoc Road Employment Area as a local employment hub.
Objective 2	To support medium built form growth along Waverley Road and Springvale Road, with less change in other areas.
Objective 3	To create a local community hub focused on the Springvale Road local activity centre.
Objective 4	To increase permeability throughout the neighbourhood.

Neighbourhood framework plan

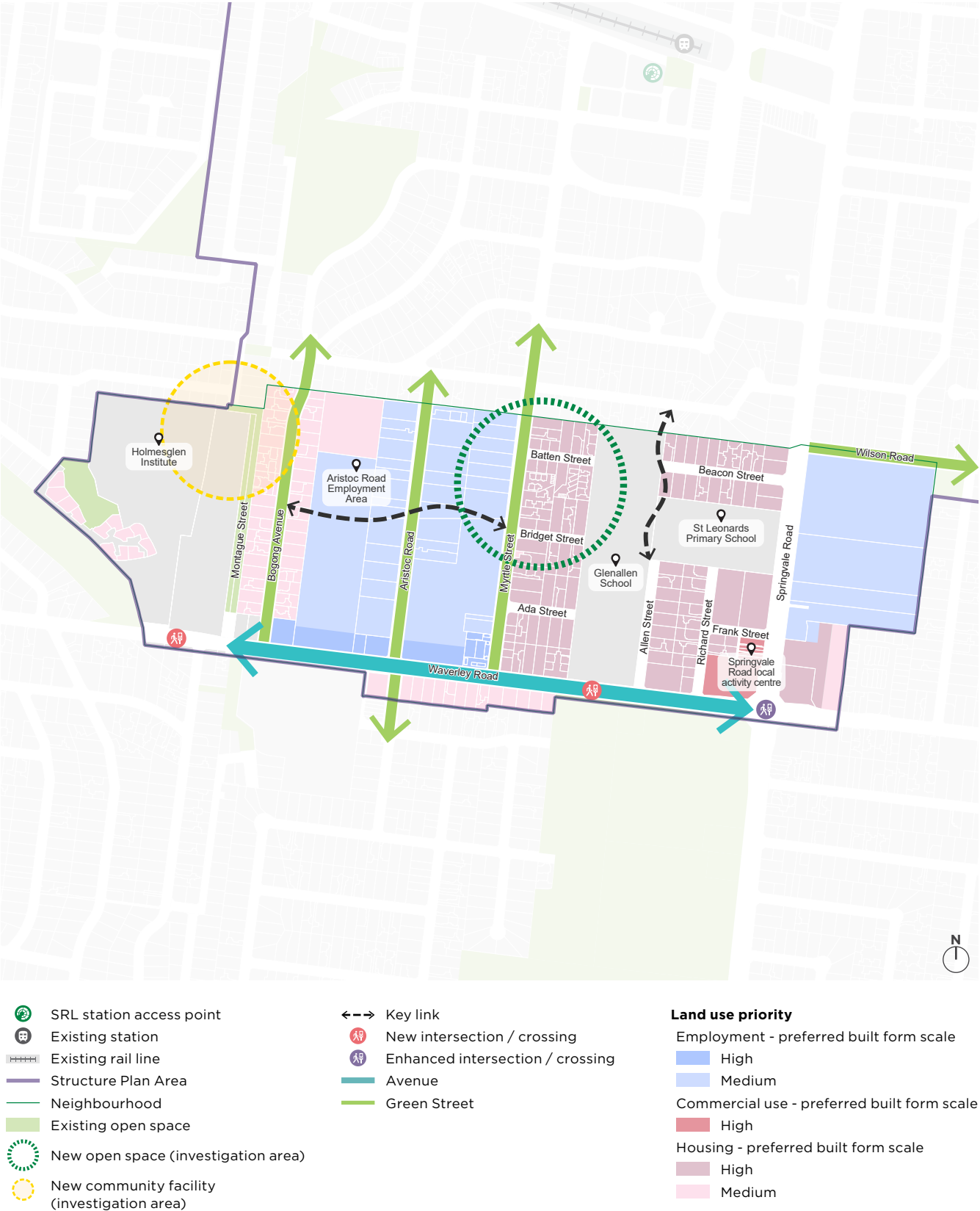


Figure 45: Waverley Road neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 46 to 48.
- New development in the existing small retail strip may vary the street wall height and setback guidance. Allow a 0m setback at ground floor.
- Ensure built form transitions in scale to the east.
- Development on small lots (less than 24m in width) in residential areas should adopt setbacks that avoid a two-storey high wall on side boundaries where abutting the rear boundary of an adjoining property.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.
- New development abutting a lot outside of the Structure Plan Area should adopt a minimum 6 metre setback up to 11 metres and upper levels that allow a transition in scale and reduce amenity impacts on existing residential areas.

Public realm and open space

- New development on sites designated with 'highly active' frontages on Figure 47 should:
 - Incorporate a minimum 60 per cent clear glazing or entries at ground level
 - Provide appropriate protection from the weather including wind, rain and sun
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development within the Springvale Road local activity centre should provide for 'highly active frontages' and zero ground-level setback in accordance with Figure 47 to provide street definition and stimulate street activity. Balconies and windows at upper levels should be oriented to provide passive surveillance of the street.
- New development on sites designated with 'moderately active' frontages on Figure 47 should:
 - Incorporate a minimum 40 per cent clear glazing or entries at ground level
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development which abuts Jordan Grove Reserve and other open spaces should balance privacy and activation, providing a landscaped setback, encourage passive surveillance, and deliver a visually appealing and legible composition.

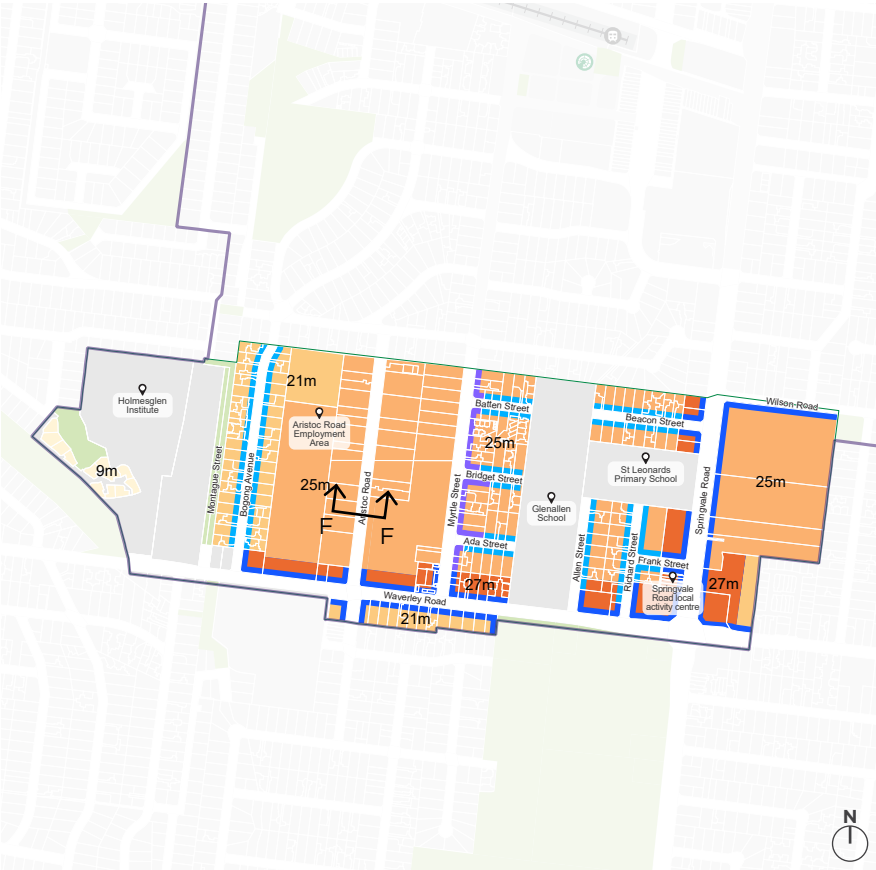
Transport and movement

- Key links should be provided consistent with the indicative links shown in Figure 50.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New development should seek to avoid or minimise site servicing and vehicle crossovers along strategic cycling and/or walking corridors where possible.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- Where access via laneways to the side or rear of a property is available, development should seek to facilitate on-site car park access, delivery vehicles and waste removal vehicles.

Aristoc Road Employment Area

- New development within the Aristoc Road Employment Area should:
 - Position office and/or showroom uses at the front of the building
 - Enable simple building forms and floorplates to support diverse business and industries
 - Avoid unreasonable overlooking and overshadowing of private open spaces or habitable rooms of residential properties by employment spaces
 - Locate car parking, loading areas, truck queuing and parking, and outdoor storage areas within, to the side or to the rear of the building
 - Locate vehicle access at the rear or side of the lot where possible. If this is not possible, minimise the crossover width
 - Avoid front fences. Where this is not possible, development should ensure they are of good design quality, visually permeable and softened by landscaping.

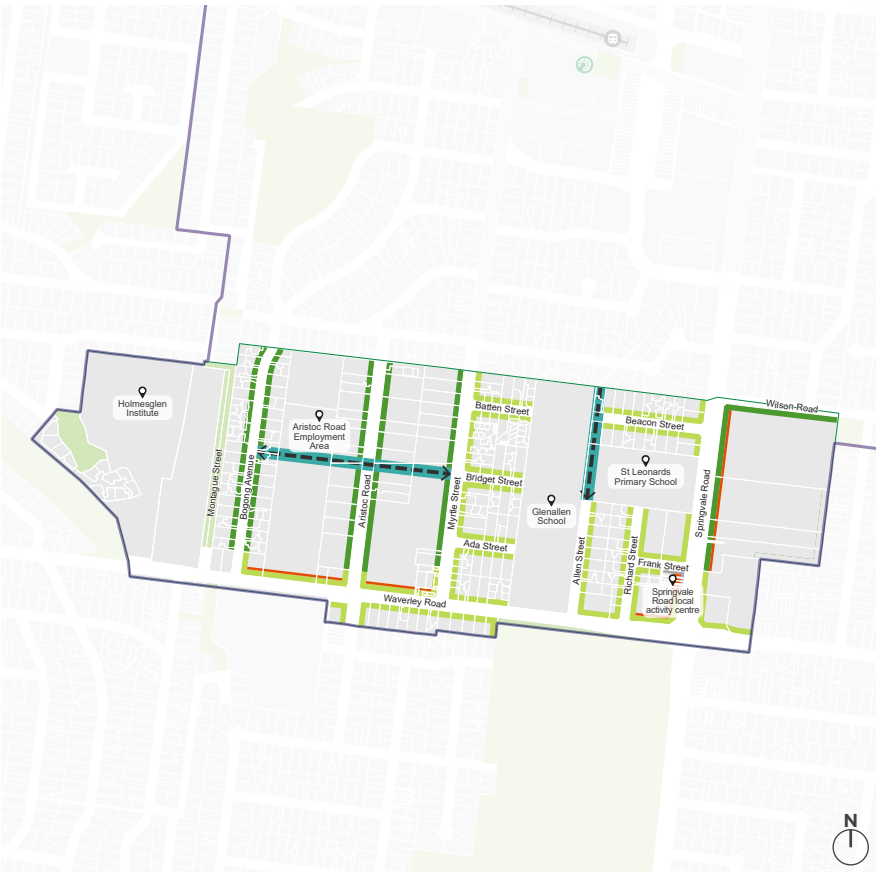
Preferred building heights plan



- SRL station access point
 - Existing station
 - Existing rail line
 - Structure Plan Area
 - Neighbourhood
 - Existing open space
- Preferred maximum building heights**
- 27m (7-8 storeys)
 - 25m (6-7 storeys)
 - 21m (6 storeys)
 - 9m (2 storeys)
- Preferred maximum street wall heights**
- 21m (5-6 storeys)
 - 17m (4 storeys)
 - 14m (4 storeys)

Figure 46: Waverley Road preferred building heights plan

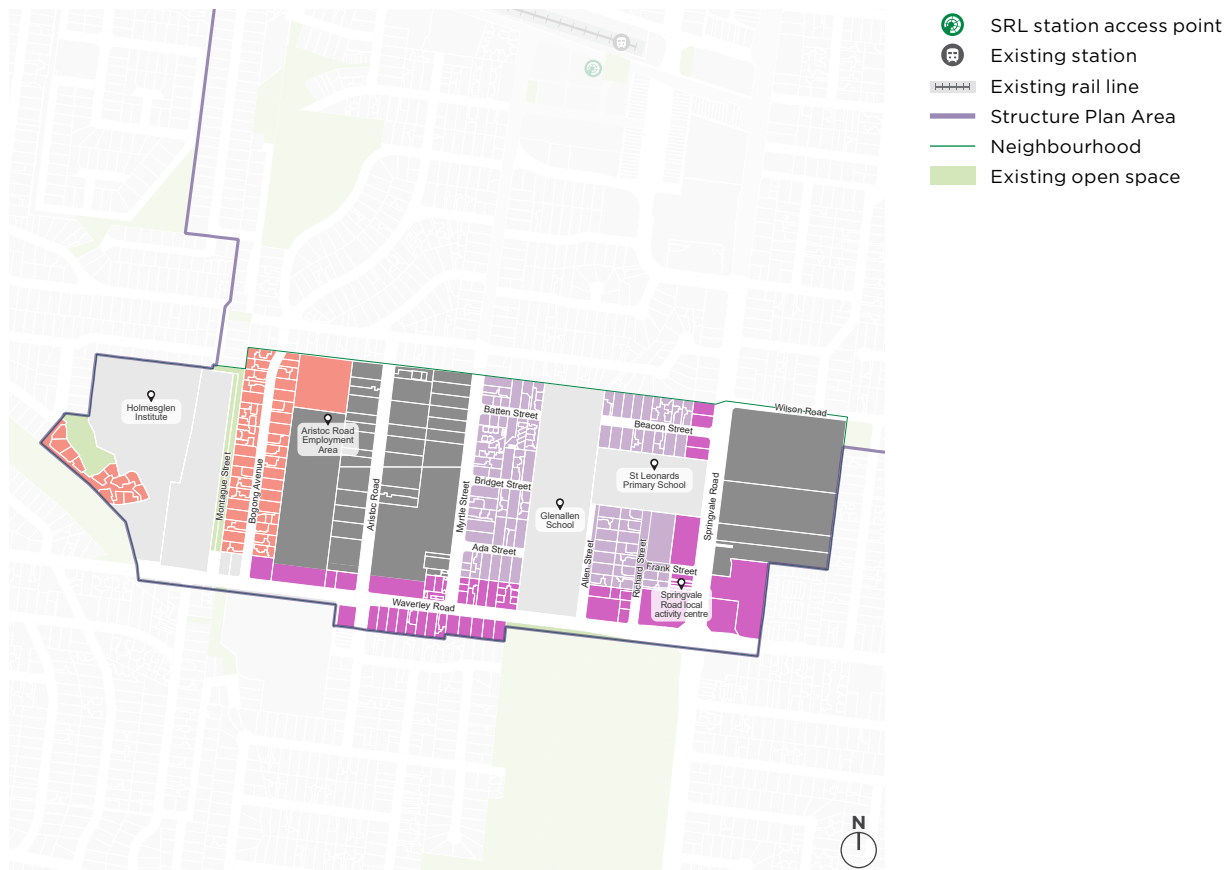
Preferred interfaces and setbacks plan



- SRL station access point
 - Existing station
 - Existing rail line
 - Structure Plan Area
 - Neighbourhood
 - Existing open space
- Front setbacks**
- Zero setback
 - 3m setback
 - 4m setback
- Interfaces**
- Highly active frontages
 - Moderately active frontages
 - Indicative link interface
- Key links**
- Key links (indicative)

Figure 47: Waverley Road preferred interfaces and setbacks plan

Side, rear and front upper level setbacks plan



Setbacks

Side	0m or 4.5m (primary outlook)
Rear	6m landscaped + 0.7m per metre of height above 11m
Front - upper level	4m from the podium facade
Side	0m or 4.5m (primary outlook)
Rear	3m abutting public open space
Front - upper level	Setback above 14m of 2m or that required to remain below 45-degree plane from opposite street boundary
Side - lots ≥ 24 m wide	4.5m + 0.8m per metre of height above 14m
Side - lots < 24m wide, front half of site:	0m for buildings up to a height of 6.9m 2m for buildings higher than 6.9m 2m all levels where abutting public open space
Side - lots < 24m wide, rear half of site	2m + 1m per metre of height above 6.9m
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	0.5m per metre of height above street wall from the podium facade
Side and rear	0m
Side and rear-where abutting a property where dwellings are permissible	1m for every metre above 2m
Front - upper level Interfaces with Springvale Road and Wilson Road	4m from the podium facade

Figure 48: Waverley Road side, rear and front upper level setbacks plan

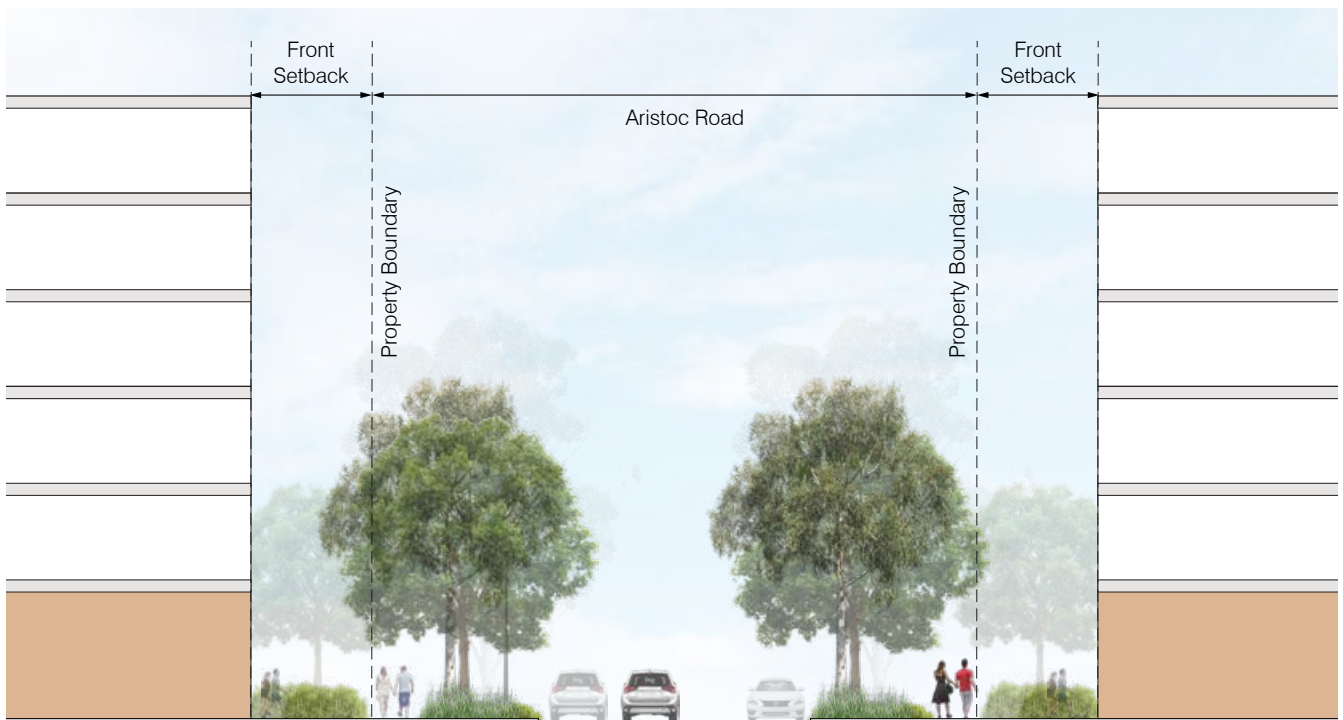


Figure 49: Section F - Illustration of potential typical section of Aristoc Road with built form interface

Movement plan

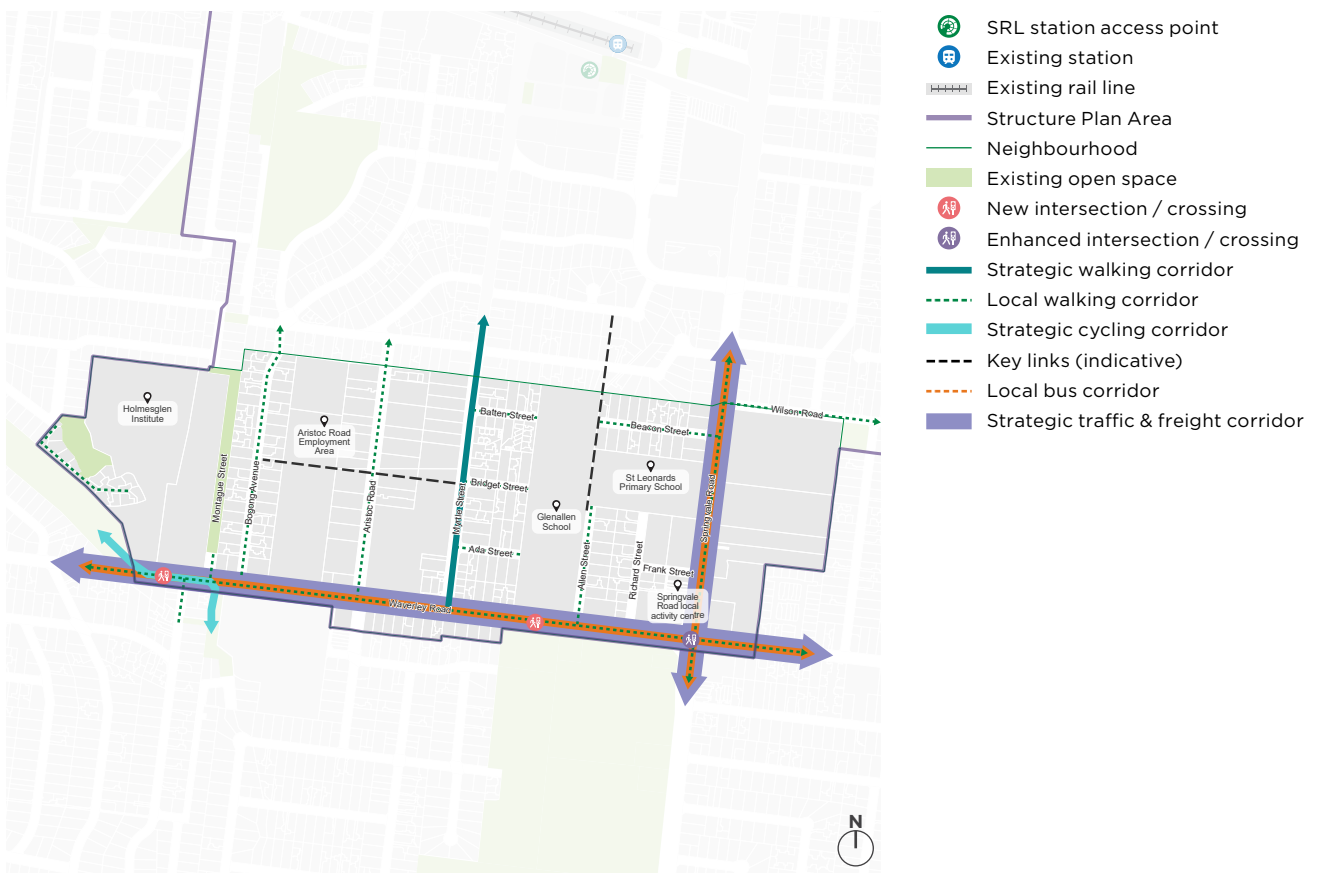


Figure 50: Waverley Road movement plan

Next steps

7.1 Implementing the Structure Plan

Delivering the Structure Plan actions

Delivering the actions contained in the Structure Plan will be coordinated across government. There is an associated Implementation Plan for this Structure Plan detailing a number of different actions:

- **Actions within the planning scheme (statutory actions)** – these actions are the foundation actions for delivering the Structure Plan and require a Planning Scheme Amendment
- **Future actions (non-statutory actions)** – these actions will be delivered through a range of mechanisms and partnerships.

Key projects are also identified within the Structure Plan. These are the key potential public or capital works projects that will support each neighbourhood's role in achieving the Vision for Glen Waverley and projected population and employment growth.

Implementation Plan

The Implementation Plan sets out all actions contained within the Structure Plan and identifies the pathways, timing and lead responsibilities for implementing the actions. The plan also identifies key projects in each neighbourhood and outlines how the projects will be delivered in terms of proposed timing, pathway and lead responsibility.

Planning Scheme Amendment

The Structure Plan will be partly given effect via a Planning Scheme Amendment consistent with the *Planning and Environment Act 1987*. Amendments to the planning scheme are required to provide the statutory planning tools needed to meet the objectives set out in the Structure Plan and achieve the Vision for Glen Waverley.

7.2 Monitoring and review

Monitoring and review of the Structure Plan and Implementation Plan will be required to ensure the objectives, strategies and actions reflect changing conditions and remain fit for purpose over time. The Structure Plan and Implementation Plan will be reviewed every five years. This will provide an opportunity to update the Structure Plan actions and key projects in the Implementation Plan and if appropriate, incorporate any findings from further strategic work. The completion of SRL East and opening of the new station at Glen Waverley will be a significant point in time to review the progress of implementing the Structure Plan.

Glossary

Below is a list of technical terms and their definitions within the context of the Structure Plan.

TERM	DEFINITION
Active frontages	A building frontage that interacts with and provides pedestrian interest to the public realm such as with building entries, windows to a shop and/or a food and drink premises, and/or customer service areas or other active uses. The level of activity sought will vary depending upon context: – Moderately active: Moderate extent of glazing along facade, no or low fences. – Highly active: Close relationship between ground floor activity and the public realm, with majority of the frontage glazed.
Active transport	Transport requiring physical activity, typically walking and cycling.
Activity centre	Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres.
Advanced manufacturing	Includes any manufacturing process that takes advantage of high-technology or knowledge-intensive inputs as an integral part of its manufacturing process.
Affordable housing	Housing, including social housing, that is appropriate for the housing needs of very low income, low income and moderate income households.
Arterial road	A higher-order road providing for moderate to high volumes at relatively higher speeds typically used for inter-suburban or inter-urban journeys, often linking to freeways.
Building height	The vertical distance from natural ground level to the roof or parapet at any point.
Built form scale	Built form scale in the context of the Structure Plan Area can be broadly defined as: – Significant: buildings of 12 or more storeys – High: buildings between seven and 11 storeys – Medium: buildings between four and six storeys. Range of storeys is based on typical residential floor to floor measurement of 3 metres.
Business and Investment Case	The Business and Investment Case (BIC) for for SRL, released in August 2021. The BIC outlines the overarching strategic case for the SRL Program, inclusive of all transport investments and precinct developments, and all stages of the project.
Embodied energy	Is the energy consumed by all of the processes associated with the production of a building, from the mining and processing of natural resources to manufacturing, transport and product delivery.
Equitable development	Buildings designed so that they do not compromise the reasonable development opportunity of adjacent properties. This is a key principle for areas where substantial change is sought, where it is important that the development potential of each property is optimised.

TERM	DEFINITION
Floorspace	The surface area of the floor in a building.
Specific Link	A publicly accessible access route delivered along a specific alignment.
Indicative Link	A publicly accessible access route that can be delivered along a range of alignments, determined at time of planning implementation.
Green infrastructure	Any system that fuses natural and built environments to reduce the environmental impacts of the built environment. Green infrastructure can take many forms and may include green roofs or vertical walls, permeable paths, rain gardens and urban forests.
Infrastructure Contributions Plan	A statutory document incorporated in a planning scheme for the purposes of imposing infrastructure contributions to fund the provision of works, services or facilities (infrastructure) and securing land for public purposes.
Integrated water management (IWM)	An approach to planning that brings together all facets of the water cycle including sewage management, water supply, stormwater management and water treatment, ensuring environmental, economic and social benefits.
Knowledge-based jobs	A knowledge-based job refers to a role that primarily involves the application of a deep level of knowledge or expertise in a specific field. These jobs typically require a high level of education, training or experience. Examples include roles in sectors such as healthcare, education, technology, engineering, law and finance.
Local street(s)	Local streets are non-arterial roads that provide quiet, safe and desirable residential access for all ages and abilities. They contribute to the overall functioning areas bounded by arterial roads or other barriers.
Lot	A part (consisting of one or more pieces) of any land (except a road, a reserve or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.
Mixed-use	A mixture of different land uses such as retail, commercial and residential in the same location or building.
Mode	Mode of travel, such as walking, cycling, train, tram, bus, motorcycle or private vehicle.
Planning Area	Area where SRLA is a planning authority under the <i>Planning and Environment Act 1987</i> and may prepare Planning Scheme Amendments.
Planning authority	A planning authority is any person or body given the power to prepare a planning scheme or an amendment to a planning scheme. The Minister for Planning is a planning authority and may authorise any other Minister or public authority to prepare an amendment to a planning scheme.
Precinct	Precinct refers to a designated area of focus where a critical mass of activity and significant change is anticipated.
Public open space	Public open space or 'open space' means public land and waters that provide for one or more of the following purposes - Outdoor recreation, Leisure, Environmental and cultural benefits, Visual amenity and Off-road active transport.

TERM	DEFINITION
Rise	The rise in storeys of a building generally means the number of storeys above natural ground level. – Low-rise means buildings with 1-3 storeys – Mid-rise means buildings with 4-11 storeys – High-rise means buildings with 12 or more storeys.
Shared mobility	A form of personal travel in which users share access to vehicles – including cars and bicycles – rather than privately owning them.
Social housing	Government subsidised rental housing, generally comprising two types of housing: public housing (owned and managed by state governments) and community housing (managed, and often owned, by not-for-profit organisations).
SRL East Urban Design Strategy	Developed as part of the SRL Environment Effects Statement (EES), this establishes the Victorian Government’s requirements for the SRL East project. The UDS provides a performance-based design brief and a design quality assessment and evaluation tool.
SRL East	Approved project from Cheltenham Station to Box Hill Station. SRL East was previously referred to as SRL Stage One.
SRL Station Development Area'	Sites intended for significant scale development adjacent to and over SRL East stations and station buildings, and the associated public realm between buildings.
Street wall	The façade of a building facing (and closest to) the street. The term is usually used where buildings are built on or close to the street boundary, so that they define the public realm.
Structure Plan Area	The extent of the land to which the Structure Plan applies. The Structure Plan will focus on areas near to the SRL station and locations with more significant future change. This area is smaller than the Planning Area.
Sustainable transport	Transport by modes other than single-occupancy cars. Includes walking, cycling, bus, tram, train and carpooling.
Traditional Owners	People who, through membership of a descent group or clan, are responsible for caring for particular Country. A Traditional Owner is authorised to speak for Country and its heritage as a senior Traditional Owner, an Elder or, in more recent times, a registered native title claimant.
Universal design	An approach that aims to make products, services and environments accessible and usable for the largest possible number of users without the need for adaptation or specialised design.
Urban heat island effect	When the built environment absorbs, traps and in some cases directly emits heat, causing urban areas to be significantly warmer than surrounding non-urban areas.
Water sensitive urban design (WSUD)	Integrating the urban water cycle into urban design to minimise environmental damage and improve recreational and aesthetic outcomes. WSUD includes the use of passive irrigation techniques and the incorporation of WSUD infrastructure such as swales, bio-filtration systems (rain gardens), permeable paving and wetlands into the design.

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