



**SUBURBAN  
RAIL LOOP**

# **Suburban Rail Loop East Planning Scheme Amendment Approach Report**

March 2025



**SUBURBAN  
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AUTHORITY



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# Planning Scheme Amendment Context

## Purpose

The Suburban Rail Loop Authority (SRLA) has prepared draft Planning Scheme Amendments to the Bayside, Kingston, Monash and Whitehorse Planning Schemes (draft Amendments).

The draft Amendments seek to update and introduce new planning policy and controls into the planning schemes to help achieve the Vision and objectives for the SRL East Structure Plan Areas.

This Planning Scheme Amendment Approach Report explains how the draft Amendments aim to guide growth and change within the Structure Plan Areas, and how the new planning controls will apply across different contexts and settings. It includes a description of how the draft Amendments amend and introduce new policy, apply new zones and overlays and amend the application of existing overlays, and remove or modify existing zone and overlay schedules that will be superseded by new planning controls. The Planning Scheme Amendment Approach Report provides an overview of how the draft Amendments propose changes to the relevant planning schemes but does not form part of the draft Amendments. Further detail about the changes relevant to any particular scheme or location is in the draft Amendments.

This report outlines how the draft Amendments are consistent with the Victoria Planning Provisions and respond to relevant Ministerial Directions for land use and planning as well as Planning Practice Notes.

The draft Amendments seek to provide certainty, consistency and innovation to guide urban growth and change within the Structure Plan Areas. New features, including deemed to comply provisions, value capture arrangements and increased sustainability provisions aim to achieve a more streamlined, performance-based approach to land use and development in the Structure Plan Areas.

The draft Amendments draw on best practice approaches and are aligned with recent Victorian Government planning reforms.

Six draft Amendments are:

- Amendment GC246 to the Bayside and Kingston Planning Schemes to give effect to the draft Cheltenham Structure Plan
- Amendment GC247 to the Kingston and Monash Planning Schemes to give effect to the draft Clayton Structure Plan
- Amendment C176mona to the Monash Planning Scheme to give effect to the draft Monash Structure Plan
- Amendment C177mona to the Monash Planning Schemes to give effect to the draft Glen Waverley Structure Plan
- Amendment GC248 to the Monash and Whitehorse Planning Schemes to give effect to the draft Burwood Structure Plan
- Amendment C255whse to the Whitehorse Planning Schemes to give effect to the draft Box Hill Structure Plan.

An assessment of the draft Amendments against the Strategic Assessment Guidelines in accordance with Ministerial Direction 11 – Strategic assessment of amendments and Practice Note 46 – Strategic Assessment Guidelines is provided in the Explanatory Report that accompanies each draft Amendment.

## Suburban Rail Loop Project

The Suburban Rail Loop (SRL) project is a multi-decade, city and state-shaping program of investment to transform Victoria's public transport system.

SRL will deliver 90 kilometres of new rail line linking every major train service from the Frankston Line to the Werribee Line via Melbourne Airport.

It will change how people move around the city and contribute to shaping Melbourne into a 'city of centres' – with vibrant precincts outside the inner city providing high-quality jobs and more housing choices in well-designed and well-connected neighbourhoods.

The Minister approved SRL East in 2022 and construction is now underway on twin 26-kilometre rail tunnels from Cheltenham to Box Hill, with six new underground stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill.

SRL East will link priority growth suburbs in the municipalities of Bayside, Kingston, Monash and Whitehorse, connecting major employment, health, education and retail destinations in Melbourne's east and south-east.

## Structure Plans

A Structure Plan is a blueprint to guide how an area develops and changes over time.

A Structure Plan sets out how growth within an area will be managed in an appropriate and sustainable way to achieve social, economic, and environmental objectives. 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.

Structure Plans express policies and objectives set for an area. They help provide certainty for residents, businesses, and developers by identifying the preferred locations and timing of future land uses, development and infrastructure provision.

Draft Structure Plans have been prepared to guide the growth and development within the Structure Plan Areas surrounding the SRL East stations to 2041, and to establish a pattern for future change.

The Structure Plan Areas are located within a wider Planning Area declared by the Minister for the SRL under the *Suburban Rail Loop Act 2021* (Vic). The SRLA is a planning authority under the *Planning and Environment Act 1987* (Vic) in the Planning Area (which comprises multiple areas along the SRL alignment). SRLA can prepare Planning Scheme Amendments that apply to the Planning Area, including the Structure Plan Area.

The objectives of each Structure Plan are tailored to achieve the Vision developed with the community for their particular local area, although all Structure Plan objectives are organised under five common themes of Enriching Community, Boosting the Economy, Enhancing Place, Better Connections, and Empowering Sustainability.

The draft Amendments give effect to the built form and land use objectives of the Structure Plans within the Bayside, Kingston, Monash and Whitehorse Planning Schemes.

## Documents informing the Structure Plans

The *SRL Business and Investment Case* established the rationale for SRL and confirmed the transport, economic and social benefits potential of the project. The Business and Investment Case set out broad ambitions for each SRL station and precinct.

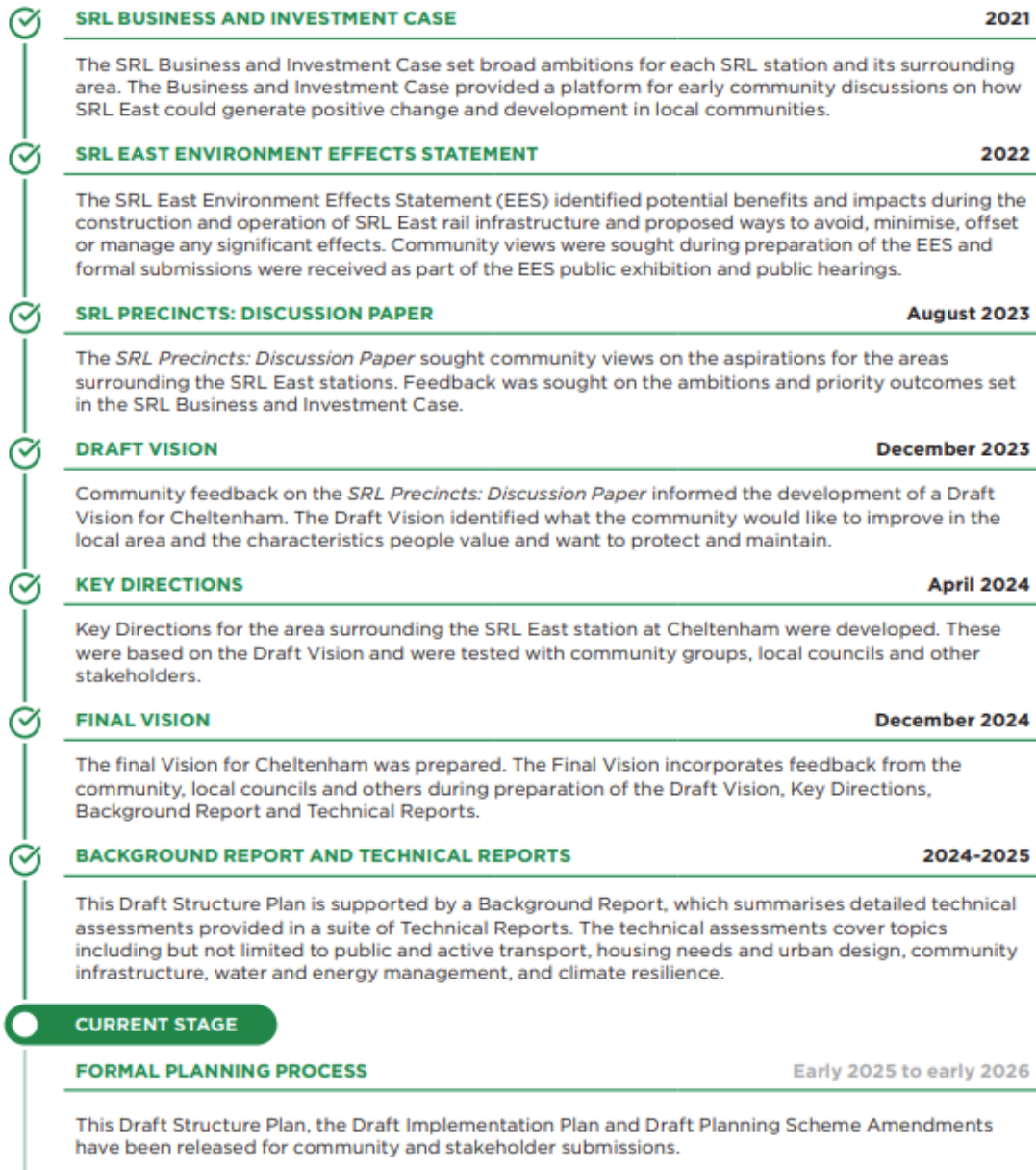
The draft Structure Plans are based on a significant body of work that builds on the *SRL Business and Investment Case* comprising a Vision, Background Reports and technical investigations, as well as ongoing community engagement since 2019. Figure 1 lists the key documents which have informed the Structure Plans.

State policy including *Plan Melbourne 2017–2050* and the *Plan Melbourne Addendum* provided the overarching policy direction for SRL. These policies require a precinct-wide approach in planning new development and investment opportunities on the existing and planned public transport network. Plan Melbourne identifies a hierarchy of places throughout the city that will accommodate different levels of change. State-significant precincts, such as the area around each SRL station, are expected to grow and flourish as liveable, productive and connected neighbourhoods in line with Plan Melbourne's objectives.

Each Structure Plan is supported by a Background Report and technical investigations. The Background Report offers comprehensive expert analysis of the complexities, limitations, risks, and opportunities to achieve growth within each Structure Plan Area. The technical investigations cover topics, such as public and active transport, urban design, housing needs, employment, ecology and climate resilience. The technical investigations were conducted by specialist teams with expertise in their disciplines.

Every Structure Plan includes a *Vision*, that articulates a transit-oriented community, with improved connectivity that facilitates more housing options, new job opportunities, and a variety of lifestyle experiences for everyone. Each Vision incorporates feedback from stakeholders and the community gathered during public consultation for the *SRL Precincts: Discussion Paper and Draft Precinct Visions* (from August 2023 to March 2024), the *Draft Precinct Vision* (from December 2023 to March 2024), and the *Key Directions* (from April 2024 to June 2024). Each Vision is accompanied by a Conceptual Plan identifying where longer-term change is expected to occur within the Structure Plan Area into the

2050s, with intensified development, improved community amenities, diversified retail and commercial areas, and more local jobs.



**Figure 1 Documents informing the Structure Plans**

## Planning Scheme Amendments

The six draft Amendments propose to update and introduce new planning policy and controls into the Bayside, Kingston, Monash and Whitehorse Planning Schemes to help achieve the Vision and objectives of the Structure Plans.

The draft Amendments:

- Introduce each Structure Plan and its Implementation Plan as a background document to the relevant planning scheme
- Amend the Planning Scheme Maps to implement zone and overlay changes to support outcomes of each Structure Plan
- Amend the Planning Scheme to update the Municipal Planning Strategy (MPS) and Planning Policy Framework (PPF)
- Amend schedules to the zones and overlays to:
  - Insert a new schedule/s to the Precinct Zone to land within each area Structure Plan Area
  - Insert a new schedule/s to the Built Form Overlay to land within each Structure Plan Area
  - Insert a new schedule/s to the Parking Overlay to land within each Structure Plan Area
  - Modify extent of Environmental Audit Overlay and Public Acquisition Overlay, to applicable land within some Structure Plan Areas
  - Remove or modify existing zone and overlay schedules that will be superseded by the new planning controls.



# 1. Introduction

## 1.1. SRL East

The Suburban Rail Loop project will drive the transformation envisaged by *Plan Melbourne 2017 - 2050*.

Figure 2 shows SRL East in the context of the wider SRL project and Melbourne's existing rail network.

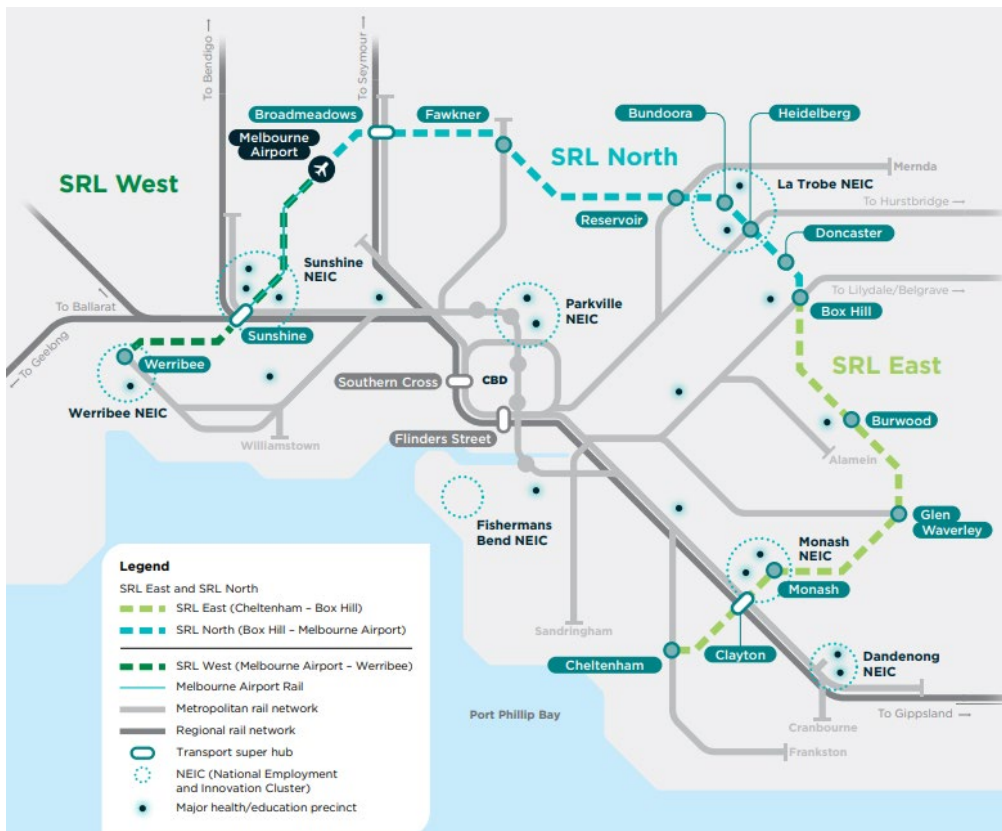


Figure 2 SRL in the context of Melbourne's existing rail network

## 1.2. Structure Plan overview

In December 2023, the Minister for SRL declared a Planning Area surrounding each SRL East station under the *Suburban Rail Loop Act 2021 (Vic)*. The Planning Areas (SRL Precincts) generally extend for a 1.6-kilometre radius around each SRL station. Under the *Planning and Environment Act 1987 (Vic)*, SRLA is a planning authority for these Planning areas.

Each SRL Precinct contains a smaller Structure Plan Area, which generally extend for an 800-metre radius around each SRL station. Most change and development is expected within the Structure Plan Area. The approach to defining each Structure Plan Area is described in Guideline 2 of *Planning for SRL East Precincts: Guidelines for the preparation of Structure Plans*. Guideline 2 provides specific guidance for the preparation of the SRL East Structure Plans, including in respect of strategic context, the Structure Plan Areas, population and employment projections, and the neighbourhoods surrounding the SRL stations.

### 1.2.1. Cheltenham Structure Plan

The Cheltenham Structure Plan builds on the existing strengths of the Structure Plan Area, with an emphasis on the priorities of more homes and greater housing choice, more jobs closer to where people live, and liveable and sustainable communities.



Draft Amendment GC246 to the Bayside and Kingston Planning Schemes updates and introduces new planning policy and controls to facilitate significant new housing growth within the Structure Plan Area. Alongside traditional housing options, the new planning controls support a greater range of housing types, sizes and tenures and affordable housing.

Employment growth is vital for supporting population growth. The Cheltenham Structure Plan Area is currently a key employment hub for south-eastern Melbourne. The SRL station at Cheltenham and the draft Amendment will promote a higher intensity of change around the station as well as Southland Shopping Centre, identified strategic sites, and land along the major transport corridors of Nepean Highway, Bay Road and Chesterville Road.

The draft Amendment aims to drive employment growth within the Bayside Business District, facilitating a shift towards knowledge-intensive employment and promoting diversification and expansion of the job market. The two established activity centres within the Structure Plan Area will be revitalised with enhanced retail, dining, and entertainment options.

To support population and employment growth, the Structure Plan focuses health and medical services around existing health and medical clusters on Nepean Highway, Chesterville Road and Southland Shopping Centre. The Structure Plan also identifies potential locations for new community facilities, open spaces and connections that encourage active transport modes such as walking and cycling. The SRL station will feature an above-ground urban square connected to Sir William Fry Reserve, creating a green heart in the precinct.

Figure 3 shows the Structure Plan Area within the Planning Area and different levels of change.



Figure 3 Cheltenham Vision Conceptual Precinct Plan

### 1.2.2. Clayton Structure Plan

The Clayton Structure Plan Area aims to retain the significance of the state and nationally-significant Monash Medical Precinct within the Structure Plan Area, and to increase residential development and housing options.

The Clayton Structure Plan Area boundary is shared with the south-western edge of the Monash Structure Plan Area. This creates potential for improved connectivity and synergy between the health and medical research facilities in Clayton and the education and research assets within the Monash Structure Plan Area.

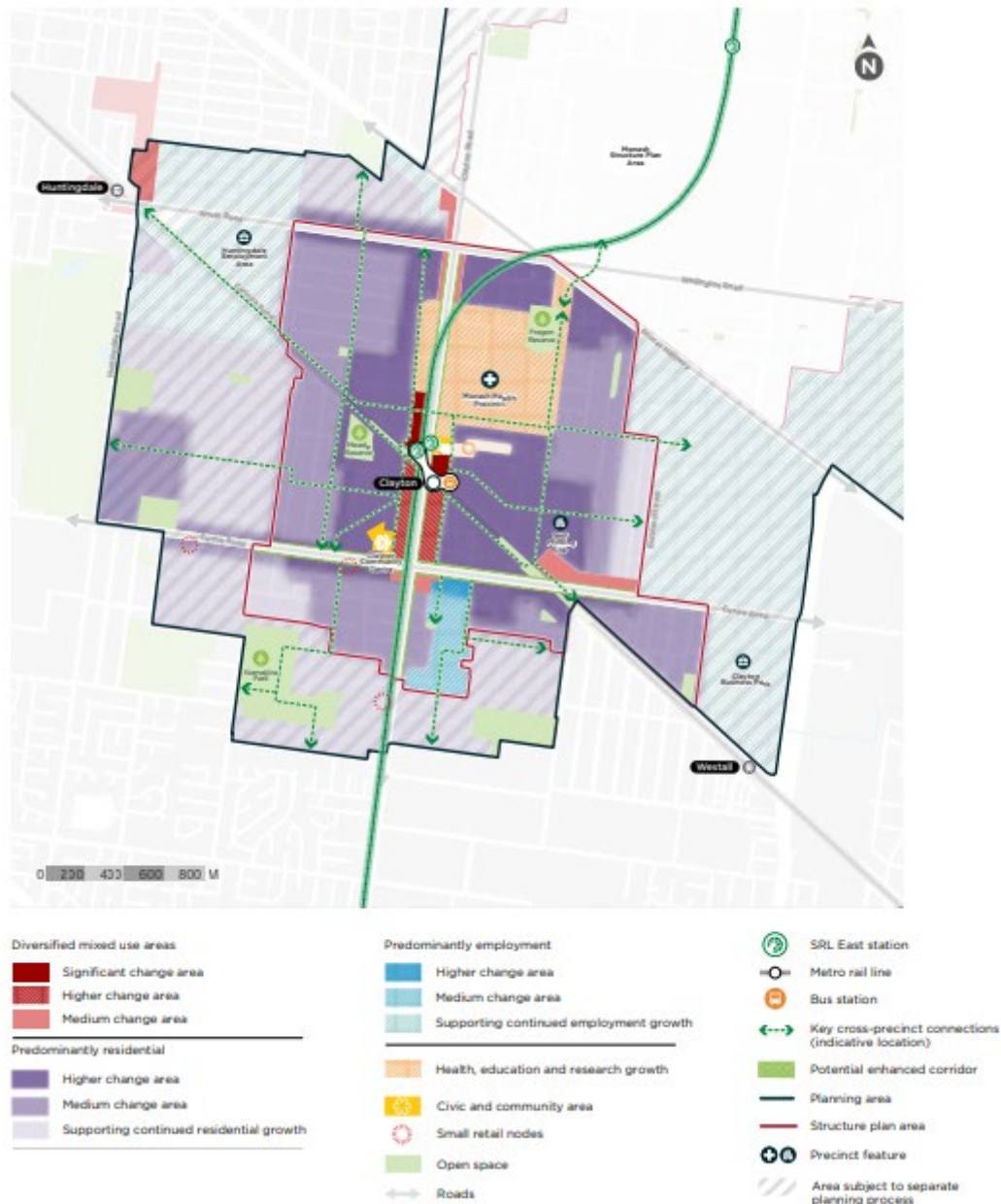
Draft Planning Scheme Amendment GC247 to the Kingston and Monash Planning Scheme focuses the greatest change around the existing Clayton Major Activity Centre centred around the SRL station, and along key transport corridors.

The new planning controls seek to facilitate significant new housing growth across the Structure Plan Area including the delivery of a greater range of housing types, sizes and affordable housing.

The health sector will continue to be the key factor in the local economy. The draft Amendment aims to support the growth of the health sector by facilitating the concentration of health-related employment floorspace around the Monash Medical Precinct. In certain neighbourhoods with proximity to existing health infrastructure, land uses associated with increased employment will be given priority (including uses such as office, education and research together with some retail and hospitality). Jobs growth will also be targeted within the existing industrial area, focused around the Audsley Street Employment Area. The draft Amendment seeks to revitalise and intensify this area to support a transition to knowledge-intensive jobs and light industrial and contemporary commercial uses.

The Clayton Structure Plan also identifies potential locations for new community facilities, open spaces and active transport connections to support the planned population and employment growth.

Figure 4 shows the Structure Plan Area within the Planning Area and different levels of change.



**Figure 4 Clayton Vision Conceptual Precinct Plan**

### 1.2.3. Monash Structure Plan

The Monash Structure Plan recognises the opportunity to strengthen connections between the Monash National Employment and Innovation Cluster (NEIC) and the medical and education facilities in the adjacent Clayton Structure Plan Area.

The Monash NEIC, which is partially located within the Monash Structure Plan Area, has the highest employment concentration outside the Melbourne CBD. As the epicentre of jobs growth in Melbourne's south-east, its specialist focus is on health, health technology, advanced manufacturing and medicine. The Monash Structure Plan Area will play a critical role in redistributing employment opportunities in the city's middle ring suburbs, increasing job access for more Victorians.

Anchor institutions such as Monash University will remain dominant in the local economy. The Structure Plan recognises the importance of anchor institutions and supports their growth and development.

Draft Amendment C176mona to the Monash Planning Scheme seeks to revitalise and intensify business parks along Blackburn Road and Ferntree Gully Road to support a transition to knowledge-intensive jobs, with improved open spaces and public areas for workers.

The draft Amendment will establish a new mixed-use town centre around the SRL station, where the most significant changes and intensification is expected. The new town centre will support growth in office and commercial spaces, along with complementary retail, hospitality and residential uses.

The draft Amendment seeks to facilitate more diverse and affordable housing options within the residential neighbourhoods surrounding Monash University and the medical research precinct to provide housing for students and precinct workers. At the edges of the Structure Plan Area, a moderate level of change will be encouraged to facilitate a gradual transition in built form to the surrounding areas beyond the boundaries of the Structure Plan Area.

The Structure Plan provides for a network of new public and open spaces and improved walking and cycling connections between the Monash and Clayton Structure Plan Areas to better link health and research institutions, including Monash University and Monash Medical Centre.

Figure 5 shows the Structure Plan Area within the Planning Area and different levels of change.



**Figure 5 Monash Vision Conceptual Precinct Plan**



### 1.2.4. Glen Waverley Structure Plan

Glen Waverley is a significant employment and speciality retail centre in south-east Melbourne. Its retail core is anchored by the Glen Waverley Shopping Centre, which is designated Major Activity Centre in Plan Melbourne, as well as Kingsway, a traditional retail high street.

The Glen Waverley Structure Plan reinforces Glen Waverley's regional significance, with the draft Amendment directing significant change and intensification of built form around the SRL station and retail precinct.

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

The Structure Plan seeks to drive housing development opportunities within the Central Glen Waverley Neighbourhood and retail core. More activity at street level will be encouraged, with upper levels supporting new places to live and work.

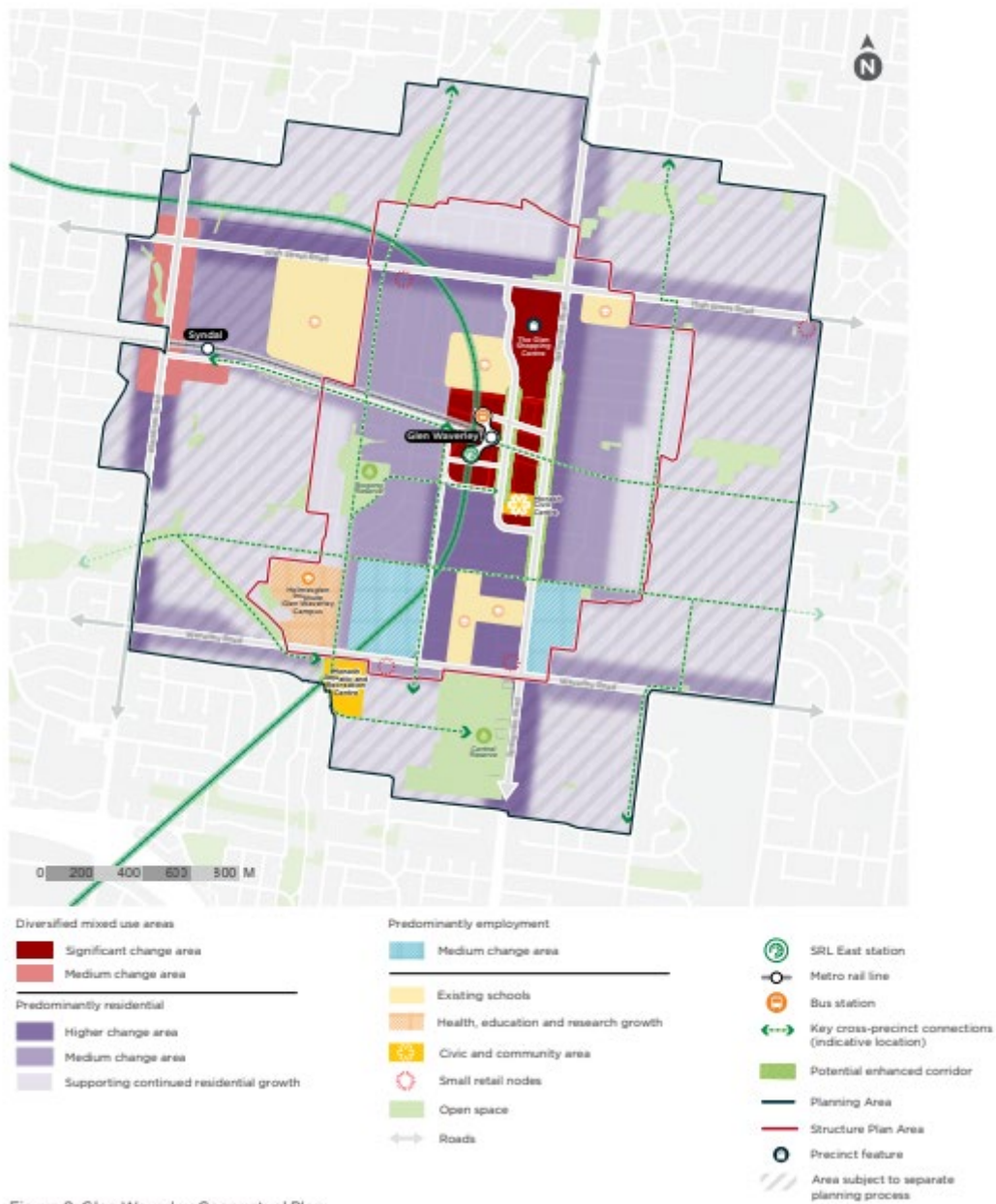
Significant residential growth will be encouraged throughout the Structure Plan Area, with a focus on areas in proximity to the amenity and accessibility of Central Glen Waverley and along key transport corridors.

The Structure Plan identifies potential locations for new open spaces to meet the needs of the future increased population. This includes along Myrtle Street near the SRL station. Access to community infrastructure will be prioritised and enhanced. Building on Glen Waverley's strong civic focus, the Monash civic precinct will remain a key focus of community services and activity and continue to support the community's needs, with opportunities for improvements and upgrades to facilities and public spaces like Kingsway.

Draft Amendment C177mona to the Monash Planning Scheme seeks to deliver a vibrant and diverse precinct, centred around a high-rise core and a lively people-focused shopping strip along Kingsway, thriving employment areas to the south of the core and more housing to support residents at all stages of life.

Figure 6 shows the Structure Plan Area within the Planning Area and different levels of change.





**Figure 6 Glen Waverley Vision Conceptual Precinct Plan**

### 1.2.5. Burwood Structure Plan

The Burwood Structure Plan Area is located within the cities of Whitehorse and Monash. A large portion of land within the Structure Plan Area is comprised of Deakin University and two schools (Mount Scopus Memorial College and Presbyterian Ladies' College).

The Burwood Structure Plan recognises the education sector as a key driver of Burwood's economy, with educational institutions playing a major role in job growth and stimulating demand for services and activities in other sectors. The Structure Plan supports Deakin University as the area's anchor institution, facilitating the expansion of research and development activities into Burwood's employment areas. The improved accessibility that SRL East will provide will make Deakin University a more attractive place to study and work and encourage commercial redevelopment along Burwood Highway.

Burwood's new commercial and civic heart, 'Burwood Central', is centred on the SRL station. This area will become a dynamic hub of economic activity in Melbourne's east. Supported by high-quality building and urban design, the twin economic corridors of Burwood Highway and Highbury Road will host a higher density mix of retail and commercial uses, supported by residential uses above.

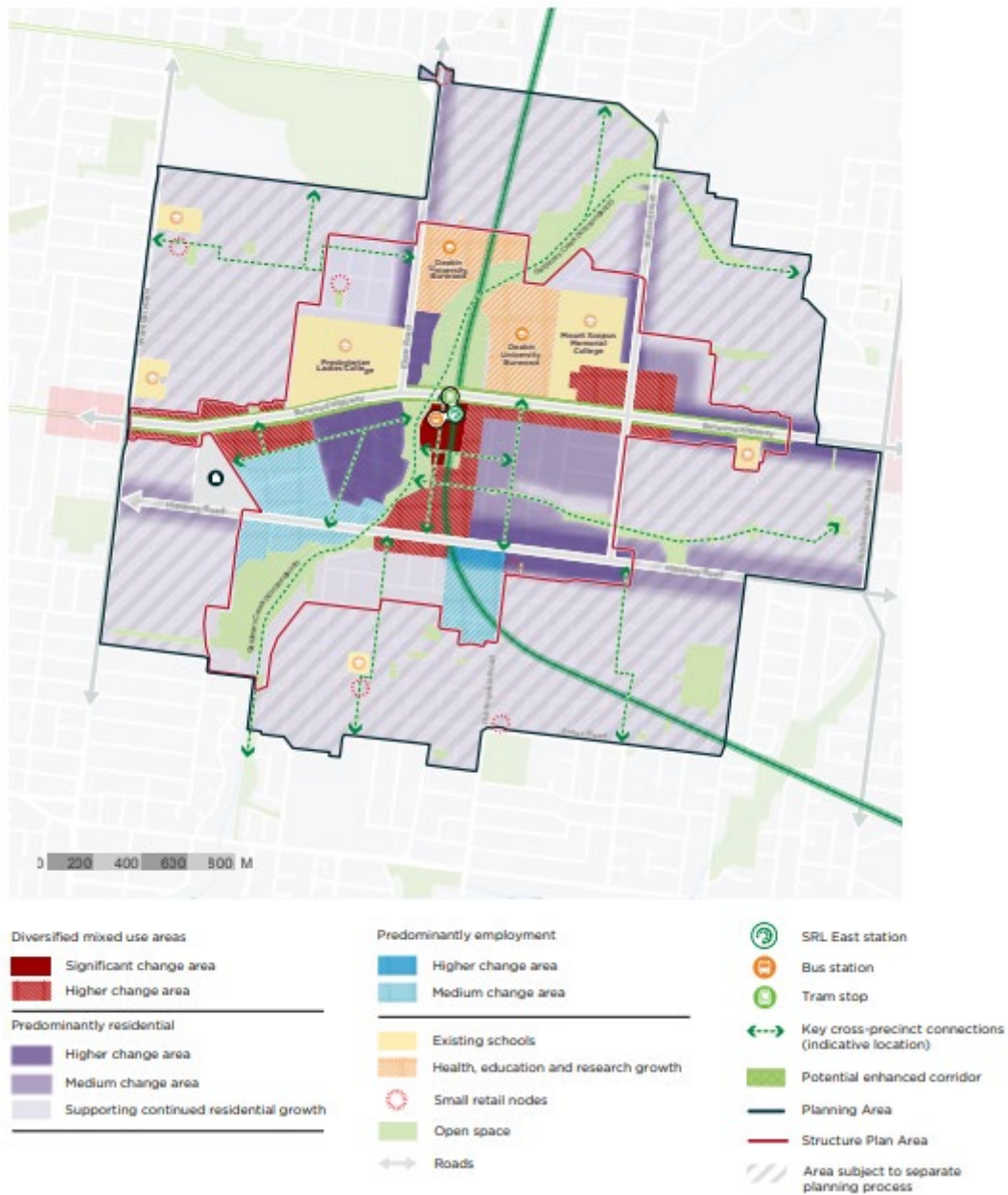
The Huntingdale Road Industrial Area and Highbury Road South Industrial Area will remain important employment areas, providing a foundation for diversified jobs growth.

Draft Amendment GC248 to the Monash and Whitehorse Planning Schemes directs significant residential development that will occur closest to the SRL station and along key arterial roads including Burwood Highway and Highbury Road.

The new planning controls will facilitate medium housing growth further away from the SRL station. A variety of housing options will cater to different household types, including affordable housing and higher density residences, as well as low to mid-rise apartments and townhouses.

The new planning controls also give greater emphasis to the Gardiners Creek corridor and promote improved access within the open space network.

Figure 7 shows the Structure Plan Area within the Planning Area and different levels of change.



**Figure 7 Burwood Vision Conceptual Precinct Plan**

### 1.2.6.Box Hill Structure Plan

Box Hill is one of the largest Metropolitan Activity Centres in the city's east. Box Hill is a major public transport interchange with the existing Lilydale / Belgrave train line, tram and bus routes.

Box Hill is the region's leading employment hub and service provider, anchored by state-significant health and education institutions such as Box Hill Hospital, Epworth Eastern Hospital, Box Hill High School, and Box Hill Institute, along with the prominent retail destination of Box Hill Central Shopping Centre centred around the existing Box Hill Station. This concentration of land uses and housing demand has driven high-density development in recent years, especially along Whitehorse Road and Station Street.

Draft Amendment C255whse to the Whitehorse Planning Scheme supports the ongoing growth of Box Hill Central Shopping Centre as the primary activity node within the Structure Plan Area, anchored around the existing Box Hill Station and the SRL station.

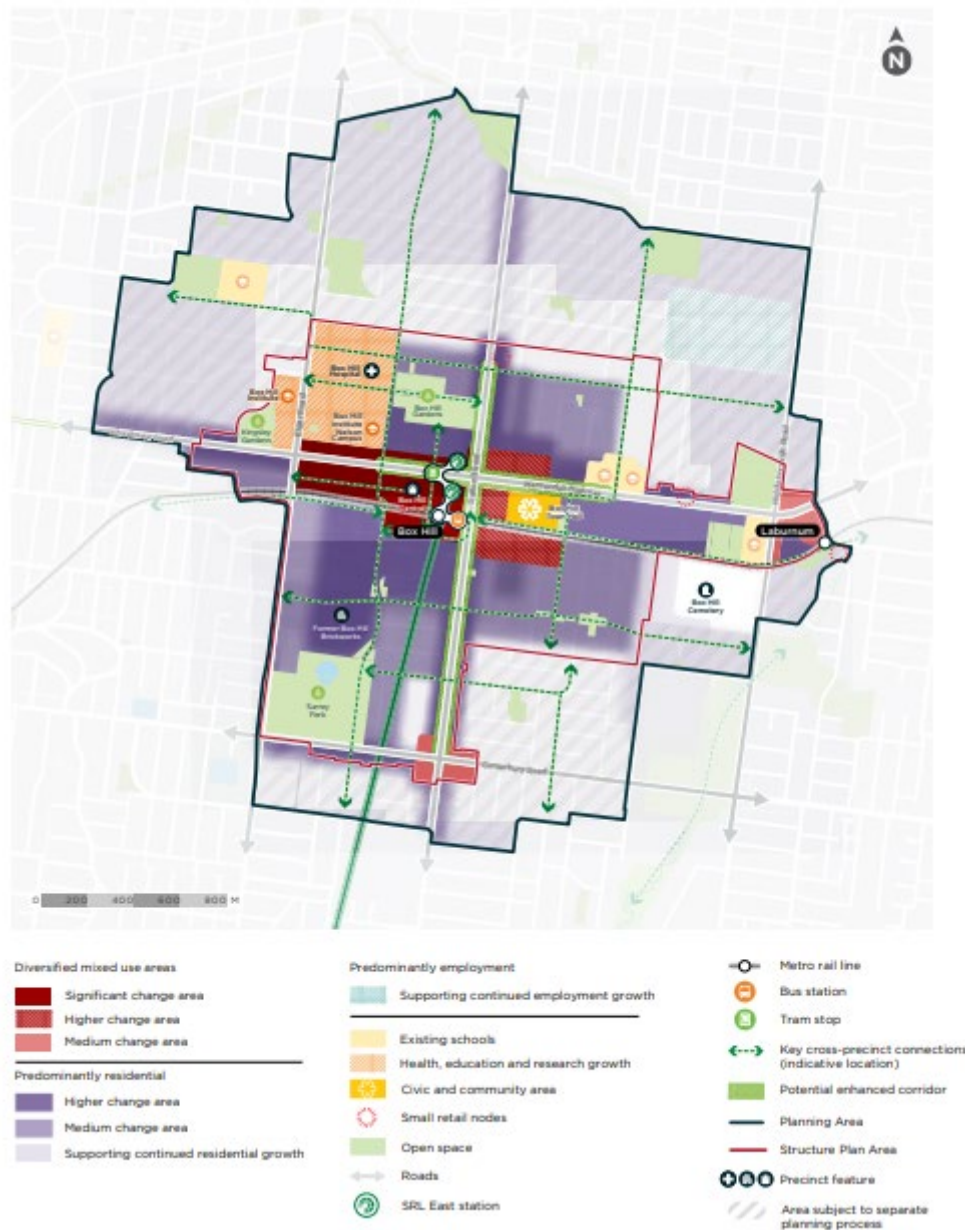
The new planning controls will direct significant housing growth along Whitehorse Road and Station Street and around the two stations. Further from the core, a moderate extent of change will be encouraged to allow for a built form transition to areas beyond the Structure Plan Area. The new planning controls will support a greater range of housing types, including affordable housing and homes for health and education workers within the Structure Plan Area, to meet the needs of future households.

The SRL station at Box Hill will be a catalyst for job growth. The station will expand Box Hill's already diverse employment, commercial office, retail and entertainment options, and transform the heart of the precinct into a major city-scale core with a thriving day-night economy.

Box Hill is also recognised as a Health and Education Precinct in state policy and with the new planning controls, will direct further growth of these sectors prioritising health and health-related land uses. In certain neighbourhoods with proximity to existing health and education infrastructure, land uses associated with increased employment will be given priority (including uses such as office, education and research together with some retail and hospitality). Supporting the education sector to grow will leverage Box Hill's existing strengths.

The new planning controls will also encourage greater development around new and improved community infrastructure, as well as enhanced an open space network to meet the needs of people living, working and visiting Box Hill.

Figure 8 shows the Structure Plan Area within the Planning Area and different levels of change.



**Figure 8 Box Hill Vision Conceptual Precinct Plan**



## 2. Planning Scheme Amendment approach

This section describes how the draft Amendments were prepared, the approach to modifying the existing Planning Policy Framework (PPF) and planning settings within the Structure Plan Areas, and the approach to drafting new planning controls and policies to give effect to the Structure Plans.

Providing certainty for the community and encouraging investment have been key drivers in applying new planning provisions.

In addition to explaining the approach adopted across all the Structure Plan Areas, this section addresses areas of local nuance and explains the varied approaches in different local contexts to give effect to a specific outcome or policy intent.

The draft Amendments have been prepared based on:

- State planning scheme provisions as of 28 February 2025.
- Local planning scheme provisions as of 31 December 2024.

Some ordinances or mapping in the draft Amendments may have changed after these dates. Any changes which occurred after these dates will be addressed by SRLA.

Figure 9 provides an overview of the key components of the draft Amendments and where to find more information about each component within this report.



<b>Policy</b>	Updated to implement the strategies and actions included within the Structure Plans.	<b>Section 2.1</b>
<b>Precinct Zone</b>	Most land within the Structure Plan Areas is rezoned to the PRZ, a new zone in the Victoria Planning Provisions. The PRZ aligns with the approach taken for other state-significant urban renewal precincts, enables delivery of the vision for each SRL Structure Plan Area and supports the objectives of Victoria's Housing Statement (2023).	<b>Section 2.2</b>
<b>Strategic Sites – Master Plan</b>	The Structure Plan identifies strategic sites along the SRL corridor. Some of these strategic sites will have master plan provisions to guide future development on the land.	<b>Section 2.3</b>
<b>Built Form Overlay</b>	A new overlay – the Built Form Overlay – will apply to land to establish a consistent benchmark for good quality built form.	<b>Section 2.4</b>
<b>Other Overlays</b>	Existing overlays which apply to the Structure Plan Areas are in some cases amended or removed where the controls are superseded by the new Built Form Overlay controls, or where the objectives of the overlay are in conflict with the Structure Plan outcomes. The Parking Overlay, Public Acquisition Overlay and Environmental Audit Overlay are overlays proposed to be applied to some properties in the Structure Plan Area.	<b>Section 2.5</b>
<b>Amenity and Human Health</b>	The Precinct Zone schedules include noise, odour and dust controls where relevant.	<b>Section 2.6</b>
<b>Affordable Housing</b>	Planning policy at Clause 11.03 encourages the provision of well-designed affordable housing.	<b>Section 2.7</b>
<b>Sustainability</b>	Planning controls within the Precinct Zone schedules will drive an improved climate response across the Structure Plan Areas, elevate sustainable development outcomes, mitigate the urban heat effect, and contribute positively to sustainable transport patterns.	<b>Section 2.8</b>
<b>Public Benefit Uplift Framework</b>	<p>The PRZ schedules implement SRL East 'Public Benefit and Uplift Framework' (PBUF). Benefits may include:</p> <ul style="list-style-type: none"> <li>– Affordable housing</li> <li>– Public realm works</li> <li>– Open space</li> <li>– Strategic land use</li> <li>– Any other contribution approved by the Responsible Authority.</li> </ul>	<b>Section 2.9</b>
<b>General, Particular and Operational Provisions</b>	Changes are made to general and particular provisions in the Kingston Planning Scheme relevant to public open space provisions and providing notice of some types of applications. Changes to Operational Provisions are made to all planning schemes to reflect administrative changes.	<b>Section 2.10</b>

**Figure 9 Key components of the draft Planning Scheme Amendments**

## 2.1. Policy – corridor-wide approach

Updates to the Municipal Planning Strategy (MPS) and the Planning Policy Framework (PPF) of the municipal planning schemes relevant to the Structure Plans are required to give effect to their Vision and objectives.

A consistent approach to updating the MPS and PPF of each planning scheme has been adopted as far as possible to achieve policy alignment across the SRL East Structure Plan Areas. As a first principle, the approach retains the integrity of the relevant local government policy frameworks, with updates to reflect the new policy direction for SRL East Structure Plan Areas.

The draft Amendments avoid amending policy or direction that affects land outside the declared SRL Planning Areas.

### Strategic Directions and Framework Plans

The Strategic Directions at Clause 02.03 of each planning scheme have been updated to introduce the SRL East precincts relevant to each local government area. The new text at Clause 02.03-1 is standardised and explains that the relevant Structure Plan Area sits within a larger Planning Area declared by the Minister for Planning (that extends approximately 1.6 kilometre radius around each station. The new text at Clause 02.03-1 confirms the Structure Plan Area extends for an approximate 800-metre radius of each SRL station.

The amended MPS at Clause 02.03 captures that the Structure Plan Areas are planned in a coordinated and staged manner. New direction and policy relevant to each Structure Plan Area is introduced.

SRL precinct specific strategic framework plans have been added to Clause 02.04, showing both the SRL declared Planning Area and the Structure Plan Areas within them. The existing municipal plans at councils at Clause 02.04 have been updated to identify the relevant Structure Plan Area and where required, align the existing MPS with the intent for the Structure Plan Areas. Any existing directions in the MPS that do not apply within the Structure Plan Areas are identified on the relevant plan and related policy.

### Targeted local content

New planning policy is introduced into the PPFs to help achieve the Vision and objectives of the six Structure Plans.

Each PPF broadly acknowledges the role of the SRL through Melbourne's middle suburbs to facilitate substantial growth and change in major employment, health and education precincts and activity centres beyond the central city at an appropriate scale to address the needs of Melbourne's rapidly growing population.

The draft Amendments introduce more targeted policy direction into the PPF of each planning scheme to establish a stronger strategic basis and clear direction to guide the change sought by the Structure Plan for each precinct.

The draft Amendment updates Clause 11.03 'Planning for Places' and introduces guidance that takes a place-based approach, consistent with the *Practitioner's Guide to Victoria's Planning Schemes* (April 2022), which acknowledges the importance of place-based policies in offering guidance on overlapping considerations to achieve a shared objective for that place. The resulting policy is clearer and more simply represented than if policies were thematically distributed across the PPF.

The new policy at Clause 11.03 will implement elements of each Structure Plan that cannot be addressed in the zone or overlays controls. Where there are multiple Structure Plan Areas within a single municipality, new policy at Clause 11.03 sets objectives and strategies for all the Structure Plan Areas within that municipality, before moving onto local policies specific to each Structure Plan. This approach supports concise policy by avoiding duplication of objectives and strategies that apply to all Structure Plan Areas.

The proposed Clause 11.03 includes common objectives and strategies that relate to all Structure Plan Areas, setting direction for housing, affordable housing, strategic sites, built environment and sustainable transport.

### Revised local policy

The draft Amendments update existing local policies within the PPF so they align with the strategic directions of the Vision and objectives of the relevant Structure Plan. Where existing local policies apply to an area beyond a Structure Plan Area, and are not required to incorporate new objectives, the draft Amendment excludes the operation of local policy to the relevant Structure Plan Area, so the changes do not have implications for land beyond the Structure Plan Area boundary.

### 2.1.1. Policy changes affecting regionally-significant industrial land – Bayside Planning Scheme

Bayside Business District is identified as regionally-significant industrial land in the Melbourne Industrial and Commercial Land Use Plan 2020 (MICLUP). The MICLUP foreshadows changes to the extent of regionally-significant industrial land may occur following further strategic work by the Victorian or local governments, including “...*precinct structure planning for growth areas and other major infrastructure projects such as the Suburban Rail Loop*”.

Based on the significant strategic work that informed preparation of the Cheltenham Structure Plan, a diversified mix of employment land uses in the Bayside Business District and some residential land uses along the north of Bay Road is proposed. SRLA have liaised with the Department of Transport and Planning regarding the proposed changes to Bayside Business District, specifically in relation to the potential misalignment between the proposed local policy and existing regional policy at Clause 17.03-3R. Consideration of the proposed local policy, outcomes sought by the Cheltenham Structure Plan and also the broader state significance of SRL East will occur as part of continued assessment of draft Amendment GC246.

### 2.1.2. Policy changes affecting local and regionally-significant industrial land – Monash Planning Scheme

The Monash Technology Precinct and Monash National Employment and Innovation Cluster (MNEIC) is identified as regionally-significant industrial land in MICLUP. There is locally-significant industrial land within the Clayton Structure Plan Area. Some residential uses will be allowed into these areas, to reflect the opportunities provided by SRL East, and as set out within the Clayton and Monash Structure Plans.

The draft Amendment incorporates changes to Clause 17.01-2L of the Monash Planning Scheme to support targeted residential development within the new Monash mixed-use town centre around the SRL station.

### 2.1.3. Health priority area – Monash and Whitehorse Planning Schemes

The new local policy for the health priority areas in the Clayton and Box Hill Structure Plan Areas at Clause 11.03 of the Monash and Whitehorse Planning Schemes supports a tailored table of uses in the respective Precinct Zone schedules.

The land use controls prioritise health floorspace, research and development industries as well as employment uses within the Health Neighbourhood of the Clayton Structure Plan Area and the Health and Education Neighbourhood of the Box Hill Structure Plan Area.

Local policy also supports mixed-use developments within these areas where they complement the health, research and education function of these neighbourhoods. As set out in Section 2.2.1, current residential zoning within these areas will be amended to prioritise health, education and knowledge-intensive sectors; Accommodation moves from a ‘no permit required’ (Section 1) use to a ‘permit required’ (Section 2) use.

### 2.1.4. Office prioritisation – Whitehorse Planning Scheme

To realise the potential of Box Hill as a Metropolitan Activity Centre and an alternative location for high-density offices outside inner Melbourne, the draft Amendment C255whse for the Whitehorse Planning Scheme introduces new local policy and planning controls within the Precinct Zone schedule, as set out in Section 2.2.1. The Precinct Zone schedule sets out the role of the Box Hill Structure Plan Area as ‘one of Melbourne’s most significant economic and employment centres’. This is supported by a strong objective relative to realising significant expansion of office floorspace within the core area of Box Hill, supported by requisite amenity. The Commercial 1 Zone (C1Z) is applied to this area, and a decision guideline applicable to buildings and works applications requires the responsible authority to consider the extent to which the development accommodates employment opportunities ‘at the scale and intensity that is consistent with the Use and Development Framework Plan’ (refer to Section 2.2 for information about the operation of Precinct Zone).

Recognising that the C1Z allows dwellings and other accommodation uses as Section 1 uses, new local policy at Clause 11.03 includes objectives and strategies to prioritise office development within the Central Box Hill Neighbourhood.

In all Structure Plan core areas, the proposed *Suburban Rail Loop East Voluntary Public Benefit Uplift Framework* (Uplift Framework) will support the provision of office space with an uplift in the allowable floor area ratio (FAR). Further information about the Uplift Framework is found at Section 2.9.

## 2.2. Precinct Zone

The draft Amendments rezone most privately-owned land within each Structure Plan Area to the Precinct Zone. This is a new zone recently introduced into the Victoria Planning Provisions (VPPs) gazetted by the Minister for Planning to identify precincts where the following can be achieved:

- Substantial change and public benefits within large-scale urban renewal areas
- New land uses, subdivision patterns and building and works guided by use and development framework plans within the zone schedules
- Sustainable urban outcomes that maximise the use of public and active transport, and reduce car dependence.

The Precinct Zone is the preferred zone for the Structure Plan Areas as it enables delivery of the Vision for each area and supports the objectives of *Victoria's Housing Statement* (2023) (as amended in 2024). It is a zone that provides holistic and interrelated decision-making required for each area. The Precinct Zone schedules are introduced into the planning scheme relevant to each Structure Plan Area and to each strategic site where a master plan is required.

For the most part, the draft Amendments will not apply the Precinct Zone to existing public zones such as the Public Use Zone, Public Park and Recreation Zone, Transport Zone and Urban Floodway Zone. However, the new policy introduced by the draft Amendments, along with the Structure Plans, details how these sites will be integrated into the broader Structure Plan Area, including improvements to connectivity and the public realm.

Existing zone controls at Cheltenham (former CSIRO site) and Clayton (former PMP site) will be retained as both sites have recently been subject to robust justification processes including consideration by a Planning Panel or Advisory Committee where substantial works have commenced at Cheltenham.

Consistent with the format prescribed by the VPP, Precinct Zone schedules will translate the objectives of each Structure Plan as follows:

- Establish the role and objectives of a precinct within a Structure Plan Area, which guides the land use and development parameters, application requirements and exemptions, permit considerations and decision guidelines
- Include a use and development framework plan that identifies where an applied zone or tailored table of uses applies
- Identifies if a master plan or a concept plan is required prior to the issue of a planning permit
- Introduces the opportunity to exceed in certain locations, nominated mandatory floor area ratios (FAR) where eligible public benefits are provided (such as affordable housing, public realm works and open space) under the Uplift Framework (see Section 2.9 below)
- Provides for sustainability outcomes that exceed standard requirements by, amongst other things, mandating alternative water supply, higher bicycle parking rates than required by the VPPs, encouraging minimum sustainable built form ratings and requiring solar reflectance measures for unshaded hardstand and roofing materials.

Land (except for Station Development Areas and master plan sites) within the new Precinct Zone will be coupled with the Built Form Overlay which directs future design and development outcomes. Further detail on the overlay and its built form requirements, including deemed to comply measures, overshadowing considerations, and design excellence, is outlined in section 2.3 and 2.4 below.

### 2.2.1. Applied Zones and bespoke Tables of Uses

The Use and development framework plans at Clause 3 of the Precinct Zone schedules identify which zone or land uses apply in any particular location.

Table 1 lists the Land Use Plan in the Structure Plans and shows what this means in the Applied Zone / Table of Uses.

**Table 1 Translation of Structure Plan land uses**

LAND USE PLAN (STRUCTURE PLAN)	APPLIED ZONE / TABLE OF USES
Commercial	<p>Commercial 1 Zone (C1Z)</p> <p>C1Z has also been retained where it is the existing zone, including smaller local centres, so that existing allowable uses are not changed.</p>

LAND USE PLAN (STRUCTURE PLAN)	APPLIED ZONE / TABLE OF USES
Mixed Use	Commercial 1 Zone or Mixed Use Zone*  *The Mixed Use Zone is a VPP residential zone. Mixed Use Zone (MUZ) has been applied to Key Movement Corridors in 'housing' and 'mixed use' locations shown on the Land Use Plan.
Housing	Residential Growth Zone or Mixed Use Zone*  *The Mixed Use Zone is a VPP residential zone. MUZ has been applied to Key Movement Corridors in 'housing' and 'mixed use' locations shown on the Land Use Plan.
Health Priority	Tailored Table of Uses for Box Hill and Clayton Health Priority areas that: <ul style="list-style-type: none"> <li>List health and medical related uses as Section 1 – per land use definitions in Clause 73 of the VPP</li> <li>Include non-residential complementary uses as Section 1 and retail uses as Section 1, 2 and 3 where identified in the Structure Plans</li> </ul>
Enterprise	Commercial 3 Zone and modified Commercial 1 Zone.
Employment	Industrial 3 Zone*, Mixed Use Zone (with variations), Commercial 2 Zone  *All INZ3 applied zone areas – allow office as a Section 1 use to promote higher density employment as outlined in Structure Plan strategies
Major Employment	Tailored Table of Uses for Monash Employment Precinct that allows industry, research and development centre as a Section 1 use, retail as Section 2 use and Accommodation is prohibited.
Education	N/A for government education facilities– largely Public Use zones  Residential Growth Zone for non-government schools
Civic, community and cultural	N/A – largely Public Use zones
Public Open Space (existing)	N/A - largely Public Use zones

### Permit exemptions

Permit exemptions for buildings and works that exist under the applied zones have mostly been included in the Precinct Zone schedules to ensure that ordinary development rights are not unintentionally removed.

By way of example, land with an applied Commercial 1 zone does not require a permit for:

- The installation of an automatic teller machine.
- An alteration to an existing building facade provided:
  - The alteration does not include the installation of an external roller shutter.
  - At least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing.
- An awning that projects over a road if it is authorised by the relevant public land manager.

### Exemption from Notice and Review

The draft Amendments adopt the default notice and review exemptions afforded by the Precinct Zone and the Built Form Overlay. This will enable permit applications that demonstrate alignment with precinct objectives and built form requirements within the zone and overlay to be assessed in a timely manner.



## 2.2.2. Floor area ratios

Mandatory floor area ratios (FARs) are nominated within each Precinct Zone schedule at Clause 5.0 Public Benefit Uplift Framework. FARs assist with architectural design flexibility and massing articulation to adapt to specific site conditions; an approach being adopted in other urban renewal areas of Melbourne. FARs were determined by calculating the total gross floor area (GFA) of a building above ground level, measured from the outside of external walls, and includes all roofed areas (in accordance with the GFA definition at Clause 73.01 of the VPP) divided by the area of the site.

Architectural testing of the FARs has been undertaken across the Structure Plan Areas and a range of place types to establish the possible overall building volume to achieve the desired urban design outcomes. Testing of FARs included other building envelope parameters such as height, setbacks, overshadowing and private open space.

The mandatory FARs can only be exceeded where an eligible public benefit is secured under the *Suburban Rail Loop East Voluntary Public Benefit Uplift Framework* (see Section 2.9 below). FARs are not proposed in areas aligning with Residential Neighbourhoods or Employment Neighbourhoods under the Built Form Overlay. 'Deemed to comply' provisions apply in these neighbourhoods instead (see section 2.4.3 below).

## 2.3. Strategic sites – master plans

The Structure Plans identify nine 'strategic sites' to be developed with master plan controls. Strategic sites have been identified based on their potential to play a key role in achieving housing, employment and public realm objectives of each Structure Plan, or their potential to deliver some form of broader public benefit, such as affordable housing, public open space or public realm works or strategic land uses in support of significant health and educational assets.

In defining strategic sites, SRLA considered Planning Practice Note 58 (Structure planning in activity centres) and the ability for sites to deliver Structure Plan objectives. SRLA's criteria for designating strategic sites included consideration of:

- Complexity of issues to resolve including land use, built form and/or movement that require a bespoke planning control or process to achieve desired outcomes
- Opportunity for strategic public benefit (including significant contribution towards housing or employment growth) and/or support Victorian Government policy outcomes, that would be lost if the site was not clearly identified as a strategic site; and
- Capacity and scale –the ability for significant investment or benefit to be unlocked within the lifespan of the Structure Plan (that is, by 2041).

While sites that contain major health, education or research anchors meet the above criteria, these sites are within Public Use, Special Use or Commonwealth Land (CA) zones and so additional policy direction is not required.

The nine identified strategic sites included in the draft Amendments with tailored planning controls are described below. These include SRL Station Development Areas (land above or adjacent to the SRL East stations) and other government or privately-owned land with potential to achieve the objectives of Structure Plans and provide strategic public benefit. These strategic sites have a unique schedule to the Precinct Zone to capture their purpose, role and objectives (separate to the Precinct Zone schedule applying to the remainder of the Structure Plan Areas). A master plan must be prepared before a permit can be issued for any use or development of a strategic site unless the Responsible Authority is satisfied the granting of the permit would not prejudice the future use or development of the land. The schedule sets out specific master plan requirements to achieve the desired scale of development and design response. The proposed policy at Clause 11.03 indicates the remaining strategic sites that are catalysts for change.

Although the VPPs include various tools, such as the Development Plan Overlay, which are typically used to guide the future development of strategic sites, the flexible and enabling nature of the Precinct Zone, along with its capacity to provide for 'master planning' of strategic sites, offers sufficient direction for these areas without requiring the application of additional planning scheme tools.

The strategic sites identified below will be subject to the proposed Uplift Framework, which supports the delivery of public benefit beyond what ordinarily would be achieved through the planning application process. The specific public benefits sought include affordable housing, public realm outcomes, through links and connections and strategic land uses. Recognising the capacity and scale of these sites to significantly contribute to the objectives of their respective Structure Plans, the FARs reflect the adopted heights found in the structure plans. Where there are public benefits delivered on these sites that accord with the Uplift Framework, a floor area uplift above the nominated Structure Plan heights can be contemplated. Development proposals seeking to secure 'floor area uplift' will be subject to assessment against a range of requirements and decision guidelines in the relevant schedule to the Precinct Zone to ensure the objectives of the Structure Plan are met and the proposal complies with applicable amenity standards.



## 2.3.1. Cheltenham

### Southland Shopping Centre

Southland Shopping Centre (1156 Nepean Road, Cheltenham) enjoys a strategic location flanking both sides of Nepean Highway, in proximity to the existing Southland Station and the SRL station at Cheltenham. Within this context there is a unique opportunity for Southland Shopping Centre into a mixed-used precinct supporting a wide range of retail, hospitality, commercial, entertainment, health and residential uses.

Southland Shopping Centre site is currently included in an Incorporated Plan Overlay put in place in the Kingston Planning Scheme more than 30 years ago. While the Incorporated Plan Overlay has served its purpose in enabling the growth of the shopping centre, it is now outdated and not fit for purpose in guiding the next phase of the centre's growth and evolution. The draft Amendment removes the Incorporated Plan Overlay and replaces it with a tailored schedule to the Precinct Zone, aligning with the strategic intent for this site in the Cheltenham Structure Plan. The Precinct Zone schedule will apply the Commercial 1 (applied) zone to this land. The schedule will promote the revitalisation of Southland Shopping Centre by encouraging a mix of employment and residential land uses. It will encourage enhanced connectivity and improved public realm interfaces.

### Highett Gasworks

The former Highett Gasworks site (1136-1138 Nepean Highway, Highett) is a 6.3 hectare vacant site. The site was previously used for a gas manufacturing and distribution plant and is mostly cleared of buildings and infrastructure, with the exception of a brick chimney.

Prior to the announcement and approval of SRL East, the Highett Gasworks site was rezoned in 2019 to the Residential Growth Zone, Schedule 2, with a Development Plan Overlay applied under the Kingston Planning Scheme (via Planning Scheme Amendment C159). Given its previous land use, the site is also included in the Heritage Overlay and Environmental Audit Overlay. The current zoning and Development Plan Overlay envisages a residential development ranging from 2 to 8 storeys with the provision of 10 per cent affordable housing and an open space contribution equivalent to approximately 11 per cent of the site area.

To align with the strategic intent of the Cheltenham Structure Plan and to realise the benefits of SRL East, the draft Amendment proposes to rezone the land to the Precinct Zone. Master plan requirements for the site guide development up to 60 metres (18 storeys) high that tapers down on its northern and southern interfaces. The existing Heritage Overlay and Environmental Audit Overlay will be retained. The Precinct Zone schedule will continue to encourage residential land uses through the applied zone Residential Growth Zone. The schedule also seeks to provide a strategic north-south link through the site to improve connectivity between the SRL station in the south and Highett activity centre and the existing Highett Station in the north.

### Station Development Area

The Cheltenham Station Development Area comprises several parcels of land that SRLA acquired for SRL East. The site sits above the SRL station at Cheltenham and will occupy part of Sir William Fry Reserve, with commercial buildings and a fuel service station currently located at the south-east corner of the site, fronting the intersection of Nepean Highway and Bay Road.

The existing reserve is Crown Land (part 1150 Nepean Highway, Highett) and included in the Public Park and Recreation Zone. The remaining properties are privately owned and included in the Commercial 2 Zone, with an Environmental Audit Overlay applied only to the properties at 1152 and 1152B Nepean Highway, Highett. The existing Environmental Audit Overlay will be retained.

The draft Amendment recognises the strategic importance of the SRL station and Cheltenham Station Development as a place for transformational change and activation. The Precinct Zone schedule will apply the Commercial 1 (applied) zone to this land to promote a mix of uses and significant housing growth. The master plan requirements guide development up to 60 metres high (18 storeys).

## 2.3.2. Clayton

### Station Development Area

The Clayton Station Development Area comprises several parcels of land from Carinish Road to the south extending to Lillian Street to the north. SRLA acquired the land for SRL East and it is currently being used for the construction of the SRL Project.

The draft Amendment seeks to extend the vibrant and active character of Clayton Road north of the existing rail line and encourage mixed-used development, including residential, around the SRL station at Clayton. This will be directed in the draft Precinct Zone schedule by the application of the Commercial 1 (applied) Zone. The master plan requirements guide development of 15 to 20 storeys high within the Station Development Area, with pedestrian and cycle links to create a public realm that improves connections through the site and to surrounding areas.

## 2.3.3. Monash

### Monash Central and Surrounds

The Monash Central and Surrounds area is located immediately north of the Monash University Clayton campus, at the north-west corner of Blackburn Road and Normanby Road in Clayton, extending north through to Ferntree Gully Road. The Monash Central and Surrounds area encompasses the Monash Central neighbourhood (immediately surrounding the SRL station at Monash) and part of the Employment Growth neighbourhood, which extends to the north and west of Monash Central.

In alignment with the Vision for Monash and to realise the benefits of SRL East, substantial change and intensification will occur within Monash Central and surrounds. The draft Amendment supports the development of a thriving new town centre, prioritising mixed-use development, including residential. The strategic importance of this land and the adjacent Employment Growth Neighbourhood is its role in fostering the growth of the surrounding education and research institution anchors including Monash University, CSIRO, the Australian Synchrotron and the Centre for Nanofabrication.

Unlike other strategic sites with their own planning schedule, the Monash Central and Surrounds area includes a number of privately owned parcels of land. In this regard, the content of the draft Monash Central and Surrounds Precinct Zone schedule differs slightly from schedules in other Structure Plan Areas, reflecting the more complex guidance and further consultation that will be required as part of the transformation of the place.

The Monash Central and Surrounds will see significant change in its urban form and improved connectivity, which will be achieved with new street and pedestrian networks. Improved connections are essential to address the limited accessibility with large land parcels and to leverage the benefits of the SRL East station. A combination of Public Acquisition Overlays (detailed later in this report), design requirements and uplift opportunities are proposed to facilitate new connections that will be set out in a Concept Plan, to be prepared by SRLA. The Concept Plan is necessary to ensure the delivery of connections is coordinated and obligations for development are clearly defined. Once a Concept Plan is approved, the draft Precinct Zone schedule requires a master plan to be prepared by landowner that shows the proposed form of development, guidance on land use, connections and other matters, which is to be in accordance with the Concept Plan.

## 2.3.4. Glen Waverley

### Station Development Area

The Glen Waverley Station Development Area comprises several parcels of land, south of the existing Glen Waverley station, along Coleman Parade. SRLA acquired the land for SRL East.

The draft Amendment acknowledges the strategic significance of the land surrounding the SRL station for transformational change and activation, encouraging mixed-use development that supports a transit-oriented station precinct. To facilitate this, the draft Precinct Zone schedule applies the Commercial 1 (applied) Zone, to encourage residential, commercial and retail uses.

The draft Amendment also seeks to deliver high-quality public realm outcomes and improved connectivity to nearby public open space, the Glen Shopping Centre and a revitalised Kingsway. The master plan guides taller buildings (20 storeys) closer to the existing Glen Waverley Station with lower heights (8 to 9 storeys) on the southern portion of the land.

## 2.3.5. Burwood

### Station Development Area

The Burwood Station Development Area comprises several parcels of land from Sinnott Street to the south to Burwood Highway to the north. SRLA acquired the land for SRL East.

The draft Amendment seeks to create a new centre of activity around the SRL station at Burwood and encourages new local retail, office and residential uses. This will be directed in the draft Precinct Zone schedule by the application of the Commercial 1 (applied) Zone. The masterplan guides development of up to 20 storeys, with pedestrian and cycle links to the Gardiners Creek corridor.

## 2.3.6. Box Hill

### Former Box Hill Brickworks

The former Box Hill Brickworks (14 Federation Street, Box Hill) is a privately-owned 7-hectare site that opened in 1884 to produce machine and handmade bricks, tiles, earthenware and porcelain. The historic kiln and chimney on the south-west corner of the site is listed on the Victorian Heritage Register (Ref No H720) and protected by the *Heritage Act 2017* (Vic).

The site has been the subject of a number of planning scheme amendments over 20 years to transform it from its former industrial use to residential use. The site is currently within two zones: the General Residential Zone and the Special Use Zone (Schedule 3). The Special Use Zone recognises the potential for long-term residential use, acknowledging the need for the site's potential contamination to be addressed and mitigated before any sensitive use on the site. A number of overlays apply to the site including the Heritage Overlay, Environmental Audit Overlay, Development Contributions Plan Overlay and Significant Landscape Overlay.

The draft Precinct Zone schedule applies the Residential Growth Zone to the site and seeks to realise its potential to accommodate higher-density residential development. Master plan requirements for the site are framed to prevent development that unreasonably overshadows Surrey Park located to the south and east. An appropriate response to the site's existing heritage buildings, provision of new open space, and enhanced neighbourhood connectivity are sought through the master plan. The draft Amendment will retain the existing Heritage Overlay, Environmental Audit Overlay and Development Contributions Plan Overlay, but will remove the Significant Landscape Overlay from the site.

### Station Development Area

The Box Hill Station Development Area comprises several parcels of land from the south-west corner of Main Street and Station Street, extending to the north of Whitehorse Road to Irving Avenue. SRLA acquired the land for SRL East.

The draft Precinct Zone schedule will apply the Commercial 1 (applied) Zone to encourage retail, office, residential and entertainment opportunities. The master plan requirements for the site seek to create a north-south pedestrian promenade and public space at the southern entry to the SRL station that provides a safe and high-amenity urban place. Pedestrian movement and connections to key destinations like the Box Hill Health and Education Neighbourhoods are promoted.

Consistent with city-scale development envisaged for Box Hill, the draft Amendment promotes development up to 40 storeys high close to Whitehorse Road and from 13 to 15 storeys on the northern portion of the site adjacent to Box Hill Gardens. The master plan must demonstrate site planning, built form and land use that is respectful to the conserved former Railway Hotel (950 - 956 Whitehorse Road Box Hill) and public realm delivered within the Box Hill Urban Realm Treatment Guidelines.

## 2.4. Built Form Overlay

### 2.4.1. Role of the Built Form Overlay

The Built Form Overlay (BFO) was recently introduced into the VPP as a tool to establish a consistent benchmark for quality built form. It is primarily intended to be applied in higher density areas such as activity centres, and so is ideally suited to the Structure Plan Areas.

The BFO parent clause is structured around defined Outcomes and Standards. Outcomes set the expectation of what developments must achieve, and the Standards confirm requirement to deliver good design and meet the related Outcome. A schedule to the BFO can exclude the operation of an Outcome contained in the parent clause or retain an Outcome but add to, vary, remove or replace the corresponding Standard set out in the parent clause provided the Outcome in the parent clause is met.

## 2.4.2. Application of the Built Form Overlay in Structure Plan Areas

The BFO has been applied within the Structure Plan Areas to facilitate their growth and intensified development to achieve good-quality urban design outcomes.

The BFO is proposed to apply to all land within the Precinct Zone (excluding public use zones), except identified strategic sites (as discussed in the section above). Identified strategic sites are instead included in a bespoke Precinct Zone schedule, which enables more flexibility in their development through a master plan process.

Multiple BFO schedules have been applied within each Structure Plan Area. The SRL East Structure Plan Urban Design Reports, specify a range of built form typologies, known as 'Place Types' that apply to distinct locations within each Structure Plan Area. Each Place Type has distinct attributes and desired land use functions. Built form controls for each Place Type have been translated from the Structure Plans in Chapter 6, other than some localised exceptions.

The identified Place Types are:

- Central Core and / or Central Flanks.
- Main Streets.
- Key Movement Corridors and Urban Neighbourhoods.
- Residential Neighbourhoods.
- Employment Growth and Employment Neighbourhoods.

BFO schedules have been applied based on these Place Types. This approach has benefits within the SRL East context for the following reasons:

- The geographic scale of the Structure Plan Areas is substantially larger in scale and complexity to a typical activity centre, and so supports a much broader range of built form typologies than a more contained activity centre context.
- The structure of the BFO is designed to support the application of a single built form typology (or two similar typologies). Within the Structure Plan Areas, each schedule to the BFO has been applied to a single typology (or two similar typologies – such as Key Movement Corridors and Urban Neighbourhoods) to streamline and simplify the built form controls.
- BFO schedules driven by Place Type results in consistent built form objectives, standards and decision guidelines across the Structure Plan Areas (with some localised exceptions), and consistent and legible Development Framework maps given the geographic scale they apply to.

A list of BFO schedules proposed within the Structure Plan Areas is provided in Appendix A.

## 2.4.3. BFO Schedule Assessment Pathways

BFO operation provisions at Clause 43.06-4 state that a Standard must be identified as **discretionary or mandatory** and may be nominated as **deemed to comply**. In the Structure Plan Areas, all BFO Standards are proposed as discretionary with the exception of the mandatory requirement of Standard BF08 (Wind effects on the public realm) detailed in the parent provision. Discretionary standards provide flexibility to facilitate the intended built form outcomes and the diverse land use mix expected where uniform built form outcomes are not anticipated. Greater consistency of land use and built form outcomes is where discretionary and deemed to comply standards have been pursued in the Residential Neighbourhood and the Employment Neighbourhood and Employment Growth.

Some select BFO schedules are proposed to contain deemed to comply standards. The balance of BFO schedules that do not contain deemed to comply Standards align with application of the Uplift Framework. Both pathways support development in different ways.

### **BFO schedules — Central Core, Central Flanks, Main Street, Key Movement Corridors**

These BFO schedules align with application of the Uplift Framework as set under the relevant Precinct Zone schedule. These are typically locations where multiple land uses and typologies could be proposed. A deemed to comply pathway is not considered to be considered appropriate where these features apply, because:

- For areas not covered by master plans the FARs (under the relevant Precinct Zone schedule) prescribe a lower floor area ratio than what a fully built out compliant building envelope can accommodate to allow for design flexibility and massing articulation.
- Additionally, the locations where uplift is proposed often allow a mix of uses and typologies. Different land uses and typologies have different siting and amenity expectations which may need careful consideration of how interfacing uses interact through a discretionary assessment, as opposed to an as-of-right pathway.

### **BFO schedules – Residential Neighbourhoods, Employment Growth and Employment Neighbourhoods**

These BFO schedules apply deemed to comply provisions, which are specific Standards that, if met, allow a proposed development to be automatically considered to comply with a planning scheme. This provision intends to facilitate development in Structure Plan Areas by:

- Providing greater certainty and clarity to landowners / permit applicants, and
- Potentially reducing permit assessment timeframes and costs.

Where deemed to comply provisions are not met by a proposed development, the development is assessed on-merit.

The deemed to comply pathway is an effective tool in the Residential, Employment and Employment Growth Neighbourhoods, where a single land use is sought and is not subject to the Uplift Framework or mandatory FAR controls as set out in the Precinct Zone schedule. Notably, these benefits are expected to be similar to the benefits put forward for codification of ResCode controls introduced via Planning Scheme Amendment VC243.

## **2.4.4. Application of built form standards within the BFO**

All Outcomes (and by default Standard) within the parent clause apply, unless specifically stated within Clause 6.1 of the schedule. Instances where outcomes are excluded under Clause 6.1 of schedules include the following:

- Clause 43.06-7.1 (Building typology and future character) – excluded from all schedules. Instead schedule objectives and decision guidelines for each place type are used to detail the preferred future character.
- Clause 43.06-7.3 (Floor area ratios) – excluded from all schedules on the basis that mandatory floor area ratios are detailed within the relevant Precinct Zone schedule.
- Clause 43.06-7.4 (Overshadowing of open space or public realm) – this outcome is excluded from a schedule if there is no shadow controls required for that area.
- Clause 43.06-7.7 (Building layout and adaptability) – this outcome is excluded from all Key Movement Corridor / Urban Neighbourhood, Residential Neighbourhood and Employment Neighbourhood schedules. This is due to each of place types allowing for limited land use variation.
- Clause 43.06-7.8 (Wind effects on the public realm) – this outcome is excluded for all Residential Neighbourhood schedules. Clause 58.04-4 wind requirements will continue to apply to a development over 5 storeys within Residential Neighbourhood schedules.
- Clause 43.06-7.10 (Pedestrian connections) – this outcome is excluded when a schedule does not identify any pedestrian connections to be provided.
- Clause 43.06-7.11 (Weather protection) – this outcome is excluded where an active frontage is not nominated on the Development framework.
- Clause 43.06-7.11 (Landscaping and fencing) – this outcome is excluded if a place type schedule does not include a front and or rear setback requirement at ground level.

Outcomes that apply to all Structure Plan Areas affected by the BFO, but do not have additional or varied standards within a schedule, include:

- Clause 43.06-7.14 (Building services).
- Clause 43.06-7.15 (Exterior design).

A summary of proposed additional or varied standards across BFO schedules for the Structure Plan Areas is outlined in Appendix B and further detailed below.

### Standard BF02 – Building heights

Standard BF02 applies across all Structure Plan Areas to be affected by the BFO. Building heights apply to 'Areas' in the Development Framework. Building Height Areas generally apply either to distinguish different place types within the same schedule (such as Key Movement Corridors and Urban Neighbourhoods) or where a different height is proposed to respond to local conditions.

As an example in Residential Neighbourhoods, building height Standard BF02 is to allow for either development of between 14 metres and 21 metres in height on land with a frontage greater than 24 metres or 11 metres in height where land has less than 24 metres in frontage width, as shown in Figure 10.

Overlay reference	Standard	Operation
Clause 43.06-7.2 Building heights (BF02)	<p><b>Maximum building height</b> on land with a frontage width of less than 24 metres:</p> <ul style="list-style-type: none"> <li>11 metres.</li> </ul> <p><b>Maximum building height</b> on land with a frontage width of 24 metres or greater:</p> <ul style="list-style-type: none"> <li>Area A: <ul style="list-style-type: none"> <li>21 metres.</li> </ul> </li> <li>Area B: <ul style="list-style-type: none"> <li>14 metres.</li> </ul> </li> </ul>	This is a discretionary and deemed to comply standard.

**Figure 10 Excerpt of a Residential Neighbourhood BFO schedule detailing Standard BF02**

### Standard BF04 – Overshadowing of open space or public realm

Standard BF04 applies within any BFO schedule where an identified public open space or/ public realm area is sought to be protected from overshadowing.

The Structure Plans specify that sunlight should be available:

- 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 use of key public spaces and the 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.

The proposed overshadowing standards within BFO schedules align with these considerations, either limiting shadow from a street wall specified in BF05 or building envelope controls specified collectively in BF02, BF05 and BF06. Depending on the significance of the space, shadow standards are stated with either equinox or winter solstice control periods.

### Standard BF05 – Front setbacks, street wall heights, setbacks above the street wall and landscaped setbacks

Standard BF05 applies across all SRL East Structure Plan Areas. Where a typology is proposed to be built to the front boundary (no front setback), a 'maximum street wall height' has been specified for an Area within the schedule. Standard BF05 applies generally to Central Core, Main Street and some Central Flanks typologies, aside from a few exceptions where a setback is required to give effect to a preferred interface and setback.

A minimum front setback is specified in the balance of BFO schedules. In these circumstances, Standard BF13 (Landscaping and fencing) also applies, as discussed below.

In Central Core, Central Flanks, Main Street, Urban Neighbourhood and Key Movement Corridor schedules, an additional standard has been included to ensure upper forms adopt the same setback for at least 75 per cent of the height of the upper levels, to avoid stepped built form outcomes.



### Standard BF06 – Side and rear setbacks and separation within a site

Standard BF06 applies to all BFO schedules across all Structure Plan Areas. Where a building typology is proposed to be built to the side boundary (no side setbacks), this has been specified as 0 metres in a schedule. However, if primary outlook is proposed to a side boundary, this has been accounted for through a specified minimum setback distance.

Where a side or rear setback standard applies at ground floor, a landscape standard (Standard BF13) also applies, as discussed below. In Central Core, Central Flanks, Main Street, Urban Neighbourhood and Key Movement Corridor schedules, an additional standard has been included to ensure upper forms adopt the same setback for at least 75 per cent of the height of the side or rear upper levels, to avoid stepped built form outcomes.

### Standard BF08 – Wind effects on the public realm

The BFO head clause states that development of five or more storeys, excluding a basement must meet specific criteria detailed at Table 1 of Clause 43.06-7-8. The *SRL Draft Structure Plan - Wind Technical Report – February 2025 AJM-JV* recommends specific thresholds for wind assessment and wind mitigation. A variation to Standard BF08 is proposed in all BFO schedules, with the exception of Residential Neighbourhood schedules as stated above, to implement the wind technical report recommendations for building height thresholds for wind assessment. This variation is to be read in conjunction with the balance of Standard BF08 in the parent provision.

A wind impact assessment application requirement is also included in these schedules to further implement the technical wind report recommendations.

### Standard BF09 – Active frontages and Standard BF11 – Weather protection

Standard BF09 applies to all BFO schedule areas, apart from Residential Neighbourhoods.

The outcome for active frontage is to:

- *Contribute to the use, activity, safety and interest of the public realm.*
- *Provide continuity of ground floor activity along streets and laneways.*
- *Allow for clear identification of building entries and be unobstructed*

The Structure Plan defines active frontages as:

*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 Structure Plans spatially identify 'highly' active frontages and 'moderately' active frontages. Highly active frontages are typically established retail areas with C1Z zoning.

The BFO schedules across all the Structure Plan Areas have been drafted to spatially identify all 'highly' active frontage locations on the Development framework map for each schedule as 'active frontages'. The 'moderately' active frontage areas have not been depicted on the Development framework map. All Structure Plan Areas affected by the BFO will be subject to active frontage outcomes and standard detailed in Clause 43.06-7.09 of the parent provision, including properties identified with 'moderately active frontage' in Structure Plans.

Properties identified within an active frontage on the Development framework maps also require canopies for weather protection in accordance with BF11.

### Standard BF10 – Pedestrian connections

Standard BF10 applies to all BFO schedules where a pedestrian connection is identified in the Structure Plan. The BFO head provision identifies that 'indicative' or 'specific' links may be identified on a Development Framework map.

Each structure Plan Section 6 'Preferred Street Frontage and Setbacks Plan' identifies the location of Key Links—identified as either 'fixed' or 'flexible'—that are proposed throughout each neighbourhood. These have been translated into the BFO schedules as follows:

- Key links – fixed: translated into BFO schedules as 'specific' pedestrian connections.
- Key links – flexible: translated into BFO schedules as 'indicative' pedestrian connections.

Pedestrian connections in Central Core and Central Flanks, Main Street and Key Movement Corridor and Urban Neighbourhood BFO schedules are identified as public benefits under the Uplift Framework.

## Standard BF12 – Landscaping and fencing

Standard BF12 applies to all BFO schedules—except Main Streets and Central Cores—where deep soil and canopy trees are sought.

A Green Canopy Cover target of 30 per cent is sought across all Structure Plan Areas. The SRL East Structure Plan Urban Design reports set out the desired 'deep soil' percentage for each place type.

This has been generally translated into BFO schedules, considering a combination of metrics as follows:

- Minimum deep soil areas.
- Minimum number of canopy trees.
- Minimum dimensions of deep soil areas.
- Minimum canopy tree height at maturity.
- Minimum canopy tree diameter at maturity.

Based on these deep soil areas, the number of canopy trees which can reasonably fit are nominated. The type of canopy tree is also informed by the size of the deep soil areas, whereby the larger the areas proposed, the larger the trees required (height and spread).

Appendix C sets out the landscaping standards applicable to relevant BFO schedules.

Front fence requirements have also been drafted under standard BF12 where BFO schedules include a front setback, requirement that may result in an application introducing a front fence.

## Standard BF13 Car parking design

Additional standards are proposed in Residential Neighbourhood, Employment Neighbourhood and Key Movement Corridor and Urban Neighbourhood schedules for Standard BF13. The additional standards seeks to ensure the width of accessways do not exceed 33 per cent of the street frontage, no more than one vehicle crossover is provided for on a site, and that parking is not visually dominant to the public realm. This is a deemed to comply standard within Residential Neighbourhood and Employment Neighbourhood schedules to avoid poor urban design and underdevelopment outcomes.

## 2.5. Other overlays

This section explains the approach adopted by the draft Amendments for all existing overlays that apply across the Structure Plan Areas. In general, overlays have been retained where they apply to an individual site or an area that requires special consideration or includes specific permit triggers not specified in the Precinct Zone or Built Form Overlay, such as heritage conservation or flooding. Overlays have been removed where the existing controls are superseded by the new BFO controls, or where the outcomes of the Structure Plans are captured through other planning provisions.

### 2.5.1. Existing overlays

There are various environmental and landscape overlays in place that provide for tree protection across parts of the Structure Plan Areas. The **Environmental Significance Overlay** (ESO3) in Kingston and **Vegetation Protection Overlay** (VPO1, VPO3 and VPO5) in Whitehorse are proposed to be retained as they relate to individual sites which have specific significant trees identified in the schedules for protection. Likewise, VPO1 within the Monash Structure Plan Area is proposed to be retained as it provides for specific tree retention as part of a completed townhouse development.

The **Significant Landscape Overlay** (SLO9) in the Box Hill and Burwood Structure Plan Areas and the **Vegetation Protection Overlay** (VPO1) within the Glen Waverley and Burwood Structure Plan Areas apply within the Whitehorse and Monash planning schemes. It is proposed to remove these overlays on land within the Structure Plan Areas to allow the Structure Plan objectives to be achieved. New canopy tree requirements are included at Standard BF12 in the BFO to assist in achieving urban greening and cooling outcomes.

All existing **Heritage Overlays** applying to land within the Structure Plan Areas will be retained on the basis the heritage significance of these sites must be respected in any new development proposed on or adjacent these sites. The Heritage Overlay also includes additional permit triggers and considerations that are not included in the BFO.

All planning schemes include various **Design and Development Overlays** (DDOs) to regulate development on specific sites and across broader areas. The draft Amendments remove these overlays where the proposed BFO can capture all relevant built form controls for a site or area.

DDOs which relate to the protection of helicopter flight paths for the Monash Medical Centre and Victorian Heart Hospital (DDO14, DDO15, DDO17 and DDO18 in the Monash Planning Scheme) will be retained given their specific purpose and the need for ongoing protection of the flight paths.

Two other DDOs in the Whitehorse Planning Scheme will also be retained as they serve special purposes for protecting the integrity and amenity of the Gardiner's Creek Linear Reserve (DDO2) and protecting Deakin University's 'Northern Oval' for recreational use (DDO3).

It is proposed to remove the **Neighbourhood Character Overlay** (NCO2) that applies to specific residential areas between Station Street and Surrey Park within the Box Hill Structure Plan Area. The Vision and built form outcomes the Structure Plan seeks are captured in the BFO schedules.

**Development Plan Overlays** (DPOs) are applied to specific sites in all planning schemes. Where the developments permitted under these overlays have already been completed, the draft Amendments propose to remove these overlays from the planning schemes, with the provisions of the Built Form Overlay providing guidance for future planning decisions on these sites. DPOs proposed for retention within the Structure Plan Areas were considered on a case-by-case basis, and each retained DPO has been through recent and robust justification processes including consideration by a Planning Panel or Advisory Committee. For the former CSIRO site in Bayside, the existing DPO is proposed to be retained as construction of the approved development on this site is underway but not yet completed. The DPO applying to 16–18 Spring Street in Box Hill is also proposed to be retained as a Development Plan and planning permit have been issued for the development of this site.

The Kingston Planning Scheme includes an **Incorporated Plan Overlay** for Southland Shopping Centre. This will be removed and a tailored schedule to the Precinct Zone will be introduced for this site as it is recognised as a strategic site in the Cheltenham Structure Plan.

Overlays which relate to flooding (**Special Building Overlay** and **Land Subject to Inundation Overlay**) will be retained across all planning schemes. The identification and management of flood risks are important considerations in development proposals and these overlays include requirements associated with the *Water Act 1989* (Vic) and referral requirements to the relevant floodplain management authority, which are not included in the BFO.

Each draft Amendment will also retain all existing **Environmental Audit Overlays** (EAOs) as sites where these sites have been identified as being potentially contaminated. An EAO ensures potentially contaminated land is suitable for sensitive land uses prior to use.

The existing **Development Contributions Plan Overlay** (DCPO1) in the Bayside Planning Scheme relates to the Bayside Drainage Development Contributions Plan, and DCPO1 in Whitehorse relates to Whitehorse Development Contributions Plan, December 2023. These are municipality-wide controls and will continue to apply to the relevant Structure Plan Areas.

**Specific Controls Overlays** (SCO6 and SCO16) within the Box Hill Structure Plan Area will continue to apply. These are site-specific controls for approved developments at 517 and 519–521 Station Street and Box Hill Central North, respectively. The Station Street development is currently under construction and the Box Hill Central North development is a recent approval. The controls in the Incorporated Documents relating to these sites take precedence over any provisions in the planning scheme. Additionally, the existing Specific Controls Overlays that apply across all planning schemes that relate to the broader SRL project will be retained.

The **Specific Control Overlay** (SCO4) that applies to 5 Delany Avenue, Burwood is proposed for removal. The land related to this overlay has been subdivided and developed; therefore this control is redundant.

The existing **Parking Overlay** applying in Box Hill will be removed and replaced with new Parking Overlays which will generally apply to the whole Structure Plan Area.

## 2.5.2. New overlays

### Parking Overlay

To promote a shift to sustainable travel modes, each draft Amendment introduces a new Parking Overlay in accordance with Planning Practice Note 57 Parking Overlay (PPN57) to vary the standard car parking rates within Clause 52.06 (Car Parking) of the planning scheme. PPN57 states that the Parking Overlay is applied to precincts where physical, social, and economic indicators demonstrate a need to address car parking issues. This includes areas like the Structure Plan Areas, where a rapid rate of development or land use change is anticipated.

The schedule to the Parking Overlay will be divided into two areas:

- Area A – generally applies to the central area of a Structure Plan Area and near the SRL station. Given the high accessibility of these areas, maximum parking rates are proposed to discourage the over-provision of car parking on a site-by-site basis
- Area B – applies to the balance a Structure Plan Area and includes minimum and maximum parking rates for dwellings to discourage car ownership.

The proposed schedules to the Parking Overlay also encourage the provision of alternative forms of parking including car share, unbundled, and consolidated car parking and supports the design of car parking areas (not located within a basement) to allow for future adaptability.

### Public Acquisition Overlay

A Public Acquisition Overlay (PAO) is a planning tool used to reserve land for public purposes, facilitating the acquisition of land essential infrastructure. Specific locations are identified within the Structure Plan Areas at Clayton, Monash and Burwood for the application of a PAO to enable critical enhancements to the road and transport network, so that infrastructure improvements can be carried out effectively to meet future demand.

### Environmental Audit Overlay

A range of historical and existing development and land uses (such as former industrial uses) across all Structure Plan Areas have resulted in the potential legacy of environmental contamination. This is a common issue across established areas of metropolitan Melbourne.

The draft Amendments propose to apply the Environmental Audit Overlay (EAO) where rezoning allows for a sensitive use<sup>1</sup>, children's playground or secondary school (where those uses are currently prohibited) and potentially contaminated land has been identified. For example, this would mean the EAO is applied in cases of rezoning from industrial land to residential land on specific properties where the potential for contamination has been identified.

All the Structure Plan Areas—except the Glen Waverley Structure Plan Area—contain land that is being rezoned and has been identified as potentially contaminated as described above. The draft Amendments propose to apply an EAO to for these properties, so that the land is assessed as suitable for the sensitive use or children's playground prior to the commencement of that use.

This approach aligns with the requirements of *Ministerial Direction No. 1: Potentially Contaminated Land* (MD1) and the guidance of Planning Practice Note No: 30 (PPN30).

## 2.6. Amenity and human health

The interaction between existing industrial land uses and the intensification of residential and sensitive land uses within the Structure Plan Areas was considered through technical analysis. In addition to potentially contaminated land, land uses with the potential to emit odour, dust, noise and vibration were assessed in accordance with Ministerial Direction No 19 and relevant EPA Victoria guidelines.

There are no instances in the draft Amendments where a Buffer Area Overlay (BAO) is required as there are no heavy industrial uses adjacent to planned sensitive uses. However, managing potential impacts from existing industrial uses is important and application requirements have been introduced into the Precinct Zone schedules where additional measures beyond normal planning and EPA Victoria regulations are proposed.

### 2.6.1. Noise and vibration

Technical assessments undertaken by SRLA have not identified any vibration sources that require specific planning controls through the draft Amendments.

To ensure that new development does not constrain existing industrial land use, the onus for managing noise impacts on sensitive uses will fall to those undertaking new development. An Acoustic Report is an application requirement in the

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<sup>1</sup> Sensitive use means residential use, child care centre, kindergarten, pre-school centre or primary school, even if ancillary to another use.

applicable Precinct Zone schedules for sensitive uses within proximity to areas within an applied industrial zone or equivalent bespoke table of uses. The Acoustic Report must be prepared by a qualified acoustic engineer or other suitably skilled person and include measures that achieve EPA Victoria noise guidelines.

## 2.6.2. Odour and dust

SRLA's technical assessments for SRL East identified one industrial premises in Clayton with the potential to create off-site odour impacts to sensitive uses: PPG Industries located at 14 McNaughton Road, Clayton South.

While most of the separation distance for PPG falls within land outside of the Clayton SRL East Structure Plan Area, a small area of land within both the structure plan boundary and the PPG separation distance. That small area of land is already within a residential zone and is developed with residential uses. As such, the *SRL East Structure Plan – Odour and Dust Technical Report* considered that area of land to be at low risk of additional impacts that would affect the continued residential land use.

With respect to air quality from dust-generating uses, Monash City Council's Recycling and Waste Centre and the Monash State Emergency Services (SES) site have been identified as potential dust-generating facilities. A 250 metre separation distance has been recommended through the *SRL East Structure Plan – Odour and Dust Technical Report*. In response to these facilities, an Amenity Impact Plan (Dust) has been included as an application requirement within the Monash Town Centre and Monash Structure Plan Precinct Zone schedules, where the applied zones contemplate accommodation or other sensitive uses.

The benefit of an Amenity Impact Plan is that it allows consideration of the existing industrial use and proposed future operations on the land at the time of an application. Given the anticipated long-term delivery timeframe of each Structure Plan Area, and the potential for industrial uses to relocate or modify operations in the meantime, the need for an Amenity Impact Plan can be more appropriately determined by the responsible authority at the time of the planning permit application.

## 2.7. Affordable Housing

The Structure Plans recognise the important role in accommodating housing growth within the Structure Plan Areas, including well-located affordable housing options in areas that benefit from transport choice and amenity. The draft Amendments introduce planning policy at Clause 11.03 to encourage well-designed affordable housing.

The Clause 11.03 policy also seeks to incentivise affordable housing on strategic sites and other defined areas identified in the Precinct Zones by allowing development uplift where affordable housing is delivered.

The **Victoria's Housing Statement** already offers an incentive for the delivery of a 10 per cent affordable housing contribution via **Clause 53.23** of the Victoria Planning Provisions (Significant Residential Development). This pathway is available for residential projects with a development value of more than \$50 million and offers a streamlined Ministerial approval process with exemptions from Victorian Civil and Administration (VCAT) review, in exchange for a 10 per cent affordable housing contribution.

This pathway will operate alongside the Uplift Framework in designated areas within the Structure Plan Areas. The Uplift Framework is specifically tailored to provide additional incentives for affordable housing through floor area ratio (FAR) uplift within those parts of the Structure Plan Area that enjoy a high level of transport amenity and are envisaged for significant and high growth.

## 2.8. Sustainability

Each draft Amendment will introduce planning controls to drive an improved climate response across the Structure Plan Areas, with provisions that seek to elevate sustainable development outcomes, mitigate urban heat, and contribute positively to sustainable transport patterns.

The draft Amendments will:

- Mandate either a minimum 5 star Green Star Building for a new building or an 'Excellence' rating using the Built Environment Sustainability Scorecard (BESS) for a new building.
- Mandate an alternative water supply (non-potable reticulated dual pipe) for a new building via mandatory permit condition in the Precinct Zone schedules.
- Increase the bicycle parking rates required by Clause 52.34 (Bicycle facilities) for new dwellings, offices, retail premises and other land uses to promote alternative transport options (via the Precinct Zone schedules).



- Include minimum requirements within the Built Form Overlay schedules to assist in reducing urban heat and include supporting objectives and decision guidelines within the Precinct Zone schedules.
- Include minimum deep soil and canopy tree planting requirements in the Built Form Overlay schedules.
- Require an Urban Greening Plan for all development types on strategic sites and a Public Realm Plan that focuses on streetscape improvement works, including street tree planting and pedestrian links.
- Include application requirements in the Precinct Zone schedules requiring a Green Travel Plan, Waste Management Plan and a Sustainable Management Plan.

To support ambition of the Structure Plans to accelerate the transition to net zero carbon emissions by 2045, the draft Amendments introduce a requirement for all buildings over 5000 square metres to achieve a 5 star Green Star rating, requiring net zero under the accreditation pathway. For buildings under this threshold, an 'Excellence' score using the Built Environment Sustainability Scorecard (BESS) is required including a 20 per cent higher score in the 'Energy' category. In a similar way to the Fishermans Bend Urban Renewal Area, the Green Star rating requirement is included as a permit condition requirement in the Precinct Zone. The Green Star pathway also requires developments to reduce embodied carbon in construction materials.

To enhance integrated water management outcomes for the Structure Plan Areas, it is proposed to require new developments to connect to planned or available alternative water supplies through third-pipe connections. This will be required as a condition on permit in the Precinct Zone provisions.

As the urban areas within the Structure Plan Areas become more densely developed, the impacts of urban heat will be mitigated with a series of minimum requirements. The Sustainable Management Plan required by the Precinct Zone stipulates the provision of at least 75 per cent of a site area with materiality that reflects solar heat and/or green cover, such as canopy trees, vegetation, green roofs, and green (planted) walls, with a preference for native and climate-resilient plants.

The extent of green cover that will be provided as tree canopy coverage is further specified in the BFO schedules for the different place types (such as Central Flanks, Residential Areas, Employment Neighbourhoods). The BFO schedules also include an application requirement for an Urban Greening Report to ensure development within the Structure Plan Areas assists in facilitating a cool, green, biodiverse environment.

In line with circular economy principles, the Precinct Zone includes a requirement to prepare a Waste Management Plan that demonstrates how the development can achieve 90 per cent diversion of construction and demolition waste from landfill during development and 80 per cent diversion of waste from landfill during the operation of a development.

Facilitating a shift to more sustainable transport modes is reflected in the draft Amendments in the following ways:

- Maximum or reduced car parking rates in new Parking Overlay schedules
- Alternative forms of parking are encouraged including car share, unbundled and consolidated car parking
- Increased bicycle parking requirements in the Precinct Zone schedules
- Requirement for a Green Travel Plan in the Precinct Zone schedules.

## 2.9. Public Benefit Uplift Framework

The new Precinct Zone provides the opportunity for a Public Benefit Uplift Framework to be introduced to incentivise the delivery of nominated public benefits. The provisions require the schedule to the Precinct Zone to set out the benefits that are eligible for development uplift, and how benefits will be calculated, noting the benefits may include:

- Affordable housing
- Public realm works
- Open space
- Strategic land use.
- Any other works, services or facilities that benefit the community living in, working in or visiting the precinct.

In response to this opportunity, SRLA has developed the *Suburban Rail Loop East Voluntary Public Benefit Uplift Framework* (Uplift Framework) to support the delivery of public benefits identified in the Structure Plans Areas.

Frameworks like this are used in many jurisdictions to encourage the delivery of a nominated 'public good' in exchange for development rights. These schemes are predicated on the concept of 'value sharing', which seeks to redirect part of the uplift in land value that flows from the granting of a development approval, to be shared within the community.



The strategic basis for introducing the Uplift Framework within the Structure Plan Areas is established by the Structure Plans.

The Uplift Framework is also supported by the Department of Premier and Cabinet's 2017 publication *Victoria's Value Capture and Creation Framework*. This publication provides best practice guidance on value creation and capture for Victorian Government projects and establishes a strong policy basis for introducing a value capture scheme within the Structure Plan Areas.

The Uplift Framework is intended to operate on an 'opt in' basis, and so does not compel a landowner to deliver a public benefit if no uplift beyond the specified limit or standard in the zone is sought.

The Uplift Framework is appropriate for application to defined areas within the Structure Plan Areas identified for significant growth or for prioritised land use / development, including affordable housing. Based on a review of the Structure Plans to determine where opportunities for public benefit delivery and uplift are strongest, the Uplift Framework is applied to the following areas:

- **Strategic sites** identified in the Structure Plans that offer increased potential to realise the desired jobs, affordable housing and public realm outcomes by virtue of their scale, location or other characteristics
- Land identified for **prioritisation of commercial office uses**, generally located around the Station Development Areas and commercial core – these commercial priority areas are identified on the *Boosting the Economy* Plans in the Structure Plans
- Land identified in the Structure Plans for **significant and high housing growth**, and some areas of **moderate housing growth** where higher densities are envisaged, which are well located for the provision of affordable housing – the Structure Plans also seek to encourage the delivery of through-links, open space and public realm improvement in these areas
- Land identified in the Structure Plans for **prioritisation of health/medical uses**, generally located around Monash Medical Centre and Box Hill Hospital – these health priority areas are identified on the *Boosting the Economy* Plans in the Structure Plans
- Land within the proposed **Monash Central and Surrounds area**, where new strategic links / streets and connections are desired to support the establishment of a new urban structure, to open up access to the SRL station, and to enable the development of a new high-intensity town centre.

Areas specifically identified for exclusion from uplift include:

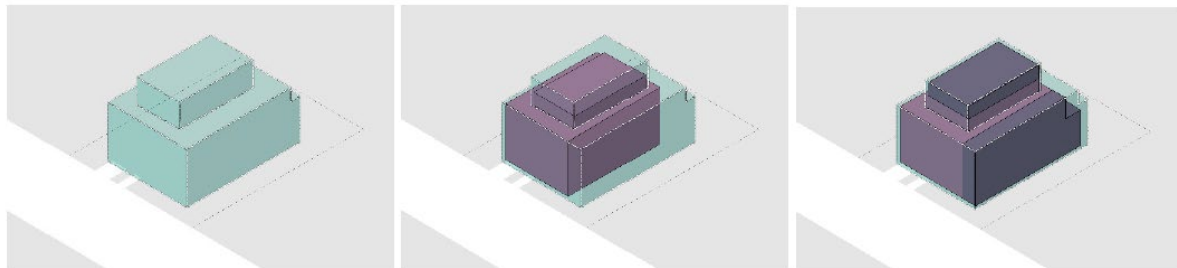
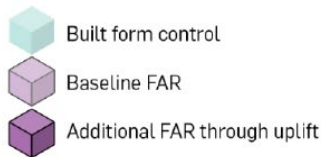
- **Public open space**
- **Existing Public Use zoned land**
- **Residential Neighbourhoods** where certainty around the preferred heights and built form typologies is desired
- **Employment / industrial land** where floor area ratios (FARs) are not proposed to apply.

The draft schedules to the Precinct Zone support the operation of the Uplift Framework by:

- Specifying mandatory FAR controls for land where the Uplift Framework applies
- Confirming the mandatory FAR may only be exceeded where a suitable public benefit is secured
- Requiring that a legal agreement is entered into between the landowner and responsible authority to secure the delivery of the public benefit, and that the agreement be registered on title.

The setting of the 'baseline' FAR and quantum of potential 'additional' FAR has been tested to ensure a generally 'loose fit' is achieved with the applicable building envelope controls (see Figure 11). The purpose of this 'loose fit' approach is to maintain flexibility about how the maximum permitted floor area is shaped within the overall envelope. An alternative approach has been applied to the nominated master plan sites, where the base FAR is more closely aligned to the adopted heights in the Structure Plan. This is on the basis that the scale and strategic role of these sites, coupled with the fact that they will be subject to a more detailed future master planning processes, affords greater flexibility for bespoke and innovative design responses to be considered, both in relation to how the built form architecture and public benefit outcomes are realised.

The setting of baseline FARs has also been cognisant of the need to align with the built form and population projections for the Structure Plan Areas.



**Figure 11 Applicable building envelope controls (except master plan sites)**

Because the Uplift Framework is ultimately a voluntary scheme, it is acknowledged that where it is adopted it will deliver outcomes over and above the achievement of the Business and Investment Case for SRL projections.

## 2.10. Particular, general and operational provisions

### 2.10.1. Particular Provision – Kingston Planning Scheme

The schedule to Clause 53.01 is amended to maintain the 8 per cent public open space contribution for land previously nominated as the Highett Activity Centre (shown on a Map to the Clause). This is a policy-neutral change to reflect the introduction of Clause 11.03-6L-01 (SRL East Structure Plan Areas) and Clause 11.03-6L-02 (SRL East Cheltenham Structure Plan Area) to the Kingston Planning Scheme.

### 2.10.1. General and operational provisions

The schedule to Clause 66.06 (Notice of permit applications under local provisions) is proposed to be amended within the Kingston Planning Scheme to require the Moorabbin Airport Corporation to be given notice of a permit application that exceeds the height specified in the use and development framework plan in the Precinct Zone schedule for the Southland strategic site and Map 1 in the Precinct Zone schedule for the Cheltenham Station Development Area. No changes are made to general provisions in other planning schemes.

Operational provision schedules are updated to reflect changes in map numbers and removal or additional of background and incorporated documents in the planning scheme.

### 3. Ministerial Directions

Section 12(2)(a) of the *Planning and Environment Act 1987* (Vic) requires that in preparing a Planning Scheme Amendment, a planning authority must have regard to the Minister's Directions. Table 3 provides an assessment against the relevant Ministerial Directions.

**Table 3 Assessment against Ministerial Directions**

Ministerial Direction	Assessment
<p><b>s7(5) The form and content of planning schemes</b></p> <p>Applies to the planning scheme layout and mandatory information in a planning scheme. It also applies to amendments to planning schemes.</p>	<p>Documentation for all the draft Amendments has been prepared in accordance with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Planning and Environment Act 1987.</p>
<p><b>Ministerial Direction 1 Potentially contaminated land</b></p> <p>To ensure that potentially contaminated land is suitable for a use which is proposed to be allowed under an amendment to a planning scheme and which could be significantly affected by any contamination.</p> <p>Relevant to potentially contaminated land in the Structure Plan Area where the future zone will allow a sensitive use.</p> <p>Sensitive use means residential use, child care centre, kindergarten, pre-school centre or primary school, even if ancillary to another use.</p>	<p>Due to the significant scale of the SRL East Structure Plan Areas and properties identified as potentially contaminated land where a sensitive use, children's playground or secondary school is proposed to be allowed (but is currently prohibited as a section 3 use), the preparation of a preliminary risk screen assessment (PRSA) or environmental audit statement (EAS) before progressing the draft Planning Scheme Amendments is not reasonably practicable.</p> <p>To manage any risk, an Environmental Audit Overlay is proposed to be applied to properties where the draft Planning Scheme Amendments allow land to be used for a sensitive use, children's playground or secondary school (where previously prohibited) and the land has been identified as being potentially contaminated.</p> <p>General requirements for consideration of human health and potentially contaminated land issues for remaining areas will continue through existing provisions of the Planning and Environment Act (section (60(1)(e)), the Planning Scheme (Clauses 13.04 and 65) and the general environmental duty (GED) of the <i>Environment Protection Act 2017</i>.</p>
<p><b>Ministerial Direction 9 Metropolitan Strategy</b> requires an amendment to have regard to the Metropolitan Strategy (Plan Melbourne 2017–2050).</p>	<p>The draft Amendments align with the Metropolitan Planning Strategy, Plan Melbourne 2017–2050. Plan Melbourne is structured around:</p> <p>Nine principles – to guide policies and actions</p> <p>Seven outcomes – to state the ambitions of the plan</p> <p>32 directions – to outline how the Outcomes will be achieved</p> <p>90 policies – to detail how directions will be turned into actions</p> <p>The benefits anticipated through the draft Amendments achieve the objectives of 28 policies and 14 directions across six of the outcomes sought. The draft Amendments will deliver outcomes of Plan Melbourne through:</p>

Ministerial Direction	Assessment
	<p><b>Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs</b> by planning for redevelopment of urban renewal precincts to deliver high-quality neighbourhoods while supporting economic activity and employment.</p> <p><b>Outcome 02: Melbourne provides housing choice in locations close to jobs and services</b> by planning and facilitating urban renewal and investment on planned and existing transport networks.</p> <p><b>Outcome 03: Melbourne has an integrated transport system that connects people to jobs and services and goods to market</b> by facilitating increased housing in established areas and providing certainty about anticipated scale of growth.</p> <p><b>Outcome 04: Melbourne is a distinctive and liveable city with quality design and amenity</b> by giving effect to the objectives of the Structure Plans to facilitate well-designed, high-density residential developments and vibrant public realms around the SRL station precincts.</p> <p><b>Outcome 05: Melbourne is a city of inclusive, vibrant and healthy neighbourhoods</b> by directing housing growth that offers choice to meet changing household needs, while strengthening planning controls to support value uplift and delivery of affordable housing.</p> <p><b>Outcome 06: Melbourne is a sustainable and resilient city</b> by strengthening planning controls to improve energy, water and waste performance of buildings through environmentally sustainable development in significant developments.</p>
<p><b>Ministerial Direction 11 Strategic Assessment of amendments</b></p> <p>Applies to all planning scheme amendments to ensure a comprehensive strategic evaluation of a planning scheme amendment and the outcome it produces.</p>	<p>The draft Amendments have been prepared in accordance with Ministerial Direction 11.</p>
<p><b>Ministerial Directions 19 Preparation and content of amendments that may significantly impact the environment, amenity and human health</b></p> <p>Requires planning authorities to seek the views from the Environment Protection Authority (EPA) Victoria when undertaking strategic planning processes and preparing planning scheme amendments that may significantly impact Victoria's environment, amenity and/or human health due to pollution and waste.</p>	<p>In line with Ministerial Direction 19, the views of the EPA Victoria were sought as part of the preparation of the draft Planning Scheme Amendments.</p>

## 4. Planning Practice Notes

The draft Amendments are consistent with the Victoria Planning Provisions (VPPs). The draft Amendments have been assessed in accordance with the Planning Practice Notes listed in Table 2.

**Table 2 Assessment against Planning Practice Notes**

Planning Practice Note	Assessment
PPN22: Using the car parking provisions  PPN57: Parking Overlay	<p>The Structure Plans give rise to objectives to implement parking rates to be applied in the form of a Parking Overlay.</p> <p>Consistent with PPN57 and the relevant template set out in <i>Ministerial Direction - The Form and Content of Planning Schemes</i>, the proposed schedules to the Parking Overlay prepared will manage the car parking rates in the Structure Plan Area in a statutory form.</p>
PPN30: Potentially contaminated land	<p><b>Identification of potentially contaminated land</b></p> <p>In accordance with the requirements of PPN30, an assessment of land that required assessment under MD1 and was identified as being potentially contaminated within the Structure Plan Areas was conducted.</p> <p><b>Determining assessment required</b></p> <p>As outlined above in Ministerial Direction 1, the draft Planning Scheme Amendments propose to apply the Environmental Audit Overlay (EAO) to properties identified as potentially contaminated land where a sensitive use, children's playground or secondary school is proposed to be allowed (where currently prohibited). Due to the scale and complexity of the Structure Plan Areas it is difficult and inappropriate to complete a preliminary risk screen assessment (PRSA) or environmental audit statement (EAS) before progressing the draft Amendments.</p> <p>This means that a PRSA or EAS will be triggered when appropriate via the EAO.</p> <p><b>Determining if the land is suitable or can be made suitable for the proposed use</b></p> <p>Under the EAO, a PRSA or EAS will be required before a sensitive use (residential use, child care centre, kindergarten, pre-school centre, primary school, even if ancillary to another use), children's playground or secondary school commences or before the construction or carrying out of buildings and works in association with these uses commences.</p> <p>General requirements for consideration of human health and potentially contaminated land issues for remaining areas will continue through existing provisions of the <i>Planning and Environment Act 1987</i> (section 60(1)(e)), the planning scheme (Clauses 13.04 and 65) and the</p>

	<p>general environmental duty (GED) of the <i>Environment Protection Act</i>.</p>
PPN45: <i>Aboriginal Heritage Act 2006</i> and the planning permit process	<p>The SRL East technical reports prepared to support the Structure Plans reviewed existing conditions, databases and studies and provide recommendations on ways to minimise potential impacts of growth and change on cultural heritage values.</p> <p>Existing legislative requirements of the Aboriginal Heritage Act will continue to apply to high-impact activities (as defined by the Act) to manage impacts on identified areas of Aboriginal cultural heritage sensitivity. This includes the requirement for the preparation of a Cultural Heritage Management Plan for developments which comprise high-impact activities in areas of cultural heritage sensitivity.</p>
PPN46: Strategic assessment guidelines	<p>The Explanatory Reports prepared for the draft Amendments demonstrate how each addresses the specified Planning Scheme Amendment strategic considerations.</p>
PPN90: Planning for housing	<p>In accordance with PPN90, planning for housing in the Structure Plans responds to key policy directions of the <i>Plan Melbourne 2017–2050</i> Structure Plans including opportunities to increase density and improve housing choice around the SRL stations and other targeted areas.</p> <p>Existing Council strategies and policies were considered in identifying areas for these opportunities for consolidation, redevelopment and intensification. This included local neighbourhood character and landscape considerations.</p> <p>The Structure Plans also envisage new character for areas where medium and high-density housing will be delivered equivalent to areas of incremental and substantial change.</p> <p>The draft Amendments will also introduce an Uplift Framework specifically tailored to provide additional incentive to deliver affordable housing beyond the mechanisms currently available in the Victoria Planning Provisions (VPPs), namely Clause 53.23 (Significant Residential Development) to support the provision of affordable housing in those parts of the Structure Plan Areas that enjoy a high level of transport amenity and are envisaged for significant growth.</p>



## Appendix A– Summary of BFO schedule application within Structure Plan Areas

**Table 8 Summary of BFO schedule application in SRL East Structure Plan Areas**

SRL STRUCTURE PLAN AREA	BFO SCHEDULES
Cheltenham	Central Core and Central Flanks (Kingston) Main Streets (Kingston; Bayside) Key Movement Corridor & Urban Neighbourhoods (Kingston; Bayside) Residential Neighbourhoods (Kingston; Bayside) Employment Neighbourhoods (Bayside)
Box Hill	Centre Core Central Flanks Key Movement Corridor & Urban Neighbourhoods Residential Neighbourhoods
Burwood	Main Streets (Whitehorse) Key Movement Corridor & Urban Neighbourhoods (Monash; Whitehorse) Residential Neighbourhoods (Monash; Whitehorse) Employment Neighbourhoods (Monash; Whitehorse)
Clayton	Centre Flank Main Streets (Monash) Key Movement Corridor & Urban Neighbourhoods (Kingston; Monash) Residential Neighbourhoods (Kingston; Monash) Employment Neighbourhoods (Kingston)
Glen Waverley	Centre Core & Central Flanks Main Streets Key Movement Corridor & Urban Neighbourhoods Residential Neighbourhoods Employment Neighbourhoods
Monash	Key Movement Corridor & Urban Neighbourhoods Residential Neighbourhoods Employment Neighbourhoods

## **Appendix B – Approach to BFO standards in BFO schedules within Structure Plan Areas**

**Table B1 – Approach to BFO standards in BFO schedules within SRL East Structure Plan Areas**

SRL Structure Plan Area	BFO standard	BFO standard reference	BFO schedule				
			CC&CF	MS	KMC&UN	RN	EN
All	BF01	Building typology and future character	N	N	N	N	N
All	BF02	Building heights	Y	Y	Y	Y	Y
All	BF03	Floor area ratio and density	N	N	N	N	N
All	BF04	Overshadowing of open space or public realm	Y - as applicable	Y - as applicable	Y - as applicable	Y - as applicable	Y - as applicable
All	BF05	Front setbacks, street wall heights and setbacks above the street wall and landscaped setbacks	Y	Y	Y	Y	Y
All	BF06	Side and rear setbacks, separation within a site	Y	Y	Y	Y	Y
All	BF07	Building layout and adaptability	Head provision only	Head provision only	N	N	N
All	BF08	Wind effects on the public realm	Y	Y	Y	N	Y
All	BF09	Active frontages	Y	Y	Y - for small retail strip areas only	Y - for small retail strip areas only	Head provision only
All	BF10	Pedestrian connections	Y - as applicable	Y - as applicable	Y - as applicable	Y - as applicable	Y - as applicable
All	BF11	Weather protection	Y	Y	Y - as applicable	N	N
All	BF12	Landscaping and fencing	N - Core Y - Central Flanks as applicable	N	Y	Y	Y
All	BF13	Carparking design	Head provision only	Head provision only	Y	Y	Y
All	BF14	Building services	Head provision only	Head provision only	Head provision only	Head provision only	Head provision only
All	BF15	Exterior design	Head provision only	Head provision only	Head provision only	Head provision only	Head provision only

## Appendix C – Approach to landscaping standards in BFO schedules

Place Type	Key Movement Corridors / Urban Neighbourhoods	Residential Neighbourhoods	Central Flanks (CLA and CTM only)	Employment Growth / Employment Neighbourhoods	Central Core, Main Streets & Central Flanks (BOX)																																								
Standard BF12	<p>A development should provide the following landscaping requirements:</p> <p>A minimum deep soil area of 15 percent of the total site area.</p> <p>Canopy trees provided in accordance with Tables 1, 2 and 3.</p> <p>Table 1 Canopy tree requirements:</p> <table><tr><th>Deep soil area</th><th>Canopy tree</th></tr><tr><td>50 square metres or less</td><td>At least 1 Type A tree</td></tr><tr><td>51 - 100 square metres</td><td>At least 1 Type B tree</td></tr><tr><td>101 - 200 square metres</td><td>At least 2 Type B trees</td></tr><tr><td>201 square metres or more</td><td>At least 3 Type B trees</td></tr></table>	Deep soil area	Canopy tree	50 square metres or less	At least 1 Type A tree	51 - 100 square metres	At least 1 Type B tree	101 - 200 square metres	At least 2 Type B trees	201 square metres or more	At least 3 Type B trees	<p>A development should provide the following landscaping requirements:</p> <p>A minimum deep soil area of 30 percent of the total site area.</p> <p>Canopy trees provided in accordance with Tables 1, 2 and 3.</p> <p>Table 1 Canopy tree requirements:</p> <table><tr><th>Deep soil area</th><th>Canopy tree</th></tr><tr><td>50 square metres or less</td><td>At least 1 Type A tree</td></tr><tr><td>51 - 100 square metres</td><td>At least 1 Type B tree</td></tr><tr><td>101 - 200 square metres</td><td>At least 2 Type B trees</td></tr><tr><td>201 square metres or more</td><td>At least 3 Type B trees</td></tr></table>	Deep soil area	Canopy tree	50 square metres or less	At least 1 Type A tree	51 - 100 square metres	At least 1 Type B tree	101 - 200 square metres	At least 2 Type B trees	201 square metres or more	At least 3 Type B trees	<p>A development should provide the following landscaping requirements:</p> <p>A minimum deep soil area of 10 percent of the total site area.</p> <p>Canopy trees provided in accordance with Tables 1, 2 and 3.</p> <p>Table 1 Canopy tree requirements:</p> <table><tr><th>Deep soil area</th><th>Canopy tree</th></tr><tr><td>50 square metres or less</td><td>At least 1 Type A tree</td></tr><tr><td>51 - 100 square metres</td><td>At least 1 Type B tree</td></tr><tr><td>101 - 200 square metres</td><td>At least 2 Type B trees</td></tr><tr><td>201 square metres or more</td><td>At least 3 Type B trees</td></tr></table>	Deep soil area	Canopy tree	50 square metres or less	At least 1 Type A tree	51 - 100 square metres	At least 1 Type B tree	101 - 200 square metres	At least 2 Type B trees	201 square metres or more	At least 3 Type B trees	<p>A development should provide the following landscaping requirements:</p> <p>A minimum deep soil area of 10 percent of the total site area.</p> <p>Canopy trees provided in accordance with Tables 1, 2 and 3.</p> <p>Table 1 Canopy Tree Requirements:</p> <table><tr><th>Deep soil area</th><th>Canopy tree</th></tr><tr><td>50 square metres or less</td><td>At least 1 Type A tree</td></tr><tr><td>51 - 100 square metres</td><td>At least 1 Type B tree</td></tr><tr><td>101 - 200 square metres</td><td>At least 2 Type B trees</td></tr><tr><td>201 square metres or more</td><td>At least 3 Type B trees</td></tr></table>	Deep soil area	Canopy tree	50 square metres or less	At least 1 Type A tree	51 - 100 square metres	At least 1 Type B tree	101 - 200 square metres	At least 2 Type B trees	201 square metres or more	At least 3 Type B trees	<p>No deep soil areas applicable as 100% site coverage is envisioned.</p>
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**Table C1: Landscaping requirements by Place Type**