



**SUBURBAN
RAIL LOOP
EAST**



Artist's impression

SRL East Background Report Glen Waverley

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1. Introduction

1.1 Overview

Suburban Rail Loop (SRL) will transform Melbourne's rail network, change how people move around the city and contribute to reshaping Melbourne into a 'city of centres' – with vibrant centres outside the inner city providing high-quality jobs and more housing choices in well-designed and well-connected neighbourhoods.

As Melbourne grows to a population of 9 million by the mid-2050s, planning for the city's future must cater for growth in ways that maintain the city's liveability, deliver more homes where people want to live and give households access to jobs, services and opportunities. SRL will help to manage this growth by establishing a connected corridor of centres across the city that can host more people, more jobs and more services, and provide new housing choices and affordable living options in attractive, highly accessible urban areas.

SRL East extends from Cheltenham in Melbourne's south east to Box Hill in the east, with new underground stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill. These centres will help meet population and employment growth demands in a sustainable manner. Planning for SRL East considers how these centres can leverage the improved access and convenience delivered by the project to catalyse opportunities for residents, workers, communities and businesses.

Draft Structure Plans have been prepared to guide growth and change in the areas surrounding each SRL East station. The Draft Structure Plans set out a Vision for each area, with objectives, strategies and actions to achieve the Vision.

This Background Report supports the Draft Glen Waverley Structure Plan. It sets out the context of the SRL station at Glen Waverley and summarises the policies, technical investigations and assessments that informed the Draft Glen Waverley Structure Plan. Future directions to achieve the Vision for Glen Waverley are described.

Statistics and other numbers in this Background Report are generally approximate and have been rounded out. This means some numbers may vary across the different Technical Reports summarised for this report.

1.2 Suburban Rail Loop

SRL establishes a networked corridor of centres outside Melbourne's central business district (CBD) and links every major metropolitan railway line from the Frankston Line to the Werribee Line. Three transport super hubs at Clayton, Broadmeadows and Sunshine will connect with regional rail services, so passengers outside Melbourne no longer have to travel through the CBD to reach destinations in the suburbs.

SRL is an integrated transport and land use program that will extend over 30 years. The program has four discrete rail projects, as shown in Figure 1:

1. SRL East – Cheltenham to Box Hill
2. SRL North – Box Hill to Melbourne Airport
3. SRL Airport – Melbourne Airport to Sunshine, being delivered as part of the Melbourne Airport Rail Project by the Victorian Infrastructure Delivery Authority (VIDA)
4. SRL West – Sunshine to Werribee.

The SRL concept route is reflected in State Planning Policy and *Plan Melbourne 2017–2050: Addendum 2019* and underpinned by the *Suburban Rail Loop Act 2021* (Vic) (SRL Act).

SRL East rail, stations and associated infrastructure were the subject of a comprehensive Environment Effects Statement (EES) assessment process under the *Environment Effects Act 1978* (Vic) and subsequent approval under the *Planning and Environment Act 1987* (Vic). This included an Inquiry and Advisory Committee hearing into the environmental effects of the project and consideration of the draft Planning Scheme Amendment exhibited with the EES. The Inquiry and Advisory Committee's report dated 23 June 2022 together with the EES were considered by the Minister for Environment and Climate Action (who jointly administered the Environment Effects Act with the Minister for Planning) culminating in the Minister's assessment report dated 5 August 2022.

The Minister's assessment provided recommendations about the design, construction and operation of the SRL East rail, stations and associated infrastructure and the management of potential environmental effects and impacts. The Minister's assessment also made a number of recommendations and observations in relation to precinct planning.

The Minister for Planning subsequently approved the Planning Scheme Amendment for SRL East with regard to the Minister’s assessment of the EES. More information on the SRL East project approvals and how the relevant recommendations or observations from the Minister’s assessment were considered or addressed for the preparation of the Draft Glen Waverley Structure Plan is provided in Appendix A.

Information about SRL is provided at [Victoria’s Big Build: Suburban Rail Loop](#).

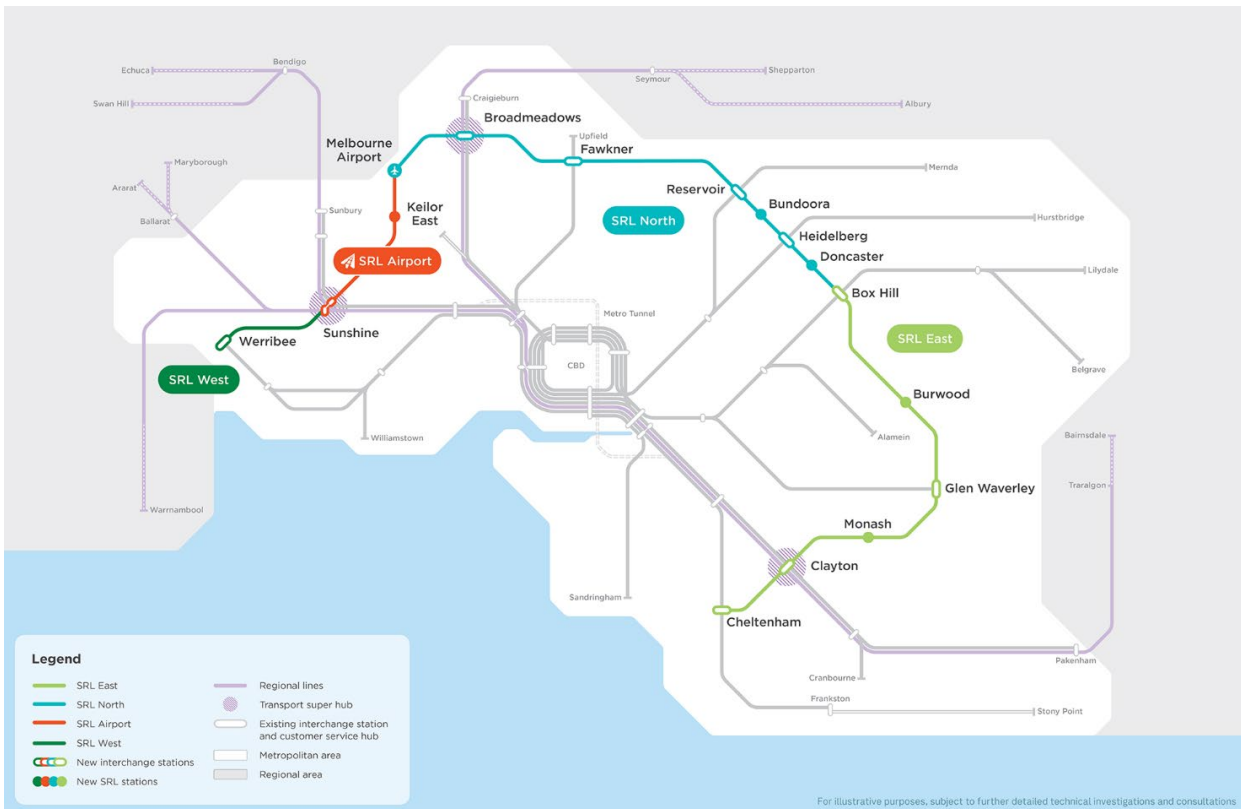


Figure 1 Suburban Rail Loop

1.3 Planning for SRL East

The SRL Act facilitates the planning and delivery of SRL and associated developments. The SRL Act establishes the Suburban Rail Loop Authority (SRLA) and provides SRLA with the functions and powers it needs to plan, deliver and manage SRL and associated developments.

The SRL program objectives at section 5 of the SRL Act include to integrate the new rail line with existing and planned public transport and road networks and ‘facilitate sustainable population growth, urban renewal and improved liveability’. These objectives are to be achieved alongside other objectives such as coordinated delivery of transport and non-transport infrastructure and ‘facilitating greater employment activity and investment throughout Victoria’.

In December 2023, the Minister for SRL declared a Planning Area surrounding each SRL East station under the SRL Act. The Planning Areas generally extend 1.6 kilometres around each SRL East station. Under the Planning and Environment Act, SRLA is a planning authority for these Planning Areas.

The Structure Plan Area is a smaller area within each declared Planning Area and is where the most change and development is expected to occur over the next decades. The approach to defining the 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 Vision for each SRL East Planning Area.

Figure 2 shows the Structure Plan Area and the Planning Area for Glen Waverley.

This Background Report outlines relevant local issues and planning policies, key constraints and opportunities and describes how these have influenced the direction and content of the Draft Glen Waverley Structure Plan. The accompanying technical assessments provide expert analyses of environmental, social and economic influences relevant to the area. The key findings of these assessments have been considered alongside existing planning strategies and community and stakeholder feedback in identifying implications and key directions in the Draft Glen Waverley Structure Plan.

The Draft Glen Waverley Structure Plan is accompanied by a Draft Implementation Plan which sets out all actions within the Draft Glen Waverley Structure Plan and outlines the associated pathways, timing and responsibilities for delivering. The Draft Implementation Plan also identifies key projects and outlines the manner in which the projects will be delivered.

The Draft Glen Waverley Structure Plan, Draft Glen Waverley Implementation Plan and the Technical Reports referenced in this Background Report are available at <https://engage.vic.gov.au/suburban-rail-loop>.

1.4 Housing and jobs for a growing population

SRL will be a catalyst for growth and change in Glen Waverley by leveraging the presence of the station and positioning Glen Waverley for the future as a thriving regional and economic hub and transport gateway with significant housing and employment opportunities.

Planning for the Glen Waverley Structure Plan Area considers population and employment growth projections to 2041, as the first steps in long-term change stimulated by SRL East. The Glen Waverley Structure Plan Area is envisaged to accommodate:

- Population growth from approximately 7,100 (ABS 2021 Census) in 2022 to 11,700 in 2041
- Approximately 1,500 extra dwellings to 2041 – helping to achieve the housing target to 2051 for Monash (72,000) established by the Victorian Government
- More higher density housing and more housing diversity to provide more suitable (and more affordable) housing for workers, family households and larger groups, as well as student accommodation, aged care and housing for residents to age in place, particularly around the new SRL East station
- A projected increase in jobs from approximately 7,800 in 2021 to 13,800 in 2041 – requiring significant additional floorspace, particularly office floorspace ideally around the SRL station
- Increased growth in the proportion of professional services jobs from approximately 24 per cent to 31 per cent in 2041. While some decline is anticipated in other population service sectors (including retail, accommodation and construction), these will remain significant employment sectors (marginally more than professional services)
- Planning for over 20,000 additional trips to, from and within the Structure Plan Area during the morning peak period to support the combination of population and jobs growth to 2041
- Changes in the urban environment to provide adequate facilities and services for future residents and workers.

More details about projected housing and employment floorspace growth in relation to setting future directions for the Draft Glen Waverley Structure Plan is provided in Section 5. These projections also informed the technical assessments undertaken to support preparation of the Draft Glen Waverley Structure Plan.

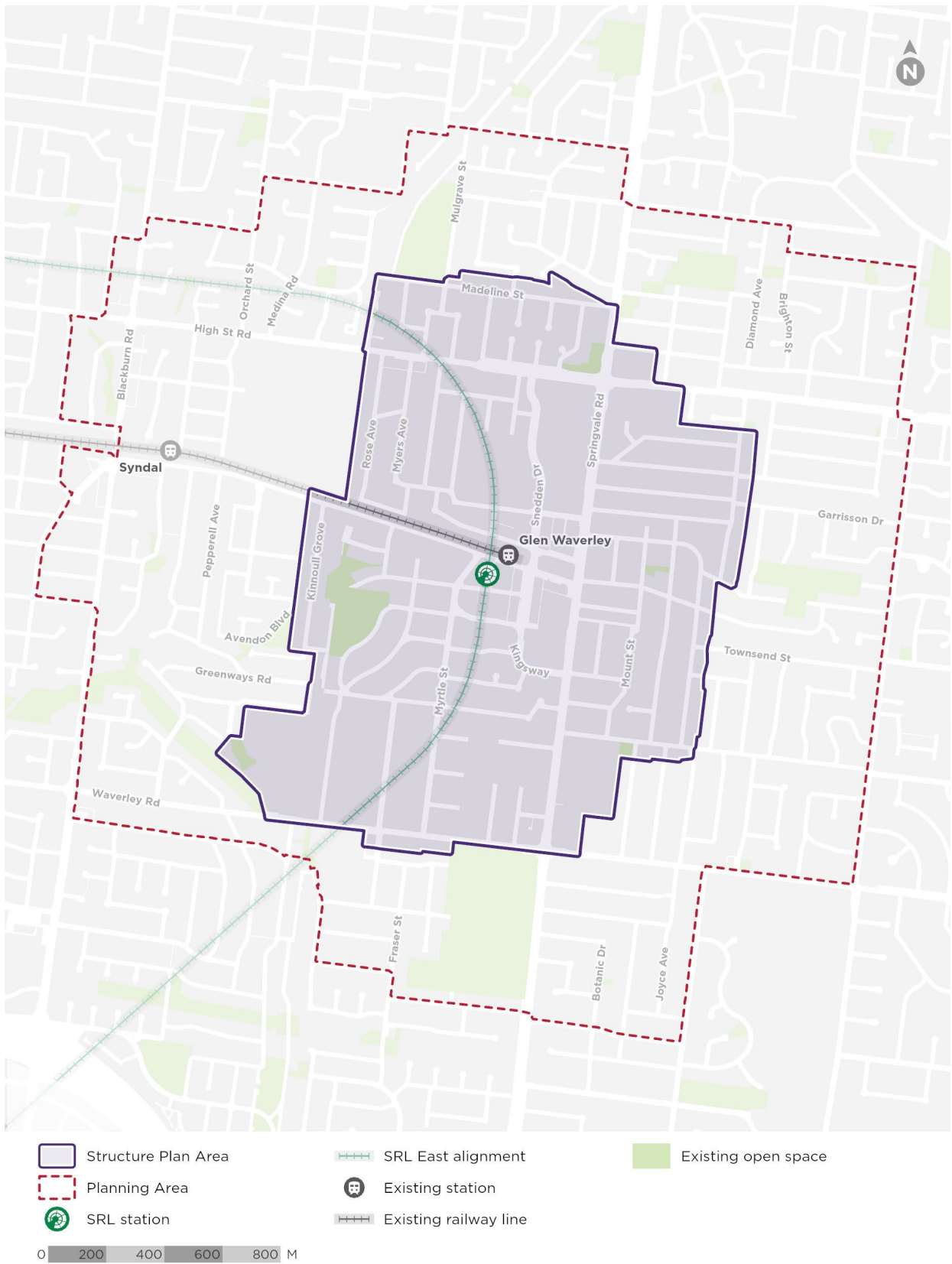


Figure 2 Glen Waverley Structure Plan Area and Planning Area

More homes, more choice in Melbourne's sought-after suburbs

As Australia's biggest housing project, SRL is helping to deliver more homes where they're needed, next door to jobs, services and public transport.

As Melbourne's population continues to grow, more housing is needed – and a greater choice in housing is required to meet the needs of the changing population.

Over the decade to June 2023, Melbourne experienced strong population growth of 1.8 per cent per annum. While the COVID-19 pandemic saw a short-term pause in population growth, the high rate of growth has resumed – reaching 3.3 per cent over the year 2022 to 2023. Within a decade, Melbourne is projected to officially be Australia's largest city and by the 2050s, almost 9 million people are expected to be living in Melbourne.

Victoria's Housing Statement (May 2024) aims to deliver 80,000 new homes each year across Victoria – building more affordable homes across the city and in places closer to where people work, with good access to transport options, shops, schools and health and community services.

The Housing Statement recognises that Melbourne's ongoing liveability depends on increasing housing supply while reducing urban sprawl. A growing population does not have to lead to more suburbs on the city fringes where the cost of new infrastructure is high and people must travel further to jobs and services.

'Unlocking' new spaces in established suburbs can provide more affordable housing – such as townhouses and apartments – in higher density communities.

Housing needs assessments prepared for the areas surrounding the SRL East stations have identified potential for an extra 24,600 new homes by 2041 – and more than 70,000 new homes over the next 30 years.

Glen Waverley is well suited for housing growth, with multiple activity centres within walking distance of the new underground SRL station or nearby and access to jobs, education, services and open space.

The Glen Waverley community has helped develop a Vision for Glen Waverley, and more high-quality housing with more affordable choices is at the heart of this vision. Housing will drive the transformation of Glen Waverley into a vibrant inclusive connected community over the coming decades.

More information on housing is provided in Section 5 and in the *Housing Needs Assessment – Glen Waverley*.

Victoria's Housing Statement is provided at www.vic.gov.au/housing-statement.

1.5 Engagement with the community

Community and stakeholder engagement helped inform the Vision for Glen Waverley, the Draft Glen Waverley Structure Plan and this Background Report. The engagement included face-to-face consultations as well as online surveys and other activities.

1.5.1 Establishing a shared vision

A Draft Vision was prepared for the Glen Waverley Planning Area that identified the long-term aspirations for the broader area to guide planning and change over the coming decades. Community and stakeholder feedback helped refine the Vision and it was finalised in December 2024.

The Vision for Glen Waverley outlines the long-term ambition to make the most of SRL opportunities and benefits – and how to accommodate the anticipated population growth over the coming decades. The Vision for Glen Waverley builds on the ambitions set in the SRL Business and Investment Case (2021).

The Draft Glen Waverley Structure Plan provides a detailed land use and built form planning framework so that planning decisions are consistent with the Vision for Glen Waverley and support future community needs.

1.5.2 Structure Plan consultation

SRLA consulted with the community and stakeholders at each phase in the preparation of the Draft Glen Waverley Structure Plan and this Background Report. The consultation helped identify what matters most to people about their local area and the issues and opportunities they see for the future.

The first phase of consultation comprised two parts. The first part from 29 August to 24 October 2023 sought input on ambition statements and priority outcomes for the neighbourhoods surrounding the SRL station. The second part from 3 December 2023 to 3 March 2024 sought feedback on the Draft Vision. This consultation helped refine SRLA's understanding of opportunities and challenges in the area, and explored place-shaping criteria based on values and needs.

The second phase of the consultation from April to May 2024 sought stakeholder and community feedback on proposed Key Directions to help achieve the Vision for Glen Waverley. The proposed Key Directions aimed to address current and emerging challenges and meet the demand for greater housing choice and the needs of a growing population.

The two consultation phases helped identify economic and employment opportunities in the Glen Waverley Structure Plan Area and determine current and future needs for housing, services and community infrastructure. The consultation also helped identify where and when development should occur, and in ways that respond to community values and needs as Glen Waverley grows and changes over time.

Discussions were held with the City of Monash on matters such as land uses, built form (such as maximum building heights), transport and community infrastructure. These matters are described more in the relevant sections of this Background Report.

SRLA also convened seven Community Panels – one for each SRL station and one Youth Panel. This engagement explored the topics of transport, housing and community infrastructure in more detail, and how SRLA can deliver future precincts and neighbourhoods that reflect the needs and aspirations of local communities.

Relationships with Registered Aboriginal Parties and the Aboriginal community were established and their feedback on the Draft Visions and Key Directions was sought. This provided a valuable opportunity to expand the conversation and seek feedback on the structure planning process.

More information on the engagement is provided in the *SRL Structure Planning Engagement Report* at <https://engage.vic.gov.au/suburban-rail-loop>



Aerial view of Glen Waverley Structure Plan Area and surrounds, looking east towards the Dandenong Ranges

2. Glen Waverley context

This section discusses the existing regional and local context, community profile and site characteristics and attributes of the Glen Waverley Structure Plan Area.

2.1 Regional context

The Glen Waverley Structure Plan Area is located on the traditional lands of the Wurundjeri Woi Wurrung people of the Kulin Nation. The Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation is the Registered Aboriginal Party for the region containing the Glen Waverley Structure Plan Area.

Glen Waverley is located in the centre of the SRL East alignment. The Glen Waverley Structure Plan Area is located approximately 19 kilometres east of the Melbourne CBD in the City of Monash. The Structure Plan Area is close to major education and enterprise areas, including the Burwood campus of Deakin University to the north and the Clayton campus of Monash University and the growing Monash National Employment Innovation Cluster (NEIC) to the south.

The Dandenong Creek Valley is located approximately 2 kilometres to the east of the Structure Plan Area, providing an extended green corridor that contrasts with adjacent residential areas. Scotchman's Creek is located south west of the Glen Waverley Structure Plan Area and provides cycling and walking opportunities along the creek corridor.

Glen Waverley is a designated major activity centre in *Plan Melbourne 2017–2050*. The Glen Waverley Line provides a direct link to the Syndal Neighbourhood Activity Centre and the Mount Waverley Major Activity Centre, connecting further west with the Melbourne CBD. Beyond the Glen Waverley Structure Plan Area, commercial precincts include Burwood East Activity Centre, which incorporates the Tally Ho Business Park (an office park and technology hub), and Urban Acres Business Park in Mount Waverley, both around 2 kilometres from the Structure Plan Area.

The regional context of the Glen Waverley Structure Plan Area is shown in Figure 3.

2.2 Local context

Glen Waverley developed following the extension of the Glen Waverley Line in the 1930s. Housing development began after World War II and Glen Waverley became a significant employment and speciality shops centre with the opening of The Glen Shopping Centre in 1967. Taller buildings of 15 to 20 storeys (largely residential) have developed around The Glen Shopping Centre and the existing Glen Waverley Station. Other mid-level development of generally four to eight storeys has emerged along key corridors like Springvale Road.

Most of the Glen Waverley Structure Plan Area comprises residential land. The Aristoc Road industrial and employment area is located in the south of the Structure Plan Area (extending to Waverley Road) and education uses include Holmesglen Institute of TAFE, also located along Waverley Road. Scotchmans Creek Trail is located along the south-west corner and outside the Structure Plan Area.

Key road links in the Glen Waverley Structure Plan Area include Springvale Road, a principal north–south road corridor running through the area. High Street Road and Waverley Road provide east–west links and are located to the north and south of the Structure Plan Area respectively.

The local context of the Glen Waverley Structure Plan Area is shown in Figure 4.

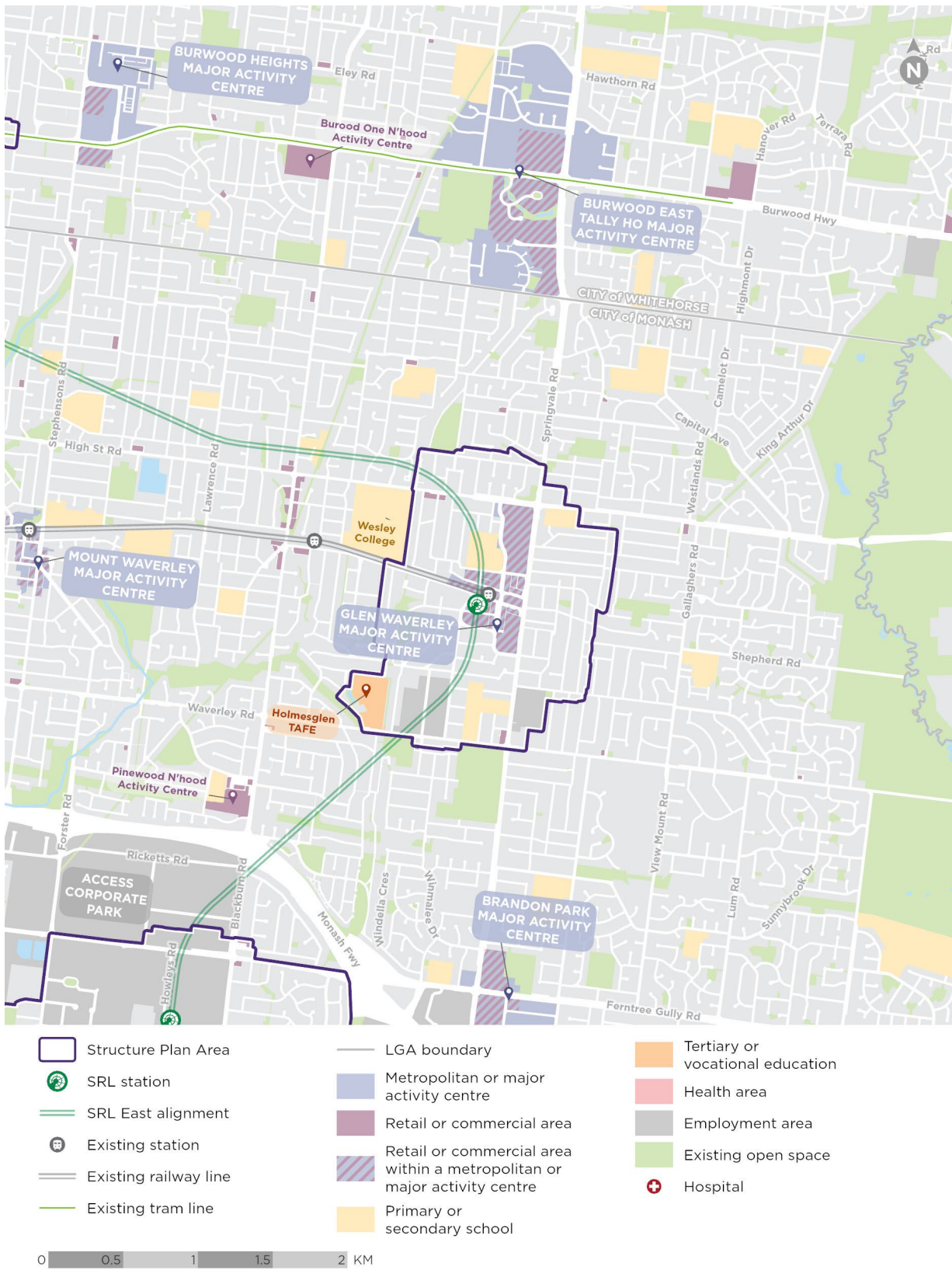


Figure 3 Regional context plan

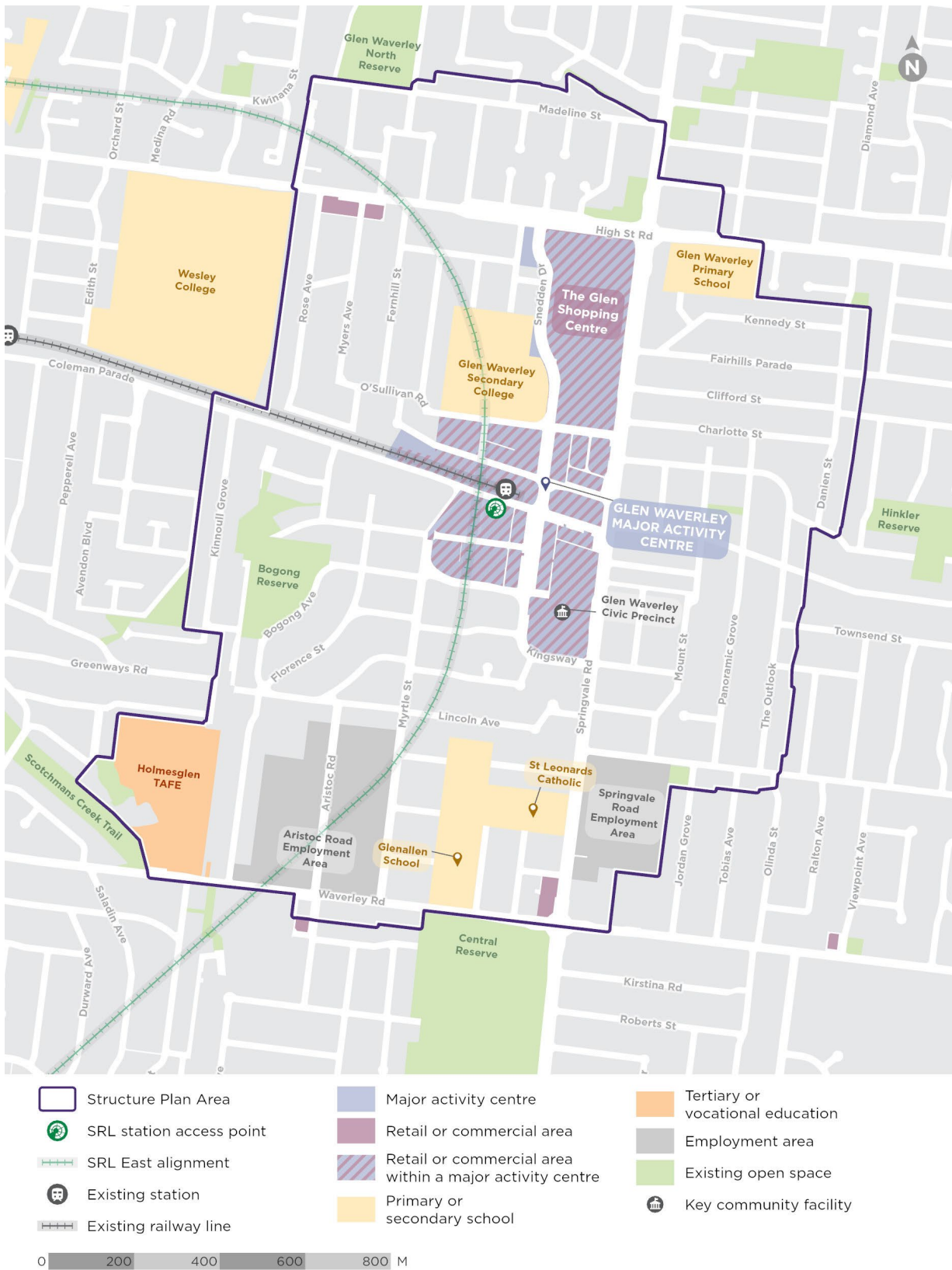


Figure 4 Local context plan

2.2.1 Land use and built form

Commercial core area

The Glen Waverley Structure Plan Area is anchored by its commercial core, with the greatest intensity of development including The Glen Shopping Centre, the existing Glen Waverley Station and fine-grain retail, dining and civic facilities to the south.

The Glen Shopping Centre is a regionally significant shopping centre providing large retail stores, speciality stores and food halls. The commercial core of the Glen Waverley Structure Plan Area spreads south from The Glen Shopping Centre along Kingsway and Springvale Road. Kingsway is a traditional retail high street and dining hub that connects The Glen Shopping Centre to the civic precinct in the south. The civic precinct includes Glen Waverley Library, Monash City Council Civic Centre and Glen Waverley Uniting Church.

Springvale Road comprises a mix of retail and residential land uses, with emerging allied health, medical services and facilities. Taller residential buildings and hotels are located along the western edge of Springvale Road and within the commercial core.

Ground-level and multi-storey car parking areas are dispersed throughout the commercial core, including along Bogong Avenue, O'Sullivan Road and Montclair Avenue. Beyond the commercial core are civic and educational land uses, including Glen Waverley Primary School, Glen Waverley Secondary College, Wesley College and Holmesglen Institute of TAFE.



Outdoor dining along Kingsway

Established and emerging residential areas

Most of the Glen Waverley Structure Plan comprises established residential areas of primarily low density dwellings of one to two storeys. These dwellings were largely built during the 1950s and 1960s and feature front and side setbacks, which contribute to a garden character.

Recent residential development generally comprises larger-scale dwellings with wider driveways and reduced street setbacks. Some medium density infill development consisting of apartments and townhouses has occurred in areas surrounding the commercial core and existing Glen Waverley Station.

Higher density development in the form of residential towers and hotels is located within the commercial core and along the western edge of Springvale Road, including the Sky Garden development at the southern end of The Glen Shopping Centre. These developments generally feature two to three-storey podiums with towers up to 20 storeys.



Low-rise residential neighbourhood in Glen Waverley



Kingsway north of Coleman Parade

Industrial areas

Two industrial areas are located to the south of the Glen Waverley Structure Plan Area. One surrounds Aristoc Road in the south west and the other is located east of Springvale Road on the corner of Wilson Road. These industrial areas are identified as locally significant in the *Melbourne Industrial and Commercial Land Use Plan (MICALUP)*.

The Aristoc Road industrial and employment area comprises a mix of building scales and footprints, with a focus on smaller enterprises, warehouses and educational and personal services such as gyms, fitness centres and indoor recreation facilities. On the western edge of the Aristoc Road industrial and employment area is the newly-constructed large footprint Waverley Business Centre.

The industrial area on the corner of Wilson Road contains larger building footprints, with one key anchor industry being the Wilson Transformer Company.



Aristoc Road building

2.2.2 Natural features and public open space

The Glen Waverley Structure Plan Area is located along a natural ridge line that runs from the north to the south east and gradually slopes downward east towards Dandenong Creek and to the west around Scotchmans Creek.

Scotchmans Creek Reserve provides a linear path along the creek to the south west of the Glen Waverley Structure Plan Area and contains areas of native vegetation. Residential areas typically feature domestic gardens of lawn and garden beds. Pockets of dense canopy tree cover are located around the Scotchmans Creek Trail, Bogong Reserve, Glen Waverley North Reserve and various residential precincts north of High Street Road, east of Springvale Road and to the south west around Scotchmans Creek where properties are subject to a Vegetation Protection Overlay in the Monash Planning Scheme.

Open space in the Glen Waverley Structure Plan Area primarily comprises neighbourhood and community open spaces. It includes Jordan Grove Reserve, Lakeview Court Reserve, Mount Street Neighbourhood House, Yanigin Drive Reserve and Bogong Reserve, which is the largest area of open space within the Structure Plan Area. Other larger parks immediately beyond the Glen Waverley Structure Plan Area include Central Reserve, Scotchmans Creek Reserve, Glen Waverley North Reserve and Hinkler Reserve, all of which provide open space for residents.



Bogong Reserve

2.2.3 Community infrastructure

The Glen Waverley Structure Plan Area contains community infrastructure in the form of education, health, youth services, neighbourhood houses and other civic buildings and services. Many of these are in the vicinity of the civic precinct, including Glen Waverley Library, Monash City Council Civic Centre and Glen Waverley Uniting Church.

Glen Waverley Secondary College is located to the west of the commercial core area and forms a key part of the Structure Plan Area along with Glen Waverley Primary School and Holmesglen Institute of TAFE (located in the south west). Wesley College is a significant educational facility located to the west, immediately adjoining the Glen Waverley Structure Plan Area.

Central Reserve is the largest area of sporting and recreational facilities and is located near the Monash Aquatic and Recreation Centre along Waverley Road. Private indoor recreational facilities are located in the Aristoc Road employment area.

2.2.4 Movement and access

The Glen Waverley Structure Plan Area is a major retail, hospitality and community trip destination, and is connected to various locations via the Glen Waverley Line and the Glen Waverley bus interchange. Despite this, travel within, to and from the Structure Plan Area is primarily via private car.

Springvale Road and Blackburn Road are the main north–south arterial routes, with Waverley Road and High Street Road forming the main east–west routes. These roads provide priority to vehicle movements, with pedestrian crossing facilities in certain areas.

Pedestrian amenity and volumes are higher in areas within the commercial core area, including O’Sullivan Road, Coleman Parade, Railway Parade North, Kingsway, Snedden Drive, Myrtle Street and Montclair Avenue.

North–south pedestrian movement in the Glen Waverley Structure Plan Area is impacted by the Glen Waverley Line, with access limited to specific crossing points. The Waverley Rail Trail and Scotchmans Creek Trail support pedestrian and cyclist movement via shared off-road paths.

2.3 Existing community context

2.3.1 Population and housing

The Glen Waverley Structure Plan Area has a population of approximately 7,100 people (ABS 2021 Census) with a high annual population growth rate in recent years compared with Greater Melbourne. The Structure Plan Area supports a higher proportion of overseas-born residents compared to Greater Melbourne. Residents have an age profile generally consistent with Greater Melbourne, with a slightly higher proportion of residents aged 65+ years in the Glen Waverley Structure Plan Area.

Household composition within the Structure Plan Area is generally characterised by a slightly lower proportion of couple households and families with children compared to Greater Melbourne.

There were approximately 3,200 dwellings in the Glen Waverley Structure Plan Area in 2021, with higher proportions of higher density development but lower proportions of medium density housing compared to greater Melbourne.

2.3.2 Employment

Glen Waverley's economy is based primarily on retailing, food and beverage, and other population-serving amenities. Key industries include accommodation and food services, retail trade and manufacturing.

The Glen Waverley Structure Plan Area accommodated approximately 7,800 workers in 2021 across the health and education, knowledge-intensive, population services and industrial sectors. Workers in the health and education sectors have been increasing alongside those in population service workers, while employment in the industrial sector has remained steady.

3. Strategic policy context

This section summarises Victorian and local government strategies and other documents relevant to land use planning and development in the Glen Waverley Structure Plan Area.

3.1 State policy and strategies

3.1.1 Plan Melbourne 2017–2050

Plan Melbourne 2017–2050 (Plan Melbourne) is the Victorian Government’s metropolitan planning strategy to guide land use and development across Greater Melbourne to 2050.

The Glen Waverley Structure Plan Area is located within a designated major activity centre in Plan Melbourne. Major activity centres provide a mix of education, health and retail services to surrounding communities.

The *Plan Melbourne Addendum 2019* updated Plan Melbourne with the most recent population and employment projections, and acknowledged further development of the government’s long-term infrastructure agenda.

The Plan Melbourne Addendum updated the 2050 spatial framework map to include the concept route of SRL, as shown in Figure 5 (No. 5 on the map). The Glen Waverley Structure Plan Area aligns with this SRL concept route, being located at the intersection of SRL concept route and the existing Glen Waverley Line and existing Glen Waverley Station.

The following Plan Melbourne outcomes are relevant to planning for the future of the Glen Waverley Structure Plan Area. A full list of outcomes and directions relevant to the Structure Plan Area is provided in Appendix B.

Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs
Outcome 2: Melbourne provides housing choice in locations close to jobs and services
Outcome 3: Melbourne has an integrated transport system that connects people to jobs and services and goods to markets
Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity
Outcome 5: Melbourne is a city of inclusive, vibrant and healthy neighbourhoods
Outcome 6: Melbourne is a sustainable and resilient city

Ministerial Direction No. 9 under the *Planning and Environment Act 1987* (Vic) requires a planning authority to have regard to the Metropolitan Planning Strategy (*Plan Melbourne 2017–2050* and the *Plan Melbourne Addendum 2019*) when preparing a Planning Scheme Amendment. This includes ensuring the Planning Scheme Amendment is consistent with the directions and policies in Metropolitan Planning Strategy documents.

As a planning authority for land within the Glen Waverley Planning Area, SRLA is required to comply with Ministerial Direction No. 9 when preparing Planning Scheme Amendments for land within the Planning Area, including the Glen Waverley Structure Plan Area.

Planning for the Glen Waverley Structure Plan Area, including preparation of the Planning Scheme Amendment, supports Plan Melbourne’s ambitions by planning for vibrant and connected neighbourhoods that leverage Glen Waverley’s existing commercial, retail and business land uses.

The Draft Glen Waverley Structure Plan provides for an expansion of the existing role of the Glen Waverley Major Activity Centre, with increased housing diversity and more jobs and community services in locations and neighbourhoods where people can access most of their daily needs locally. It also includes initiatives to contribute to the long-term sustainability and resilience of the Glen Waverley Structure Plan Area.



Figure 5 Melbourne 2050 spatial framework

Source: Plan Melbourne Addendum 2019

3.1.2 Victoria’s Housing Statement 2024–2034

Victoria’s Housing Statement: The Decade Ahead 2024–2034 focuses on five key areas to address housing supply and affordability in the state. The Housing Statement aims to deliver 80,000 new homes each year across Victoria. Three key areas and actions are relevant to planning for the future of the Glen Waverley Structure Plan Area.

Key area 1: Good decisions, made faster

- Increase housing choice in activity centres

Key area 2: Cheaper housing, closer to where you work

- Support institutional investment
- Unlock surplus government land
- Strengthen design standards to ensure high-quality builds
- Give growing communities the local infrastructure they need
- Keep making precincts about people and places

Key area 5: A long-term housing plan

- A new Plan for Victoria
- Build a modern, fit-for-purpose planning system.

Structure planning for SRL East has a focus on increasing the supply of housing across Melbourne’s middle suburbs, helping to achieve the targets of *Victoria’s Housing Statement* by making room for more than 70,000 extra homes across the six SRL East Structure Plan Areas over the next 30 years.

The Draft Glen Waverley Structure Plan includes objectives, strategies and actions to boost housing supply in places with good access to public transport, facilitate social and affordable housing, and improve housing diversity and choice. A focus is to provide the greatest densities of housing in locations around the SRL station with high levels of accessibility.

3.1.3 Plan for Victoria

In late 2023 the Victorian Government announced it would update and expand Plan Melbourne to cover the entire state. *Plan for Victoria* will build on *Victoria’s Housing Statement* to address the state’s housing and land use needs to 2050. The consultation brochure ‘Big Ideas for Victoria’s Future’ (July 2024) identifies five priorities for Victoria:

- Leafy green streets with trees, parks and open space
- Better public transport, walking and cycling connectivity
- Affordable homes for everyone
- Protecting the valuable land where our food is grown
- Vibrant and social places for people to connect and thrive.

Plan for Victoria will set out strategies to support jobs growth, protect the environment and ensure Victoria is more resilient to climate change.

The Vision for Glen Waverley aligns with the priorities of *Plan for Victoria* by making use of new public transport accessibility and providing opportunities for increased housing diversity and affordability as part of new placemaking. Proposed canopy tree targets, public open space upgrades and climate change initiatives will respond to the desire for green streets and open spaces.

3.1.4 Melbourne Industrial and Commercial Land Use Plan (MICLUP)

The *Melbourne Industrial and Commercial Land Use Plan* (MICLUP) provides an overview of industrial and commercial land use needs across metropolitan Melbourne. It establishes a planning framework to inform future strategic directions around these land uses.

The Glen Waverley Structure Plan Area is located in the MICLUP eastern region, which is projected to support an estimated 87,000 more jobs by 2031. Industries anticipated to experience the biggest jobs growth are health care and social assistance, education and training, retail trade, professional, scientific and technical services, and construction.

The MICLUP identifies the Draft Glen Waverley Structure Plan core area as a Regionally Significant Commercial Area, with land adjoining Aristoc Road and Springvale Road identified as locally significant industrial and employment land.

Existing roles identified in the MICLUP are supported in the Draft Glen Waverley Structure Plan, which largely maintains the existing land use designations and includes objectives, strategies and actions to build on the capacity and strategic importance of these areas.

3.2 Monash Planning Scheme

3.2.1 Existing zones and overlays

The Glen Waverley Structure Plan Area is subject to the Monash Planning Scheme.

The Structure Plan Area comprises commercial zones in the Glen Waverley Activity Centre (shown in Figure 4 above), along with the full range of residential zones across most of the Structure Plan Area. The Aristoc industrial area and areas east of Springvale Road in the south of the Structure Plan Area are within an Industrial 1 Zone. Public Use Zones apply to community assets such as parks, council facilities, major roads and utilities.

Overlays in the Glen Waverley Structure Plan Area are relatively limited. Key overlays include design-based overlays in industrial and commercial areas (DDO1) and the Glen Waverley Major Activity Centre (DDO12), as well as selected application of an Environmental Audit Overlay, Vegetation Protection Overlays, a Special Building Overlay (identifying potential overland flood risk) and a Specific Controls Overlay (SCO). A Heritage Overlay applies to a limited number of specific heritage places within the Structure Plan Area.

Zones and overlays applying in the Cheltenham Structure Plan Area are shown in Figure 6 to Figure 9. A complete list of these zones and overlays and descriptions is provided in Appendix C.

The Draft Glen Waverley Structure Plan aims to support and leverage the opportunities that will be generated by the SRL station at Glen Waverley. Land use patterns in the existing zones were considered when identifying future land uses and development.

Overlays that identify environmental constraints within the Structure Plan Area (such as flood overlays or design and heritage identification and direction) were considered. Building height and design controls identified in the Design and Development Overlay 12 were considered, as discussed in Section 5.3.1 below.

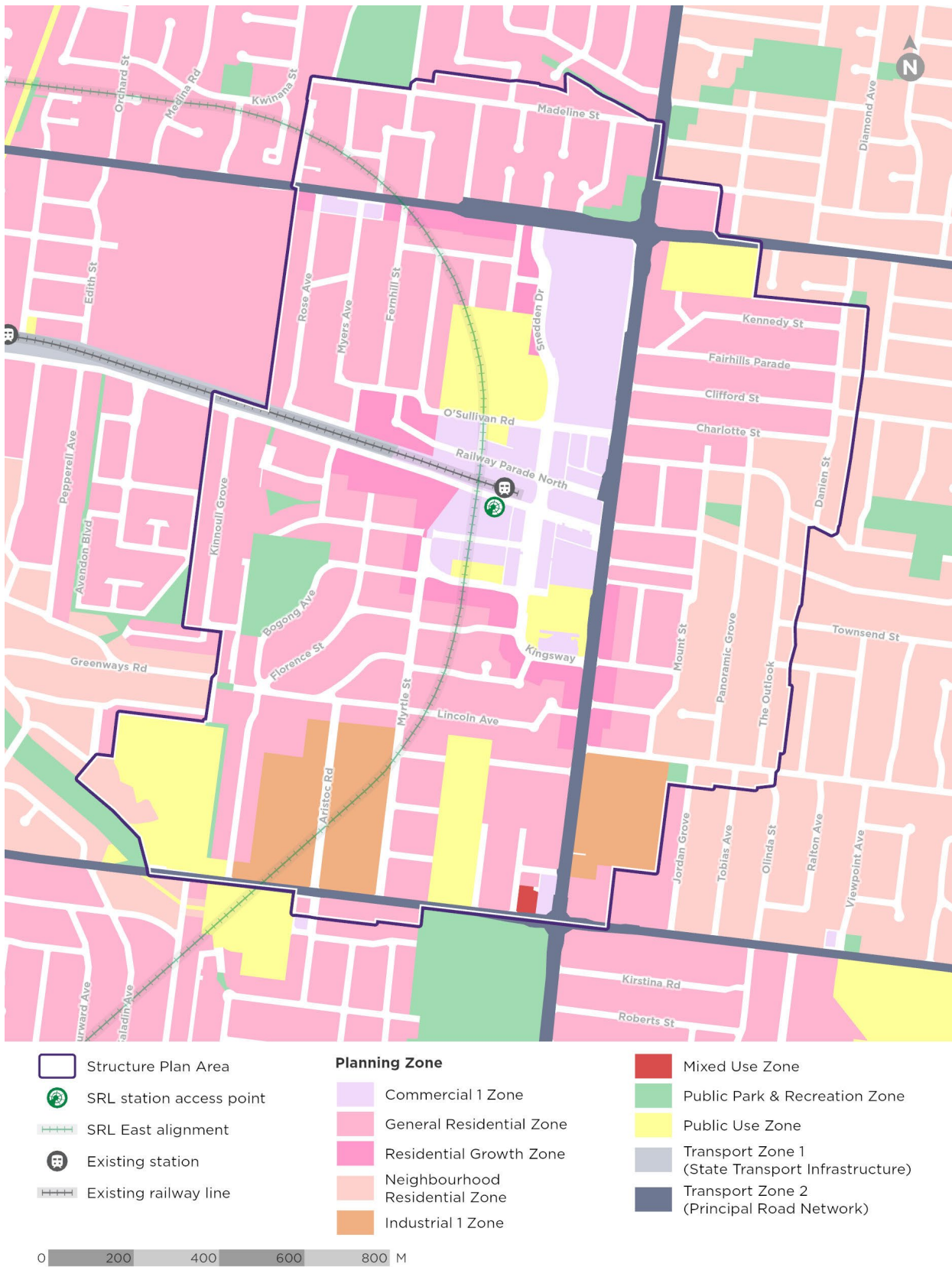


Figure 6 Glen Waverley existing planning zones

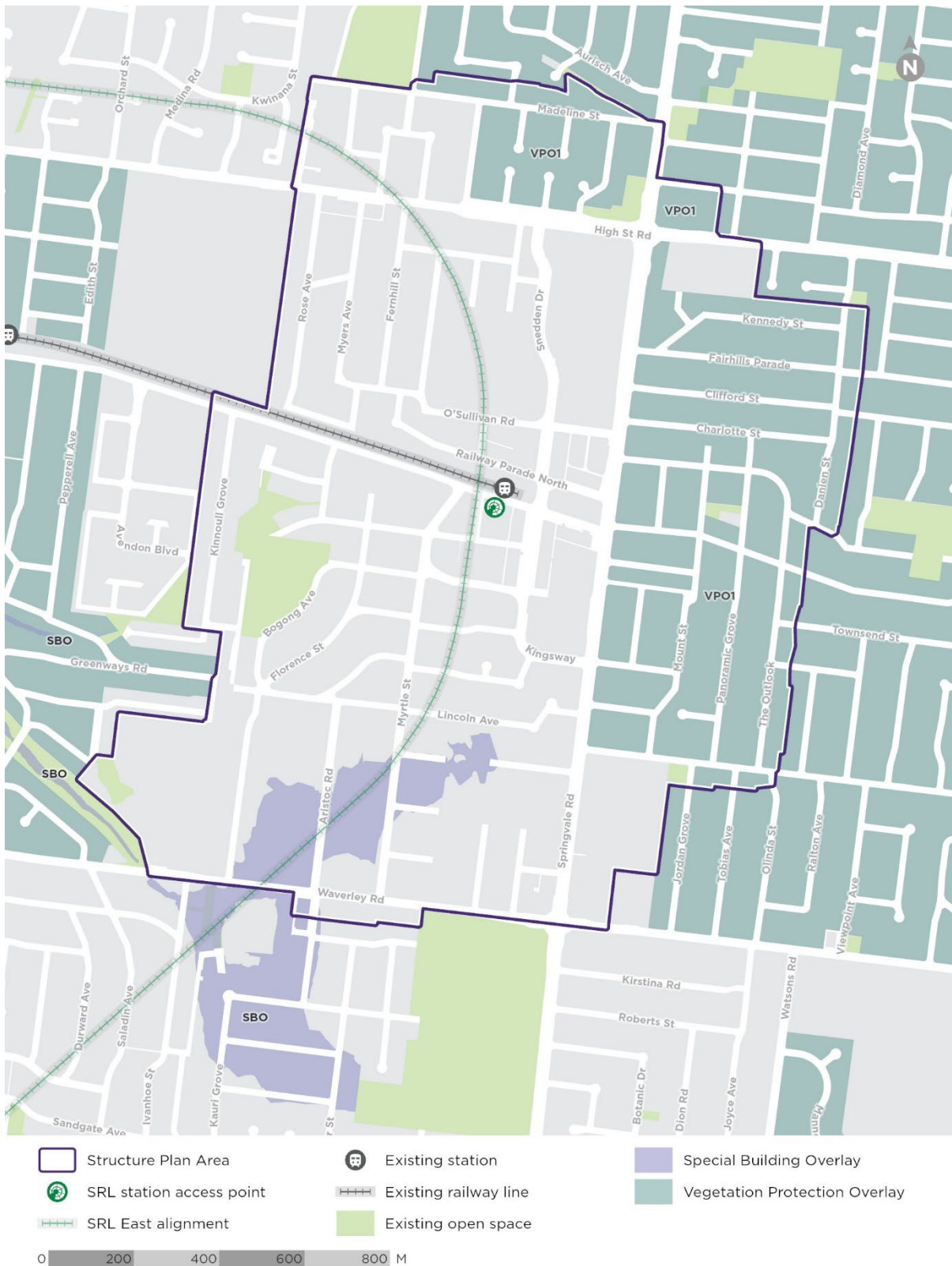


Figure 7 Glen Waverley planning overlays – environment and landscape

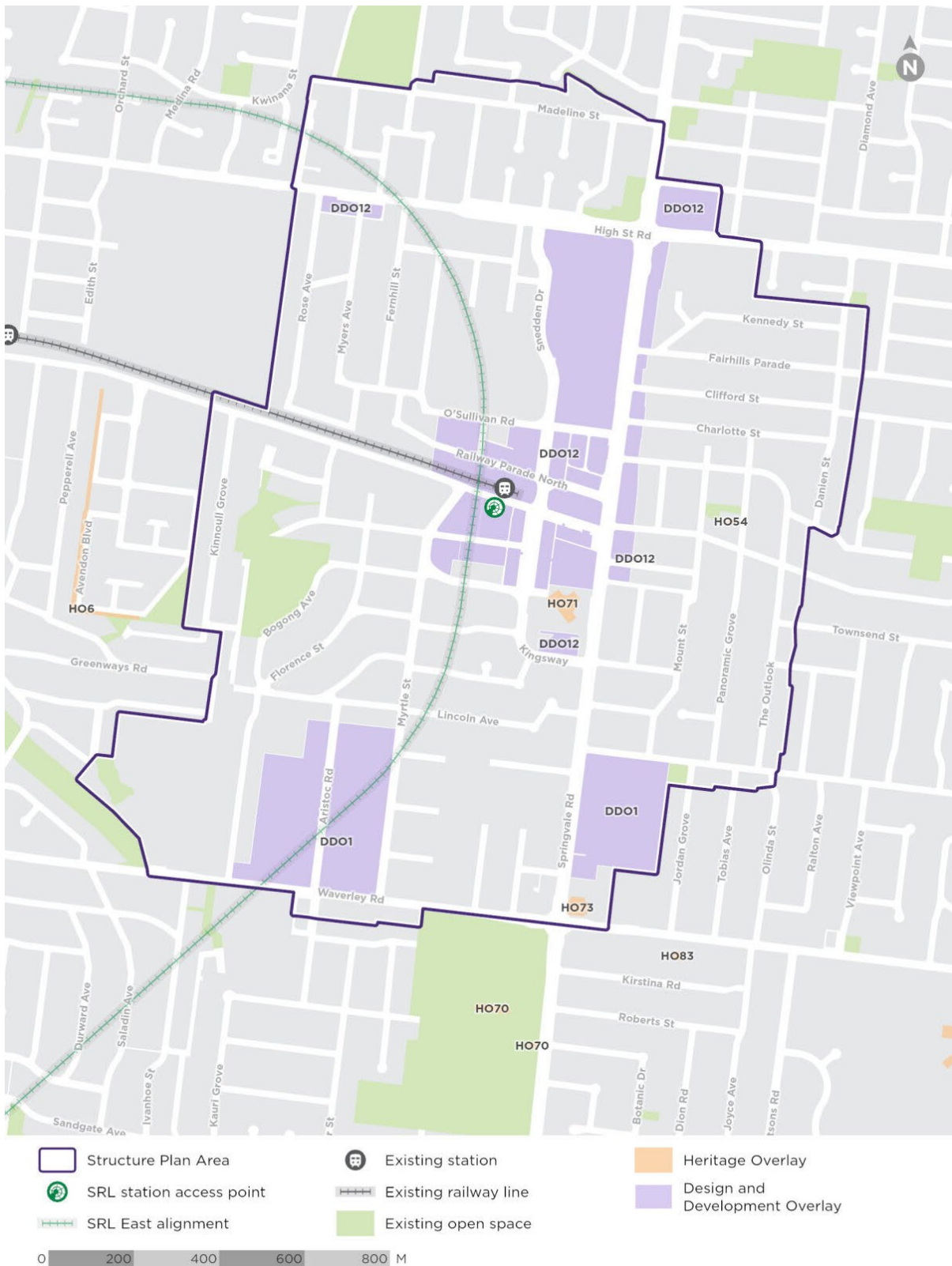


Figure 8 Glen Waverley planning overlays – heritage and built form



Figure 9 Glen Waverley planning overlays – other land management

3.2.2 Planning Policy Framework – state and regional

The Planning Policy Framework (PPF) guides land use planning in the City of Monash. Key clauses of the PPF that apply to the Glen Waverley Structure Plan Area are summarised below. A complete list of PPF objectives and strategies relevant to the Glen Waverley Structure Plan Area is provided in Appendix D.

Land use and transport integration

Regional strategies of the PPF (clause 11.01-1R) seek to develop SRL through Melbourne's middle suburbs to facilitate substantial growth and change in major employment, health and education precincts and activity centres (such as the Glen Waverley Major Activity Centre). State strategies seek to integrate land use and transport to facilitate the efficient movement of people and goods to social, cultural and economic opportunities (clauses 18.01-1S and 18.01-2S).

Housing and economic development

State policy requires that planning for urban growth considers opportunities for redevelopment and intensification of existing urban areas, while facilitating integrated and diverse housing (including more affordable housing options close to jobs, transport and service) to meet community needs (clauses 11.02-1S, 16.01-1S and 16.01-2S).

Infrastructure

The PPF seeks to facilitate orderly, economic and sustainable development in urban areas through structure planning (clause 11.02-2S), including appropriately managing water resources and stormwater, delivering timely, efficient and cost-effective infrastructure and providing an integrated transport system (clauses 18.01-2S, 19.03-2S and 19.03-3S).

Urban design and open space

State and regional planning policy seeks to create urban environments that are safe, healthy and functional, and contribute to a distinctive liveable city with quality design and amenity in metropolitan Melbourne (clauses 15.01-1R and 15.01-1S). State and regional planning policy also seeks to strengthen and improve an integrated network of public open spaces to meet the needs of the community (clauses 19.02-6S and 19.02-6R).

Hazards

State planning policy seeks to ensure that potentially contaminated land is used and developed safely, and that planning adapts to the impacts of climate change through risk-based planning, such as flood mitigation (clauses 13.01-1S, 13.03-1S and 13.04-1S).

Heritage

State planning policy seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance and to ensure the conservation of places of post-contact heritage significance (clauses 15.03-1S and 15.03-2S).

The Draft Glen Waverley Structure Plan is supported by and responds to the planning policies summarised in this section.

The Draft Glen Waverley Structure Plan seeks to utilise the infrastructure investment and greater connectivity delivered through SRL East to provide more opportunities for housing growth and employment in an established area.

Environmental and heritage constraints were considered when preparing the Draft Glen Waverley Structure Plan, along with design and public realm enhancements to support community amenity, noting that a new urban character will emerge with higher density development within the Structure Plan Area, particularly in residential areas to the west and south of the Glen Waverley Major Activity Centre.

3.2.3 Planning Policy Framework – local

The Planning Policy Framework (PPF) of the Glen Waverley Planning Scheme comprises the Monash Municipal Planning Strategy and local planning policies relevant to the City of Monash.

Objectives and strategies of the PPF relevant to the Glen Waverley Structure Plan Area are summarised below.

Monash City Council recognises the municipality comprises mainly residential land but also contains significant commercial, industrial and open spaces, including the Glen Waverley Major Activity Centre. The council seeks to manage residential growth around a network of key activity and neighbourhood centres, with Glen Waverley recognised as the most significant major activity centre in the municipality (clauses 02.01, 11.03-1L-01, and 16.01-1L-01).

Monash City Council also recognises the importance of the Glen Waverley Line and existing areas of traditional industry in Glen Waverley (clauses 02.03-6 and 02.03-7).

The strategic framework for the municipality directs residential growth to 'activity and neighbourhood centres' (Category 1), associated 'accessible areas' (Category 2) and 'boulevards' (Category 3) (including Springvale Road). High-rise development is encouraged in the Glen Waverley Major Activity Centre with the intention of integrating housing, office, shopping, recreation and community services in accordance with the Glen Waverley Activity Centre Structure Plan (updated 2016) (clauses 02.03-1, 11.03-1L-03 and 15.01-5L).

Monash City Council seeks to provide public open space generally within 400 metres' walking distance from home for most residents as best practice environmentally sustainable development in the municipality (clause 02.03-8 and 15.01-2L-02). Local planning policy emphasises the treed and garden city character of established residential areas and seeks development that respects and builds on the important contribution of landscaping to this character (clause 15.01-5L).

The Draft Glen Waverley Structure Plan's major direction for intensification in residential areas aligns with existing local planning policies directing higher density housing to the activity centres in Monash. Local policy in the Monash Planning Scheme directing higher density housing to the Glen Waverley Structure Plan Area and other major activity centre and neighbourhood activity centre localities forms the basis of the Draft Glen Waverley Structure Plan's direction for intensification within and around activity centres.

Employment areas will be maintained and enhanced with increased opportunities for density and floorspace, as well as a greater focus on intensified employment activity and office mix. Housing near the existing Glen Waverley Station and along main roads and boulevards is a focus of the Draft Glen Waverley Structure Plan, along with intensification of areas identified in the Glen Waverley Activity Centre Structure Plan (see Section 3.4.2 below), recognising the scale of the SRL East infrastructure investment and significant increase in regional connectivity.

3.3 Council strategies

The Monash Planning Scheme includes background documents that form the basis of strategies relevant to the Glen Waverley Structure Plan Area. An overview of relevant documents and the Draft Glen Waverley Structure Plan response is set out below. Documents that are not referenced in clause 72.08 of the Monash Planning Scheme are otherwise identified.

3.3.1 Monash Housing Strategy

The *Monash Housing Strategy (2014)* is a background document in the Monash Planning Scheme. The Housing Strategy seeks to address housing issues in the municipality, including by facilitating a more diverse range of housing to support a growing population.

The Residential Development Framework of the Housing Strategy divides future development into three main areas: areas with future redevelopment potential; areas with limited redevelopment potential; and areas suitable for incremental change.

The Glen Waverley Structure Plan Area is predominantly located within an area designated in the Residential Development Framework as an Activity and Neighbourhood Centre. The Housing Strategy identifies that development within this area will support housing growth and diversification, with higher density mixed-use development identified for specific locations.

The Residential Development Framework also identifies Springvale Road as a 'Boulevard' area, which includes opportunities for higher density residential development that is proportionate to the scale of the road infrastructure and surrounding built form. Areas of 'incremental change' are also identified within in the Glen Waverley Structure Plan Area. These areas are characterised as Garden City suburbs and are identified within existing residential areas throughout the Structure Plan Area.

The Monash Housing Strategy is over a decade old and housing policy and demands have shifted since its preparation. While the Draft Glen Waverley Structure Plan generally aligns with the intent of the Housing Strategy by directing higher density housing to areas previously identified for housing growth and diversification (such as within and surrounding the Glen Waverley Activity Centre), it sets out a fresh plan for housing to meet projected demand leveraging the benefits of the SRL station.

The Draft Glen Waverley Structure Plan proposes more intensive growth and diversification of surrounding residential areas compared to the Monash Housing Strategy. Areas previously nominated for incremental change by the Housing Strategy will experience some intensification to capture the benefits of dramatically improved connectivity in the metropolitan area.

3.3.2 Monash Affordable Housing Strategy

The *Monash Affordable Housing Strategy (2023)* is an adopted document of council that seeks to increase the availability and supply of affordable housing in alignment with the Monash Housing Strategy. The Affordable Housing Strategy identifies that activity centres in Monash have significant scope for increased density and development and are suitable for providing more diverse affordable housing types.

The Affordable Housing Strategy identifies opportunity to include at least 10 per cent affordable housing in the residential and commercial areas of the Glen Waverley Structure Plan Area.

Proposed Amendment C174 seeks to implement the Monash Affordable Housing Strategy, including through a 6 per cent affordable housing contribution when land is rezoned to facilitate residential development or for development of 20 or more dwellings.

The Draft Glen Waverley Structure Plan includes an objective to ‘increase the supply of social and affordable housing’, with a strategy to encourage provision of affordable housing on strategic sites and areas identified for significant and high housing growth in alignment with Victorian Government policy. Increased housing density and diversity of housing types will be focused around the SRL station and Glen Waverley Activity Centre. Affordable housing and social housing is also encouraged on government-owned land, with future redevelopment or renewal of existing social housing to be investigated.

3.3.3 Monash Boulevards Urban Design Framework

The *Monash Boulevards Urban Design Framework (2022)* is an adopted document of council that sets a vision to enhance the boulevards of Springvale Road, as well as Dandenong Road (which is not part of the Glen Waverley Structure Plan Area).

The Urban Design Framework provides built form guidelines for residential development along each boulevard and seeks to create a contemporary mid-rise character that respects surrounding context, improves walking and cycling infrastructure and enhances the boulevard landscape character through tree planting and landscaping.

The Urban Design Framework identifies building heights of up to six storeys along the eastern side of Springvale Road adjacent to the Glen Waverley Structure Plan Area, reflecting its close proximity to shops, services and transport. Other recommendations include providing additional plantings and pedestrian amenity upgrades where possible.

Proposed Amendment C172 seeks to implement the Monash Boulevards Urban Design Framework into the Monash Planning Scheme with a Design and Development Overlay to guide new residential development.

The Draft Glen Waverley Structure Plan aligns with the Boulevards Urban Design Framework as it adopts the principle of directing higher density development and supporting new walking and cycling infrastructure along the boulevards.

The Draft Glen Waverley Structure Plan sets higher building limits than the Boulevards Urban Design Framework. This reflects the increased density and accessibility that SRL East will provide within the Glen Waverley Structure Plan Area.

It is proposed to remove the areas within the Glen Waverley Structure Plan Area from the Monash Boulevards Urban Design Framework, as built form direction for these areas is addressed in the Draft Glen Waverley Structure Plan. This is pending the determination of the proposed Amendment C172 to the Monash Planning Scheme.

3.3.4 Monash Economic Development Strategy and Action Plan

The *Monash Economic Development Strategy and Action Plan (2018)* is an adopted document of council that outlines its approach to opening up new employment and economic opportunities in the City of Monash.

The Economic Development Strategy identifies that the municipality represents approximately 4 per cent of Victoria's economy and includes a resident workforce of approximately 87,000 people, with businesses providing over 121,000 jobs.

The Economic Development Strategy sets out plans for Glen Waverley as an attractive, vibrant activity centre and employment precinct, supported by quality transport infrastructure. Key actions include the preparation and implementation of structure plans to guide the long-term planning and development of retail and commercial activity centres.

The Draft Glen Waverley Structure Plan promotes population and jobs growth with significant economic investment within the Structure Plan Area, which aligns with the vision of the Monash Economic Development Strategy. The Draft Glen Waverley Structure Plan also supports increases in activity, public connections and transport, which will contribute to the vibrancy of central Glen Waverley and its surrounding neighbourhoods.

3.3.5 Monash Open Space Strategy

The *Monash Open Space Strategy (revised November 2021)* is a background document within the Monash Planning Scheme and provides a framework for providing new open space in the municipality to 2036.

The Glen Waverley Structure Plan Area is within Precinct 4—Glen Waverley of the Open Space Strategy. This precinct features 2.4 hectares of open space per 1,000 residents (24 m² per person), with 93 per cent of residents having access to open space within 400 metres from home.

The Open Space Strategy highlights the significant residential development planned around the Glen Waverley Major Activity Centre over the next decade, with insufficient open space currently provided. Two areas in the Glen Waverley Structure Plan Area with gaps in sporting facilities are identified: an area south of the Glen Waverley Line and west of Blackburn Road, and an area around Gallaghers Road, Townsend Street and Wilson Road.

Specific actions identified for Glen Waverley include improving facilities at Bogong Reserve to enhance connectivity to the Glen Waverley Major Activity Centre, maximising green space in the centre of the activity centre, extending and improving the Scotchmans Creek Trail and addressing gaps in the Glen Waverley Rail Trail.

The Draft Glen Waverley Structure Plan focuses on projects included in the Monash Open Space Strategy and seeks to connect and improve access to existing and future open space, and provide for new and upgraded open space. The Draft Glen Waverley Structure Plan provides for improved accessibility to reduce gaps in walkable access to open space. Initiatives in the Draft Glen Waverley Structure Plan include improvements to Bogong Reserve and Jordan Reserve and identification of investigation areas for three new open spaces.

The Monash Open Space Strategy was also considered for the *Open Space Technical Report*, providing context for opportunities to reduce gaps in walkable access to open space across the Glen Waverley Structure Plan Area.

3.3.6 Monash Integrated Transport Strategy

The *Monash Integrated Transport Strategy (2017)* is an adopted document of council that provides a framework for planning Monash's transport system to 2037 and beyond.

The Integrated Transport Strategy anticipates increased pressure on the Monash transport network due to population growth in Melbourne's eastern and southern regions, and more people travelling between the outer-eastern and southern regions and inner Melbourne. It promotes a shift to public transport, walking and cycling to meet future travel demand and reduce traffic congestion.

The existing Glen Waverley Station is identified as a major attractor for commuters accessing the rail network from the east and north of Monash. Car-based access is the predominant form of access to stations along the Glen Waverley Line, with car parking along the rail corridor currently oversubscribed and spilling into local neighbourhoods.

Actions in the Integrated Transport Strategy relevant to the Glen Waverley Structure Plan Area include implementing bus interchange upgrades at the existing Glen Waverley Station, improving the condition of pedestrian and bicycle routes and facilities for each activity centre in Monash, encouraging Disability Discrimination Act 1999 (Cth) (DDA) compliant public access links within activity centres, and improving public open space connections and priority walking and cycling capacity within and to activity centres.

The Draft Glen Waverley Structure Plan plans for urban growth around the SRL station with efficient use of significant new transport infrastructure to improve public transport, walking and cycling connections. Public transport, walking and cycling throughout the Structure Plan Area is prioritised; an active transport link along Coleman Parade, Snedden Drive and Kingsway is provided for; and consolidation of car parking is encouraged. Proposed bus interchange upgrades at the existing Glen Waverley Station are also part of works associated with the station's redevelopment and connections with the SRL station.

3.3.7 Monash Walking and Cycling Strategy

The *Monash Walking and Cycling Strategy (2012 – updated 2022)* is an adopted council document and seeks to achieve a walking- and cycle-friendly municipality where residents of all ages and abilities can choose active travel as their preferred form of exercise, recreation and transport.

Actions in the Walking and Cycling Strategy relevant to the Glen Waverley Structure Plan Area include identifying initiatives to enhance the Scotchmans Creek Trail, opportunities to rectify existing on-road cycling infrastructure that negatively impacts cyclists and better linking footpaths to key destinations in Glen Waverley.

The Draft Glen Waverley Structure Plan supports the Monash Walking and Cycling Strategy by identifying new and upgraded pedestrian and cycling routes linking destinations, and encouraging active travel. A new pedestrian and cycling link is planned along Coleman Parade, Snedden Drive and Kingsway, enabling the de-prioritisation of motor vehicles within Central Glen Waverley.

3.3.8 Monash Integrated Water Management Plan

The *Monash Integrated Water Management Plan (2014)* is an adopted council document that seeks to ensure water is considered as integral to planning and service delivery in the municipality.

Gardiners Creek (Kooyongkoot) and Dandenong Creek are identified as two major waterways in the City of Monash, with Scotchmans Creek and Damper Creek draining to Gardiners Creek (Kooyongkoot).

Actions relevant to the Glen Waverley Structure Plan Area include ensuring opportunities for integrating water sensitive urban design (WSUD) are investigated for capital works programs, ensuring future structure and precinct plans require WSUD, and preparing guidance for WSUD in the Glen Waverley Major Activity Centre as part of future structure plans and urban design frameworks.

An *Integrated Water Management Strategy* prepared for SRL East sets out strategies and actions to increase climate resilience within the Glen Waverley Structure Plan Area by encouraging new developments to incorporate WSUD features and the preparation of an IWM Plan to develop and advance place-based IWM measures and opportunities. More information on the *Integrated Water Management Strategy* is provided in Section 5.5.2 below.

3.4 Existing structure plans and policies

This section summarises existing structure plans and controls that apply to the Glen Waverley Structure Plan Area.

3.4.1 Glen Waverley Activity Centre Master Plan

The *Glen Waverley Activity Centre Master Plan (2013)* is an adopted council document that focuses primarily on the activity centre core area (including The Glen Shopping Centre, the Civic Centre and existing hotels) to the south, Springvale Road to the east and land south of Glen Waverley Secondary Collage to the west.

The Activity Centre Master Plan sets priorities for the Glen Waverley activity centre, including reinforcing Kingsway as its heart, creating pedestrian priority areas, consolidating parking hubs, providing for high-quality landscape and water sensitive design, and locating community facilities to maximise accessibility.

3.4.2 Glen Waverley Activity Centre Structure Plan

The *Glen Waverley Activity Centre Structure Plan (2016)* is a background document to the Monash Planning Scheme. It applies to the area shown in Figure 10. The directions of the Structure Plan were included as controls and policies in the Monash Planning Scheme in January 2018 (Amendment C120). The Activity Centre Structure Plan was based on expected population growth in the suburb of Glen Waverley of 3,743 additional people (1,601 additional dwellings) by 2031.

The 2016 Plan identifies seven sub-precincts, five of which are located in Glen Waverley's commercial core area and equate to the consolidated Central Glen Waverley neighbourhood in the Glen Waverley Structure Plan.

Land along the eastern side of Springvale Road is identified as a sub-precinct in its own right in the Activity Centre Structure Plan. This land is covered partially by two neighbourhoods in the Glen Waverley Structure Plan: Central Glen Waverley and Springvale Road East. Surrounding residential areas are located within a single sub-precinct identified in the Activity Centre Structure Plan. These are subsequently divided into two separate neighbourhoods (Bogong and Glen Waverley North) in the Glen Waverley Structure Plan.

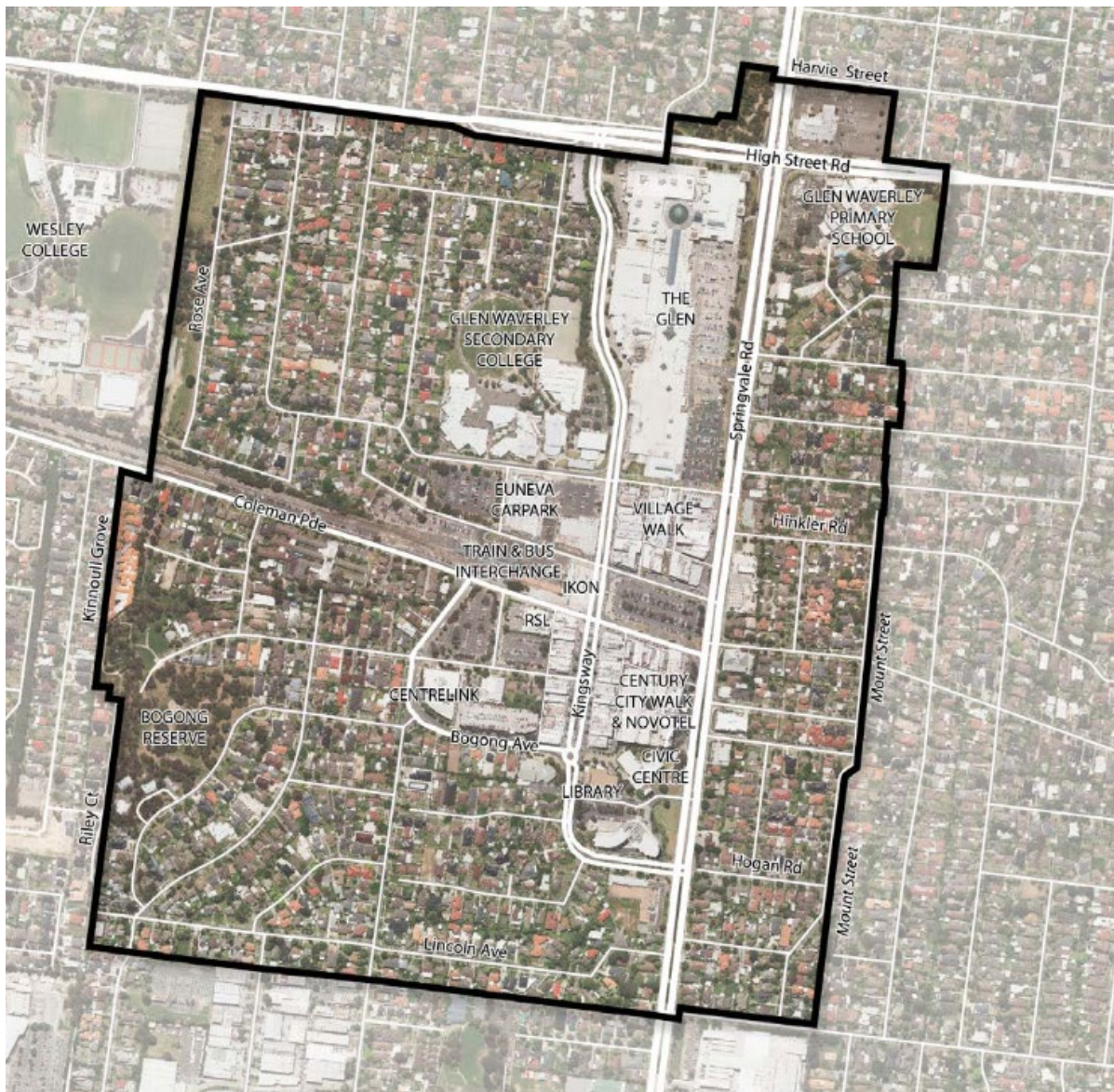


Figure 10 Glen Waverley Activity Centre Structure Plan Area (City of Monash, 2016)

The Activity Centre Structure Plan supports the expansion of The Glen Shopping Centre, the retention of local retail uses along Kingsway and the development of a fresh food precinct in a central location within the activity centre. The Activity Centre Structure Plan also seeks to establish a community hub (including a library) and other community facilities on the central car park site, and a stronger civic and community presence on centrally-located sites.

The economic analysis accompanying the Activity Centre Structure Plan identifies a demand of up to 20,000 m² of commercial floorspace in the Glen Waverley Major Activity Centre over the 20 years to 2036. This includes office uses at ground and podium levels in the Montclair Avenue precinct, major office tenants in the commercial core and development of a medical precinct along Springvale Road.

The housing analysis accompanying the Activity Centre Structure Plan supports the provision of 800 to 900 additional apartments in the Glen Waverley Major Activity Centre from 2016 to 2036. High density residential development is also encouraged in key redevelopment sites in the commercial core, along with a greater diversity of housing types in the surrounding residential areas and affordable housing across the activity centre.

The Activity Centre Structure Plan supports a shift from car-dominated streets to active streets with priority for pedestrians and cyclists. Kingsway is noted as an example where pedestrian amenity could be prioritised. Strategies and actions relating to streetscape and landscape improvements seek to improve entries into the activity centre, strengthen pedestrian and cyclist priority, and enhance key public open spaces such as Bogong Reserve.

The Activity Centre Structure Plan was accompanied by the Glen Waverley Activity Centre Sustainable Transport Plan, which seeks to increase the proportion of travel to, from and within the Glen Waverley Activity Centre taken by public transport, cycling and walking. Key strategies include providing a ring road from Snedden Drive to Bogong Avenue (linking High Street Road and Springvale Road) to reduce through-traffic, providing cycle routes across the commercial core and improving pedestrian amenity to connect the centre with surrounding residential areas. The Sustainable Transport Plan also provides for bus priority at key intersections and new car parking facilities at strategic locations.

At a high level, the Activity Centre Structure Plan identifies that places with the greatest potential for accommodating taller buildings are within the commercial core area of the activity centre. Development opportunities were divided into 11 distinct Built Form Areas, with indicative building heights ranging from three to four storeys for residential areas around the perimeter of the commercial core area and the eastern side of Springvale Road to four to six storeys for the Kingsway sub-precinct and in excess of eight to 12 storeys to the south of The Glen Shopping Centre.

The Glen Waverley Structure Plan Area encompasses a larger area than the Glen Waverley Activity Centre Structure Plan area (approximately 244 hectares). While significant changes in the projected residential and worker populations require a new approach to density and opportunities in Glen Waverley, themes from the Activity Centre Structure Plan formed the basis of future directions for the expanded Glen Waverley Structure Plan area.

Notably:

- The highest level of intensification is in the core of the Central Glen Waverley neighbourhood to accommodate projected population and jobs growth
- Housing strategies are reinforced by focusing higher density residential development in the commercial core and increasing housing densities and scale across the balance of the Glen Waverley Structure Plan Area
- Built form includes:
 - Three-storey townhouses and four to six-storey garden apartments in residential areas
 - Six to seven storeys for the Kingsway sub-precinct (identified in the Activity Centre Structure Plan) and areas to the south
 - Six to 10 storeys along key movement corridors
 - From eight to nine storeys up to 20 storeys for sites within and around the central area
 - Consideration to sensitive interfaces with residential neighbourhoods on the edges of the Glen Waverley Structure Plan Area
- Land use designations are largely maintained, with consideration given to accommodating significant additional office floorspace in the commercial core and supporting continued development of allied health and medical uses along Springvale Road
- Support is provided for strategies that aim to move from car dominance to improved pedestrian environments, including by redirecting vehicles to arterial roads, providing a pedestrian priority focus in the commercial core area, establishing a network of 'green streets' and facilitating low-traffic neighbourhoods
- The Draft Glen Waverley Structure Plan also includes direction for industrial areas to the south of Lincoln Avenue and up to Waverley Road that are beyond the 2016 Glen Waverley Activity Centre Structure Plan.

4. Structure Plan considerations

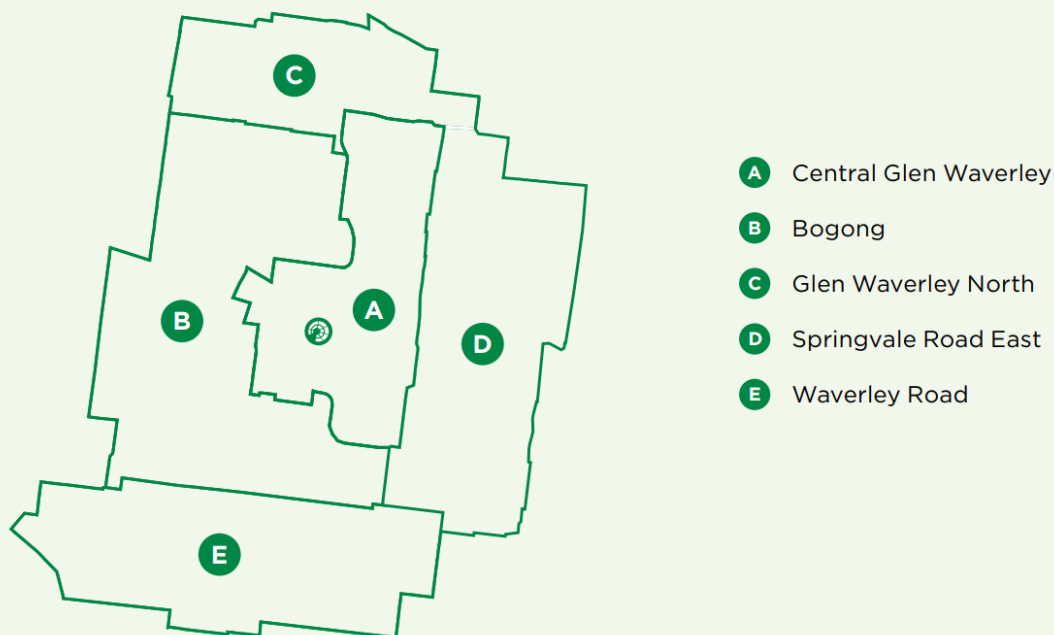
In preparing the Draft Glen Waverley Structure Plan, a series of technical investigations were undertaken to analyse constraints and opportunities with the potential to impact land capability.

This section describes the key findings of these assessments and the implications for the Draft Glen Waverley Structure Plan, with consideration also given to the relationship with other technical assessments discussed in Section 4 and Section 5 of this report. The focus of the below summaries is on how the recommendations of each assessment are captured in the Draft Glen Waverley Structure Plan or where variation from the technical assessment has been considered.

Technical Reports referenced in this Background Report are listed in Appendix E.

Neighbourhoods

Discussions in the following sections make reference to planning approaches for specific neighbourhoods where relevant. The Draft Glen Waverley Structure Plan introduces five neighbourhoods defined by their unique characteristics and attributes as shown below. Each neighbourhood has a distinct role in achieving the Vision for Glen Waverley and supporting population and employment growth. Detailed urban design, planning recommendations and development direction will guide the evolution of each neighbourhood.



4.1 Aboriginal cultural heritage

Context

The Wurundjeri Woi Wurrung people of the Kulin Nation are the Traditional Owners and custodians of the Country upon which the Glen Waverley Structure Plan Area is located. The Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation is the Registered Aboriginal Party for the land covered by the Draft Glen Waverley Structure Plan.

The *Aboriginal Cultural Heritage Technical Report* identifies registered Aboriginal places and areas of Aboriginal cultural heritage sensitivity within a 2-kilometre radius of the SRL station, as well as ways to protect them.

Key findings

There are no registered Aboriginal places or identified areas of Aboriginal cultural heritage sensitivity in the Glen Waverley Structure Plan Area. There are eight Aboriginal places located outside the Structure Plan Area but within a 2-kilometre radius of the SRL station.

The most likely Aboriginal place types to occur are Artefact Scatters or Low Density Artefact Distributions. However, there is a low probability of identifying intact Aboriginal cultural heritage material within the Structure Plan Area due to the significant ground disturbance from previous urban development.

No potential areas to avoid concerning Aboriginal heritage are identified in the Glen Waverley Structure Plan Area. Any potential impacts could be managed through compliance with the *Aboriginal Heritage Act 2006* (Vic).

Implications for the Draft Glen Waverley Structure Plan

While the previous significant ground disturbance means a low probability of intact cultural heritage material remaining within the Structure Plan Area, the requirements of the Aboriginal Heritage Act will continue to apply to high impact activities (as defined under the Act) to manage impacts on identified areas of Aboriginal cultural heritage sensitivity. This includes the requirement to prepare a Cultural Heritage Management Plan for developments that comprise 'high impact activities' in areas of cultural heritage sensitivity.

4.2 Aboriginal cultural values

Context

Structure planning for Glen Waverley presents an opportunity to highlight Glen Waverley's rich cultural history and to create spaces that support the ongoing interpretation and sharing of cultural values. Structure planning for Glen Waverley has been shaped by engagement with Traditional Owners and the Aboriginal community to integrate cultural values into planning for the Glen Waverley Structure Plan Area. This has included discussions with the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation to identify opportunities to celebrate Aboriginal voices, history and culture. These conversations have informed the objectives, strategies and actions in the Draft Glen Waverley Structure Plan.

Key findings

Consultation with Traditional Owners identified a strong desire to apply the principles of self-determination in planning SRL East. This includes identifying opportunities for involving Traditional Owners and the Aboriginal community in advancing Aboriginal outcomes across various areas such as urban design, environmental restoration, economic inclusion, housing and community infrastructure.

Implications for the Draft Glen Waverley Structure Plan

Section 5.3 'Enriching Community' of the Draft Glen Waverley Structure Plan includes Objective 1 to 'Celebrate, protect and interpret Aboriginal cultural values'. Strategies and actions are provided to support ongoing engagement and partnership with Traditional Owners and the Aboriginal community to help shape the future of the Structure Plan Area.

The Draft Glen Waverley Structure Plan identifies opportunities for future engagement with Traditional Owners, including (but not limited to) the design of public spaces, new walking and cycling infrastructure, community facilities, creative works, wayfinding, landscaped areas and streetscapes and advancing Aboriginal employment outcomes and procurement opportunities.

4.3 Post-contact heritage

Context

The SRL station at Glen Waverley is located within an existing urban area established as part of Melbourne's early development in the late 1800s. The *Historical Heritage Technical Report* identifies places and objects of historical value within the Structure Plan Area and provides direction for the built form response within a context of significant population, housing and employment growth.

Heritage places reflect key historical development themes and provide insight into local character, identity and established built form.

The report considers legislation, existing statutory controls, heritage studies, non-statutory data sources and information from technical reports prepared for the SRL East Environment Effects Statement (2021).

Key findings

There are no identified historical heritage places in the Glen Waverley Structure Plan Area included on national or Commonwealth heritage lists, the Victorian Heritage Register (VHR) or the Victorian Heritage Inventory (VHI).

The Monash Planning Scheme lists three archaeological sites within the Structure Plan Area protected by a Heritage Overlay. They include the Former Glen Waverley Primary School and significant trees from the early establishment of the suburb near Springvale Road and Waverley Road in the mid to late 1800s. The establishment of Glen Waverley railway station (1930) facilitated significant residential growth during the 1950s-60s post-war period, including contemporary commercial, civic and entertainment buildings, establishing Glen Waverley as a major centre. The Civic Centre at 293 Springvale Road is recognised as a notable modernist civic building. The sites are listed in Table 1 below. Their locations are shown in Figure 8 (in Section 3.2.1 above).

No heritage studies are underway in the City of Monash. The most recent municipal-wide historical heritage study was completed in 1999.

The *Historical Heritage Technical Report* recognises the prospect for heritage values and places to inform the SRL East urban design response, including opportunities to build on valued characteristics and maintain a sense of place. No specific opportunities are identified in the Glen Waverley Structure Plan Area.

Table 1 Heritage Overlay places in Glen Waverley Structure Plan Area

Monash Planning Scheme
HO54 – Large Araucaria [tree], 8 Mount Street, Glen Waverley
HO71 – Civic Centre, 293 Springvale Road, Glen Waverley
HO73 – Former Glen Waverley Primary School, 356-380 Springvale Road

Implications for the Draft Glen Waverley Structure Plan

Heritage places will continue to form part of the value of the Glen Waverley Structure Plan Area and contribute to the sense of place. The Draft Glen Waverley Structure Plan does not propose to modify existing Heritage Overlays, and the small number of Heritage Overlay places within the Structure Plan Area will continue to be protected by the Monash Planning Scheme.

Heritage places and objects may be integrated with new development of contrasting scale as part of a contemporary setting. This is particularly appropriate where heritage places do not form part of a Heritage Overlay precinct.

Section 6 of the Draft Glen Waverley Structure Plan includes a built form guideline for Kingsway in the Central Glen Waverley neighbourhood to upgrade the existing library and forecourt plaza area to integrate with the public realm of Kingsway and celebrate the historic Civic Centre building.

4.4 Ecology and arboriculture

Context

The Glen Waverley Structure Plan Area comprises urban areas ranging from industrial precincts to residential areas and parkland that display varying levels of ecological value and enhancement potential.

The *Ecology and Arboriculture Technical Report – Glen Waverley* assesses the ecological environment and tree canopy cover within and surrounding the Structure Plan Area.

The report was informed by a desktop review of flora and fauna databases, legislation, planning controls, policies and technical reports to ascertain existing ecological and arboriculture conditions. Threatened flora, fauna and ecological communities listed under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) and *Flora and Fauna Guarantee Act 1988* (Vic) were assessed to determine the likelihood of their occurrence within and surrounding the Structure Plan Area.

Recommendations aim to minimise and manage the impacts of change to ecology and arboriculture within the Structure Plan Area and inform future land use and development.

Key findings

Ecology

The Glen Waverley Structure Plan Area is heavily modified and dominated by infrastructure, buildings and residential areas with some scattered parklands. There are no habitat corridors or contiguous habitat from adjacent landscapes to encourage movement and dispersal of native fauna within the Structure Plan Area. Existing areas of open space are considered unlikely to provide significant habitat or support permanent populations of native flora and fauna. The location of a strip of remnant native scattered trees within the Structure Plan Area is shown in Figure 11.

No specific protections of ecological significance are required and existing mechanisms are in place to preserve and protect threatened flora and fauna species if required.

Tree canopy cover

The Glen Waverley Structure Plan Area contains 290,000 m² of tree canopy, as shown in Figure 11. This equates to 12 per cent tree canopy cover within the Structure Plan Area, compared to 22 per cent canopy cover in the Monash municipality. Residential properties support 12 per cent of canopy cover within the Structure Plan Area, while commercial and industrial land support 5 per cent of the area's canopy cover.

Implications for the Draft Glen Waverley Structure Plan

A key element of the Vision for Glen Waverley is a denser residential and commercial environment, particularly in the neighbourhoods surrounding the SRL station. The creation of high amenity street and public spaces will support these places. More housing opportunities are planned within existing residential neighbourhoods where higher levels of amenity already exist.

Section 5.3 'Enriching Community', Section 5.5 'Enhancing Place' and Section 5.7 'Empowering Sustainability' of the Draft Glen Waverley Structure Plan include strategies to improve ecological outcomes while also supporting housing and employment growth, including those relating to: include:

- Prioritising biodiverse planting along streets and on private land to create habitat corridors that link open spaces
- Encouraging development that provides deep soil planting and canopy trees in building setbacks and streetscapes, aspiring to increase tree canopy coverage to 30 per cent on public and private land in line with City of Monash policy
- Providing space for tree canopy cover and green infrastructure to reduce urban heat island effects and improve the climate resilience of the local environment, including local flora and fauna
- Requiring development to include integrated water management elements that optimise permeable surfaces.

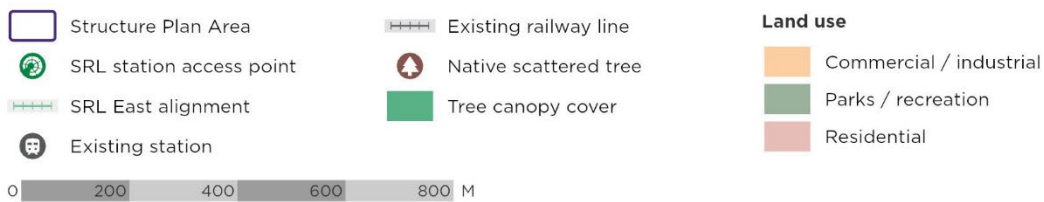
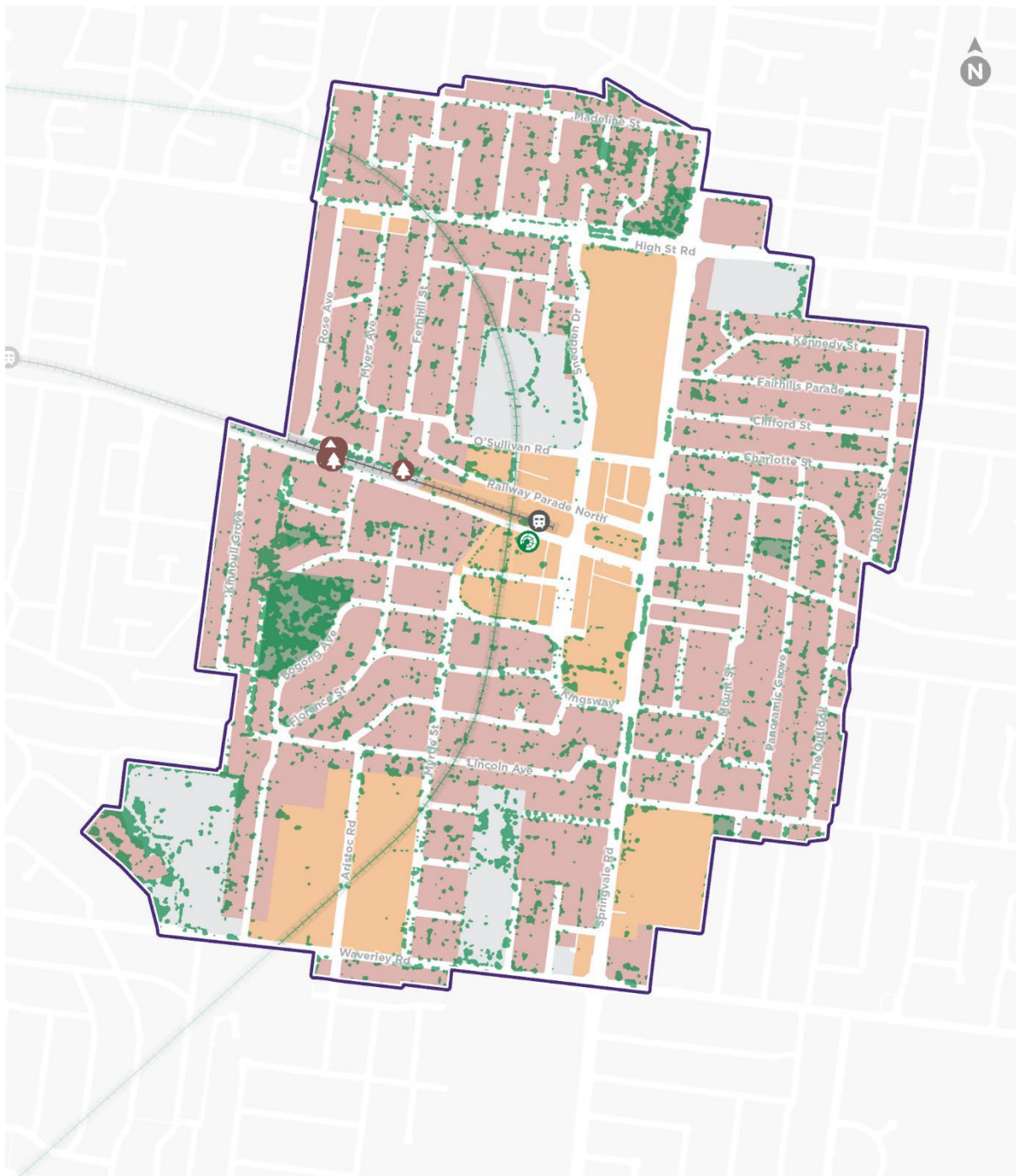


Figure 11 Tree canopy cover within Glen Waverley Structure Plan Area

4.5 Flooding

Context

The Glen Waverley Structure Plan Area is currently subject to flooding around the Glen Waverley Drain.

The *Flooding Technical Report* describes existing flooding risks within the Structure Plan Area and identifies risks relating to new development as well as ways to minimise flooding.

The report is informed by flooding and water management policies, planning controls, State Emergency Services (SES) plans, council flood management reports and available flood studies. Flood studies made available by Melbourne Water were reviewed and consolidated to present the 1 in 100-year flood event (1% AEP) data accounting for climate change projections (increased intensity and frequency of flood events) to the year 2100. The flood study undertaken for the SRL East Environment Effects Statement (2021) accounts for climate change predictions until the year 2150.

Key findings

The Glen Waverley Structure Plan Area is located within the Dandenong Creek and the Gardiners Creek (Kooyongkoot) catchments, with water flowing (overland) in two separate directions, generally in a south west to north east direction in the Dandenong Creek catchment and in a south east to north west direction in the Gardiners Creek (Kooyongkoot) catchment. These overland flows enter the local drainage networks of the Nunawading Outfall, discharging into Dandenong Creek to the north, and the Glen Waverley and Mont Clair Avenue Drains, discharging to Gardiners Creek (Kooyongkoot) to the south, at opposite ends of the Structure Plan Area.

A Special Building Overlay (SBO) generally covers the Glen Waverley Drain at the southern end of the Structure Plan Area. Proposals for new works in these areas are referred to Melbourne Water to assess flood risk and the effects of development on local overland flow paths.

Hydrological and hydraulic modelling has confirmed the Structure Plan Area experiences a high flood risk, with a 1% AEP (1 in 100-year event) of up to 1 metre deep at the intersection of Myrtle Street and Montclair Avenue, continuing to Bogong Reserve and the Waverley Road Retention Basin. There is also a moderate to high flood risk along the Glen Waverley Drain at Glenallen School and Myrtle Street in the south of the Structure Plan Area, with flood water depths of up to 0.6 metres. Shallow overland flows are experienced at the centre and to the north of the Structure Plan Area, with most of the surrounding catchment having a low to moderate flood risk.

The 1% AEP flood modelling confirmed a risk of over-floor flooding at several properties, including those on Myrtle Street and Aristoc Road adjacent to the Glen Waverley Drain.

Note: Annual Exceedance Probability (AEP) is the probability of a certain sized flood occurring in a single year. For example, a 0.5% AEP flood has a 1-in-200 chance of occurring in any year. A 1% AEP flood has a 1-in-100 chance of occurring in any year.

Implications for the Draft Glen Waverley Structure Plan

Melbourne Water is currently remodelling flood risks in partnership with local governments. The results will be used to make any additional updates to the Monash Planning Scheme and planning policy where required by 2026 and may change flood overlay areas within the Structure Plan Area. Modelling of local stormwater drainage underway within the Structure Plan Area in partnership with the City of Monash will be completed in 2025 or early 2026.

The flood risks in the Glen Waverley Structure Plan Area identified in the *Flooding Technical Report* include additional areas of moderate to high flood risk. Upon completion of the revised Melbourne Water remodelling, the Monash Planning Scheme will be updated to fully reflect these additional flood risks identified in the *Flooding Technical Report*.

Section 5.7 'Empowering Sustainability' of the Draft Glen Waverley Structure Plan includes Objective 23 to 'Embed Integrated Water Management in the Glen Waverley Structure Plan Area'. This includes embedding integrated water management in the development of new buildings, roads and public spaces and encouraging water sensitive urban design (WSUD) in active transport corridors, green spaces and the public realm. WSUD is discussed in Section 5.5.2 below.

4.6 Land contamination

Context

Historical development across the Glen Waverley Structure Plan Area has resulted in the potential for existing or former industrial (and other) land uses to leave a legacy of environmental contamination. This is a common issue across established areas of metropolitan Melbourne and has potential implications for growth within the Structure Plan Area. Land contamination requires consideration in accordance with Ministerial Direction No.1 Potentially Contaminated Land (MD1) and Planning Practice Note 30 'Potentially Contaminated Land' (PPN30).

The *Potentially Contaminated Land Memo* and the *Land Contamination Technical Report* applies the guidance of PPN30 to identify potentially contaminated land within the Structure Plan Area.

Key findings

Desktop searches identified 84 records of potential land contamination within the Glen Waverley Structure Plan Area based on records of regulatory audits, historical land uses and business activities. However, there is no land within the Structure Plan Area where a planning response is required for potentially contaminated land to be used for a public open space, children's playground, secondary school or sensitive use where previously it was prohibited.

Implications for the Draft Glen Waverley Structure Plan

The Draft Glen Waverley Structure Plan envisages that existing land use settings within the Structure Plan Area will mostly be retained. The *Environment Protection Act 2017* (Vic) and PPN30 will remain relevant when considering future land use and development applications within the Structure Plan Area.

4.7 Land amenity and buffers

4.7.1 Noise and vibration

Context

Existing noise and vibration sources affecting the Glen Waverley Structure Plan Area include major roads, the rail line and industrial and commercial activities.

The *Noise and Vibration Technical Report* identifies existing noise and vibration sources within the Structure Plan Area and a 1-kilometre radius of its boundary. The report identifies existing planning controls and policies to protect sensitive land uses from noise impacts, and makes recommendations to minimise negative impacts of noise and vibration on future development within the Structure Plan Area. Potential impacts of vibration from the SRL East tunnels are also considered.

Key findings

Noise

Existing noise sources within the Structure Plan Area include commercial, retail and light industrial areas such as The Glen Shopping Centre, Century City Walk, High Street and the Aristoc industrial area. Noise is mainly from mechanical building services (such as air conditioning) and the loading / unloading of delivery vehicles.

There is also noise from transport activities and civil infrastructure, such as the Glen Waverley Line, the existing Glen Waverley Station and major roads. Areas in the south east of the Structure Plan Area experience cumulative noise impacts from the Glen Waverley Line, industry and roads that are not considered under existing planning controls.

Existing planning controls and policies are generally appropriate to address noise impacts. Clause 13.05-1S (Noise Management) of the Victoria Planning Provisions requires consideration of Environment Protection Regulations and other noise policy documents to manage noise effects on sensitive land uses. Residential development standards of the Monash Planning Scheme (such as clauses 55 and 58) require consideration of the impact of noise sources on new residential development and can require an acoustic report. In areas with a cumulative noise impact, additional design and noise mitigation measures should be encouraged to address noise impacts.

Vibration

The vibration influence area within the Glen Waverley Structure Plan Area is limited to the Glen Waverley Line and the first row of housing alongside it.

The SRL East rail and station design incorporates measures to prevent vibration and ground-borne noise from the tunnels impacting residential land. The SRL East Environment Effects Statement (2021) concluded that residential land will unlikely experience significant risk from vibration and ground-borne noise from the tunnels. However, other new land uses and developments in the vicinity of the SRL East tunnels that involve the use of vibration-sensitive equipment such as education or health facilities may need to incorporate measures to address potential vibration impacts.

Existing noise and vibration influence areas in the Glen Waverley Structure Plan Area are shown in Figure 12.

Implications for the Draft Glen Waverley Structure Plan

Section 5.5 'Enhancing Place' of the Draft Glen Waverley Structure Plan includes Objective 14 to 'Ensure new buildings provide a good level of amenity for occupants'. This includes incorporating appropriate noise and vibration attenuation measures into the design of new developments.

The *Noise and Vibration Technical* report concludes that existing planning settings are sufficient to ensure appropriate design controls are applied to new buildings. This will protect residents and occupants in new buildings from adverse noise impacts, including buildings near Springvale Road, the Glen Waverley Line and industrial land.

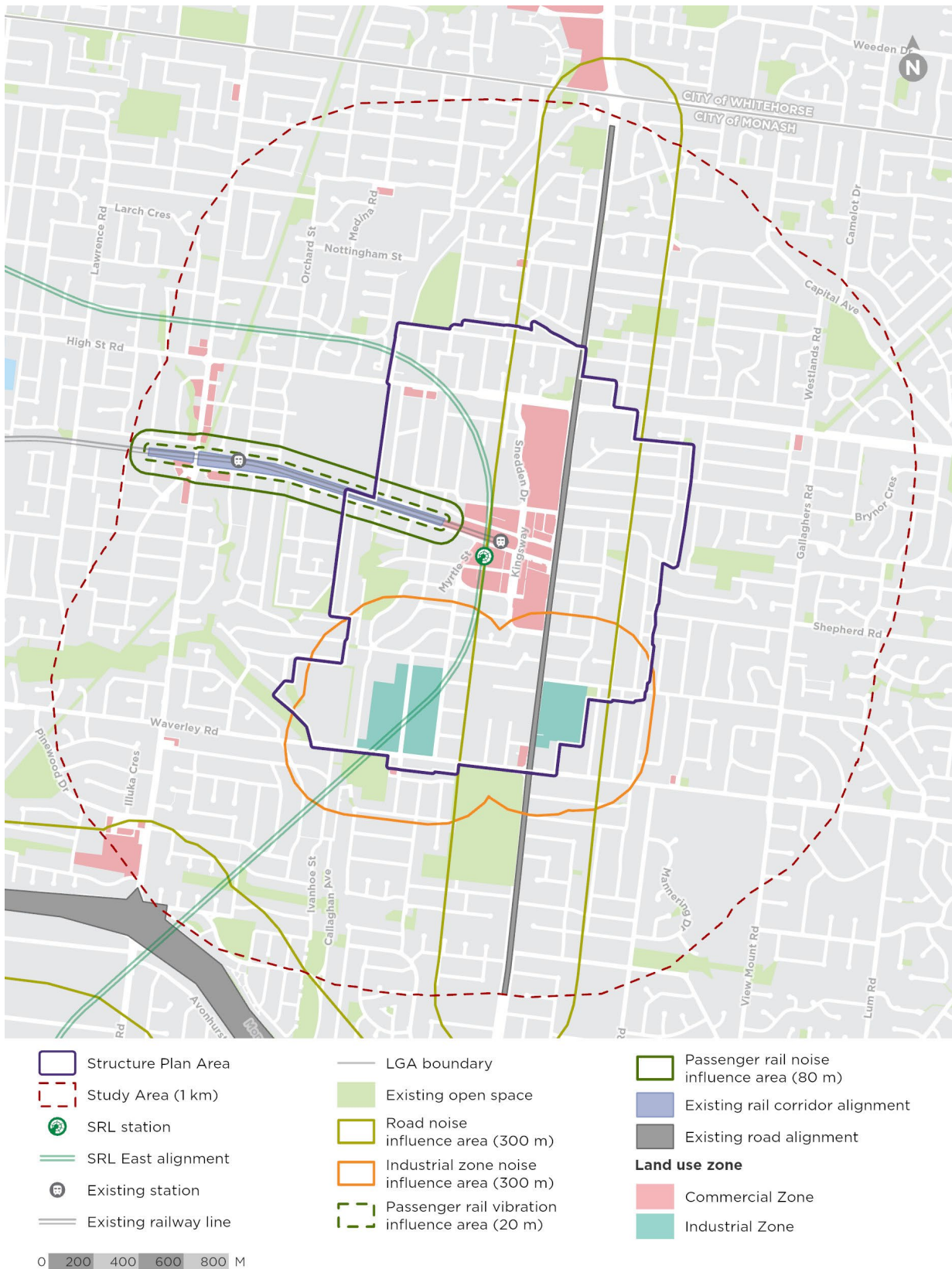


Figure 12 Influence areas of existing noise and vibration sources in the Glen Waverley Structure Plan Area

4.7.2 Odour and dust

Context

The Glen Waverley Structure Plan Area includes businesses and employment areas around Aristoc Road and east of Springvale Road on the corner of Wilson Road with the potential to emit odour and dust.

The *Odour and Dust Technical Report* determines the potential of future land uses within the Glen Waverley Structure Plan Area that can be negatively impacted by odour and dust emissions associated with existing businesses and facilities. The report focuses on land use conflicts between sensitive land uses (residential buildings, childcare centres, hospitals and aged care facilities) and industrial land uses.

The report assesses existing businesses and facilities within the Structure Plan Area and a 1-kilometre radius from its boundary, with reference to relevant policy and legislation. Sites are identified that may be subject to a recommended separation distance set out by the EPA Victoria *Separation distance guideline* (August 2024), to determine if a proposed nearby land use or development is suitable.

The Monash Planning Scheme (clause 53.10) sets threshold distances for land uses or activities where, as part of a planning permit application, assessment and referral to the EPA Victoria is required for particular new industrial land uses to determine if a proposed use or activity is appropriate.

Key findings

Four businesses in the Glen Waverley Structure Plan Area potentially produce odour and dust: Scouts Victoria Recycling, JiuYi Enterprises, Saks Dry Cleaner and the Wilson Transformer Company Pty Ltd. The locations of these businesses are shown in Figure 13. The nature of the activities conducted by these businesses means recommended separation distances under clause 53.10 do not apply and no odour or dust amenity impacts were identified that might constrain future land use.

Implications for the Draft Glen Waverley Structure Plan

Since no existing odour or dust emissions will constrain land use planning and development within the Structure Plan Area, no provisions relating to these emissions are made in the Draft Glen Waverley Structure Plan.

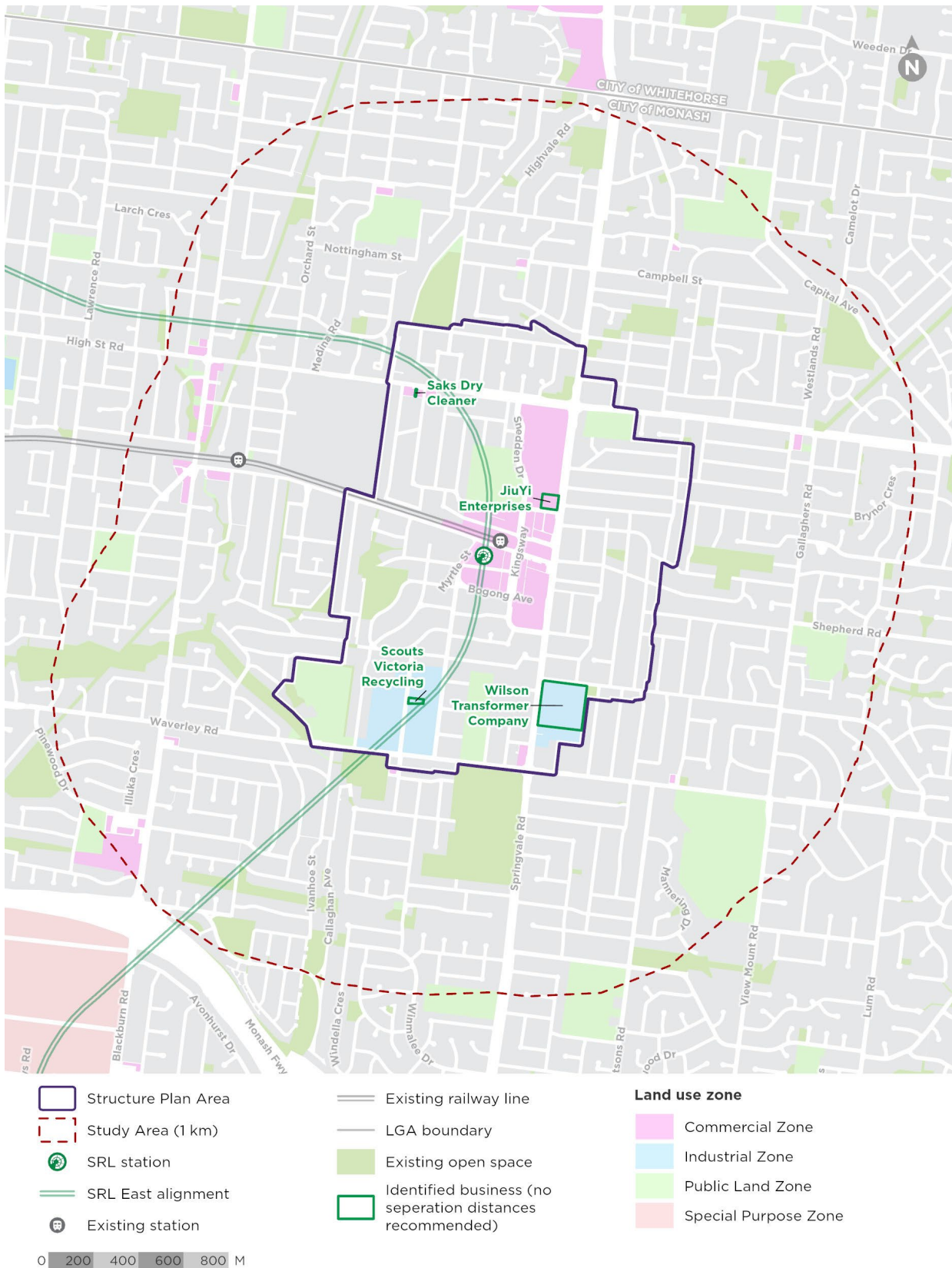


Figure 13 Glen Waverley Structure Plan Area separation distances, odour and dust

4.8 Aviation

Context

The Glen Waverley Structure Plan Area is located approximately 13 kilometres north-east of Moorabbin Airport.

The *Aviation and Airspace Technical Report* reviews aviation planning controls and international aviation standards that impact maximum development heights in the Structure Plan Area. The report makes recommendations for future maximum developable heights to avoid conflict with airport operations, including take-off and landing flightpaths.

Approval is required from the Australian Government's Department of Infrastructure, Transport, Regional Communications and the Arts to develop buildings higher than maximum development heights.

Key findings

No aviation planning controls apply within the Glen Waverley Structure Plan Area.

Maximum development heights are most impacted at the western edge of the Structure Plan Area, west of Bogong Reserve. The maximum heights range from 100 to 110.5 metres.

Implications for the Draft Glen Waverley Structure Plan

Given the distance from the Structure Plan Area to Moorabbin Airport, preferred maximum heights set out in the Draft Glen Waverley Structure Plan are well below the development height limitations.

4.9 Utilities and servicing

Context

The significant population growth and development anticipated within the Glen Waverley Structure Plan Area will impact existing utility services.

The *Utilities Servicing Technical Report* describes existing utility networks and identifies committed augmentation works, anticipated future capacity, and existing considerations for land use and development adjacent to utility assets within the Structure Plan Area.

The report outlines anticipated utility service upgrades for potable (drinking) water, recycled water, sewer, electricity, gas and telecommunications to support population growth in the Glen Waverley Structure Plan Area.

Key findings

Consultations with utility service providers identified some augmentation requirements and asset capacity constraints. However, no significant utility service issues were identified. Development within the Structure Plan Area should be able to be appropriately serviced and utility service providers will continue to review and upgrade their infrastructure to meet future demand.

Upgrades to Yarra Valley Water potable water trunk mains, the Mt View Hotel Water Pump Station Storage Tanks and the Glen Waverley, High Street Road Water Pump Station and the Syndal High Street Road pressure reducing station are required. An investigation into the feasibility of a recycled water network (for non-potable uses such as toilets, laundry and irrigation) is underway.

Augmentation of Yarra Valley Water sewer infrastructure is required along the Scotchmans Creek Branch and Relieving Sewers and the Glen Waverley Branch Sewer to increase capacity. Coordination across water retailers and affected landowners (private properties within a designated easement) will be required, along with upgrades to reticulated sewer mains and the Glen Waverley, Westlands and Shepards Roads pressure reducing sewers within the Structure Plan Area.

Upgrades are planned for the Notting Hill zone substation and/or the Glen Waverley zone substation, to service forecast growth and accommodate demand.

The nature of the trunk and reticulation works are unknown. Upgrade solutions and opportunities will be investigated and confirmed by South East Water as part of their longer-term planning and as development proposals provide more certainty on timing and demand.

Implications for the Draft Glen Waverley Structure Plan

There are only limited utility capacity constraints for the Glen Waverley Structure Plan Area and no significant implications for land use and development.

5. Future directions






This section outlines the future directions to achieve the Vision for Glen Waverley and to support population and employment growth in the Glen Waverley Structure Plan Area.

Five themes underpin SRL East structure planning. Each theme is described in Table 2 and the key Technical Reports relevant to the theme are listed. The Technical Reports apply to multiple themes but are listed beside the theme considered most relevant.

This section focuses largely on how the technical assessments have informed development of the future directions and how this is reflected in the Draft Glen Waverley Structure Plan generally and within specific neighbourhoods. The future directions bring in considerations that are outside the technical assessments, balancing the full range of influences across the Structure Plan Area.

Appendix E provides a full list of all Technical Reports referenced in this Background Report.

Table 2 Draft Glen Waverley Structure Plan themes and key relevant Technical Reports

Draft Glen Waverley Structure Plan theme		Key relevant Technical Reports
 <p>Enriching Community Creating healthy and inclusive neighbourhoods with more housing diversity and choice to support Glen Waverley's growing population</p>	<ul style="list-style-type: none"> • <i>Housing Needs Assessment – Glen Waverley</i> • <i>Community Infrastructure Needs Assessment – Glen Waverley</i> • <i>Open Space Technical Report</i> 	
 <p>Boosting the Economy Building on Glen Waverley's strengths in retail and services to support a thriving local economy with more and better jobs</p>	<ul style="list-style-type: none"> • <i>Economic Profile Technical Report – Glen Waverley</i> • <i>Retail Assessment – Glen Waverley</i> 	
 <p>Enhancing Place Providing high-quality buildings and public spaces that build on Glen Waverley's character and identity</p>	<ul style="list-style-type: none"> • <i>Urban Design Report – Glen Waverley</i> • <i>Wind Technical Report</i> 	
 <p>Better Connections Delivering public transport, walking and cycling options to support Glen Waverley as an attractive, high amenity place to live, work and visit</p>	<ul style="list-style-type: none"> • <i>Transport Technical Report – Glen Waverley</i> • <i>Transport Technical Report – Appendix A Precinct Parking Plan – Glen Waverley</i> 	
 <p>Empowering Sustainability Giving Glen Waverley tools and strategies to adapt to and mitigate the effects of climate change and make the transition to zero net carbon emissions</p>	<ul style="list-style-type: none"> • <i>Climate Response Plan – Glen Waverley</i> • <i>Integrated Water Management Strategy</i> 	

Strategic sites

Discussions in the following sections refer to strategic sites. Strategic sites are generally large, single-ownership sites with strong potential to help achieve the Vision for Glen Waverley.

Strategic sites within the Glen Waverley Structure Plan Area were identified using the following criteria:

- Complexity of issues – the potential for site issues to be resolved including land use, built form and movement challenges that require a bespoke planning control or process
- Opportunity for public benefit – the potential for a site to accommodate significant housing or employment growth and/or its ability to help achieve objectives of government policies that would be lost within the Structure Plan Area if the site was not clearly identified as strategic
- Capacity and scale – the potential for a site to attract significant investment and generate substantial community benefit within the lifespan of the Glen Waverley Structure Plan (by 2041).

In addition to these criteria, the following factors were also reviewed when identifying strategic sites:

- Capacity for intensification, including the size of a site, the lack of sensitive interfaces, and the likelihood of its development within the lifespan of the Glen Waverley Structure Plan (by 2041)
- Ability to support open space and/or community infrastructure
- Distance from the SRL station and core of the Glen Waverley Structure Plan Area
- Whether ownership enables investment to be unlocked in the short to medium term
- Significant environmental or land use constraints (such as heritage or flooding)
- Draft built form and land use objectives contained in the Key Directions developed for the Glen Waverley Structure Plan Area
- Landowner intentions for the site (established through consultation).

To capture these opportunities, some strategic sites may be subject to a master planning process that would facilitate use and development that responds to the site's context and manage site-specific and off-site impacts. The master planning process allows flexibility and provides for an integrated approach to land use, design response, public realm, movement and infrastructure.

Strategic sites within the Glen Waverley Structure Plan Area

The criteria and factors listed above were applied to identify the following strategic sites in Glen Waverley:

- **SRL Station Development Area** – opportunities supporting the SRL station and mixed-use development
- **The Glen Shopping Centre** – opportunity for renewal or redevelopment as an integrated mixed-use development that includes retail and hospitality uses at ground level and a range of commercial and accommodation uses above
- **Dan Murphys and Car Park** – large, under-utilised site with opportunity for renewal or redevelopment as an integrated mixed-use development that includes retail and hospitality uses at ground level, a range of commercial and accommodation uses above, an enhanced public realm and links to the SRL station
- **Glen Waverley Central Car Park** – at-grade, council-owned car park with opportunity for renewal or redevelopment as an integrated mixed-use development that includes retail and hospitality uses at ground level, a range of commercial and accommodation uses above, and an enhanced public realm
- **Century City Walk** – large landholding surrounded by low-scale fine-grain retail land use with opportunity for renewal or redevelopment as an integrated mixed-use development that includes retail and hospitality uses at ground level, a range of commercial and accommodation uses above, an enhanced public realm and links to the SRL station.

The locations of these strategic sites are shown in Figure 14.



1. SRL Station Development Area
2. The Glen Shopping Centre
3. Dan Murphys and Car Park
4. Glen Waverley Central Car Park
5. Century City Walk

Figure 14 Strategic sites within the Glen Waverley Structure Plan Area

5.1 Enriching Community

The Vision for Glen Waverley envisages more diverse housing types, sizes and tenures to support a growing population with changing household needs and preferences. With population growth comes the need for well-located community facilities to meet the daily needs of residents and workers.

The *Housing Needs Assessment – Glen Waverley*, the *Community Infrastructure Needs Assessment – Glen Waverley* and the *Open Space Technical Report* informed the response in the Draft Glen Waverley Structure Plan to the Enriching Community theme, as summarised in the following sections.

5.1.1 Housing needs

Context

The SRL station at Glen Waverley will be a catalyst for higher density housing with greater options to meet different needs and preferences.

The Draft Glen Waverley Structure Plan seeks to support Victoria to meet its housing targets while encouraging opportunities for more diverse and affordable housing options in highly accessible locations.

The *Housing Needs Assessment – Glen Waverley* projects the number of dwellings needed to accommodate the forecast population growth to 2041, and identifies the type and size of dwellings and the most suitable locations within the Structure Plan Area for higher density housing.

Dwelling definitions used by the Australian Bureau of Statistics (ABS) are adopted for consistency in data analysis: low density (stand-alone dwellings), medium density (attached dwellings up to two storeys) and high density (flats and apartments with three or more storeys).

Community engagement and stakeholder feedback also informed the approach to addressing housing needs outlined in the Draft Glen Waverley Structure Plan.

Key findings

The resident population of the Glen Waverley Structure Plan Area is projected to almost double from 7,100 people (2021 ABS 2021 Census) to 11,700 by 2041. More housing and more housing choices are needed to meet this demand.

A net extra 1,500 dwellings are needed within the Structure Plan Area by 2041. Most of these dwellings should be provided in high density developments (1,680), with some provided in medium density developments (180). A decline of low density dwellings is projected (-350) due to the demolition of older dwellings and their replacement with medium and high density development.

Approximately 67 new dwellings will be required each year to achieve this housing growth. This is below the recent rate of annual housing completions within the Structure Plan Area (180) and is considered achievable subject to market conditions.

The Structure Plan Area already has a higher proportion of high density housing (34 per cent) compared to Greater Melbourne (13 per cent), with a lower proportion of low density housing (58 per cent compared to 66 per cent) and medium density housing (8 per cent compared to 22 per cent). This reflects the recent trend for higher density development in the area.

Higher density housing will help to meet future demand within the Glen Waverley Structure Plan Area. Housing will need to accommodate a proportion of families and lone person households similar to existing demographics within the Structure Plan Area and Greater Melbourne. While existing high density housing is skewed toward one and two bedroom dwellings, housing growth will need to accommodate more dwellings with three or more bedrooms. The Structure Plan Area will also be home to a greater proportion of people aged over 65 years who are anticipated to downsize, with at least 15 per cent of the projected population being in this age group by 2041. All household types are anticipated to need choice in higher density housing options.

Greater diversity of apartment sizes than currently being delivered may be required to meet demand from larger households, particularly families. More social and affordable housing for very low to moderate income earners is needed, with an estimated 770 households within the Structure Plan Area potentially eligible for social and affordable housing in 2041.

Demand for aged care and retirement living is also anticipated to grow moderately within the Structure Plan Area, with demand for 130 Independent Living Units (retirement village) and 90 residential aged care facility beds by 2041. Suitable housing options will also be required for key workers and students in 2041.

The *Housing Needs Assessment – Glen Waverley* recommends high density housing is facilitated within the core of the Structure Plan Area. The Glen Shopping Centre is identified as providing opportunity for more high density housing while preserving its retail function.

Areas along movement corridors and in highly accessible locations have potential for high density housing, including along High Street Road, Springvale Road and Waverley Road. Moderate growth in the form of apartment development is supported elsewhere within the Structure Plan Area.

Future directions in the Draft Glen Waverley Structure Plan

Section 5.3 ‘Enriching Community’ of the Draft Glen Waverley Structure Plan includes Objective 2 to ‘Facilitate the growth of high-quality housing’. It proposes that most of the 1,500 new dwellings needed within the Structure Plan Area are provided in high density developments.

Three levels of housing growth are identified – significant, high and medium. These housing growth levels provide guidance about where the 1,500 new dwellings are best distributed across the Structure Plan Area. The guidance considers the opportunities and constraints of the existing and future context, recommendations of the *Housing Needs Assessment – Glen Waverley* and the *Urban Design Report – Glen Waverley*, State and local planning policy, the Vision for Glen Waverley and community feedback. The housing growth levels are illustrated in Figure 15. The associated built form categories described below in Section 5.3.1 Urban design are also illustrated.



Figure 15 Built form scale in the context of the Structure Plan Area

These growth levels direct the most significant housing growth to places within the Structure Plan Area with the best access to services, amenities and transport, strategic sites and where the preferred scale of future development is greater. This recognises that modest housing growth is more appropriate in established residential areas where the preferred scale of future development is lower. The range of housing growth levels enables a variety of residential types and development locations to attract diverse developers and offer greater choice of housing for the community.

The locations for different housing growth levels within the Glen Waverley Structure Plan Area are shown in the ‘Enriching community plan – Housing’ in Figure 16 below. The housing growth levels and preferred built form are also reflected in the Neighbourhood Framework Plans provided in the Draft Glen Waverley Structure Plan. Areas of significant and high housing growth are focused in the Central Glen Waverley neighbourhood, close to the SRL station and along key movement corridors with a high level of accessibility to services and infrastructure.

Strategies and actions are included in the Draft Glen Waverley Structure Plan to facilitate this distribution of housing growth and maximise opportunities for housing choice.

Existing State planning policy encourages more affordable housing throughout Victoria for very low to moderate income households. The Draft Glen Waverley Structure Plan seeks to help achieve this policy and meet the projected demand for more social and affordable housing within the Structure Plan Area by encouraging provision of affordable housing on strategic sites and in areas identified for significant and high housing growth in alignment with Victorian Government policy. Other strategies encourage innovative affordable housing models by the not-for-profit and community housing sector and social and affordable housing on government-owned land. The Draft Glen Waverley Structure Plan also includes an action to understand future redevelopment or renewal opportunities for existing social housing in the area.

The Draft Glen Waverley Structure Plan facilitates the delivery of diverse housing options, including purpose-built residential aged care and independent living facilities to meet the housing needs of Glen Waverley’s ageing population (encouraged through private sector delivery).

These directions are considered in the *Urban Design Report – Glen Waverley* (discussed in Section 5.3.1 below) and have guided the urban form proposed to maximise opportunities for achieving housing growth in preferred locations.

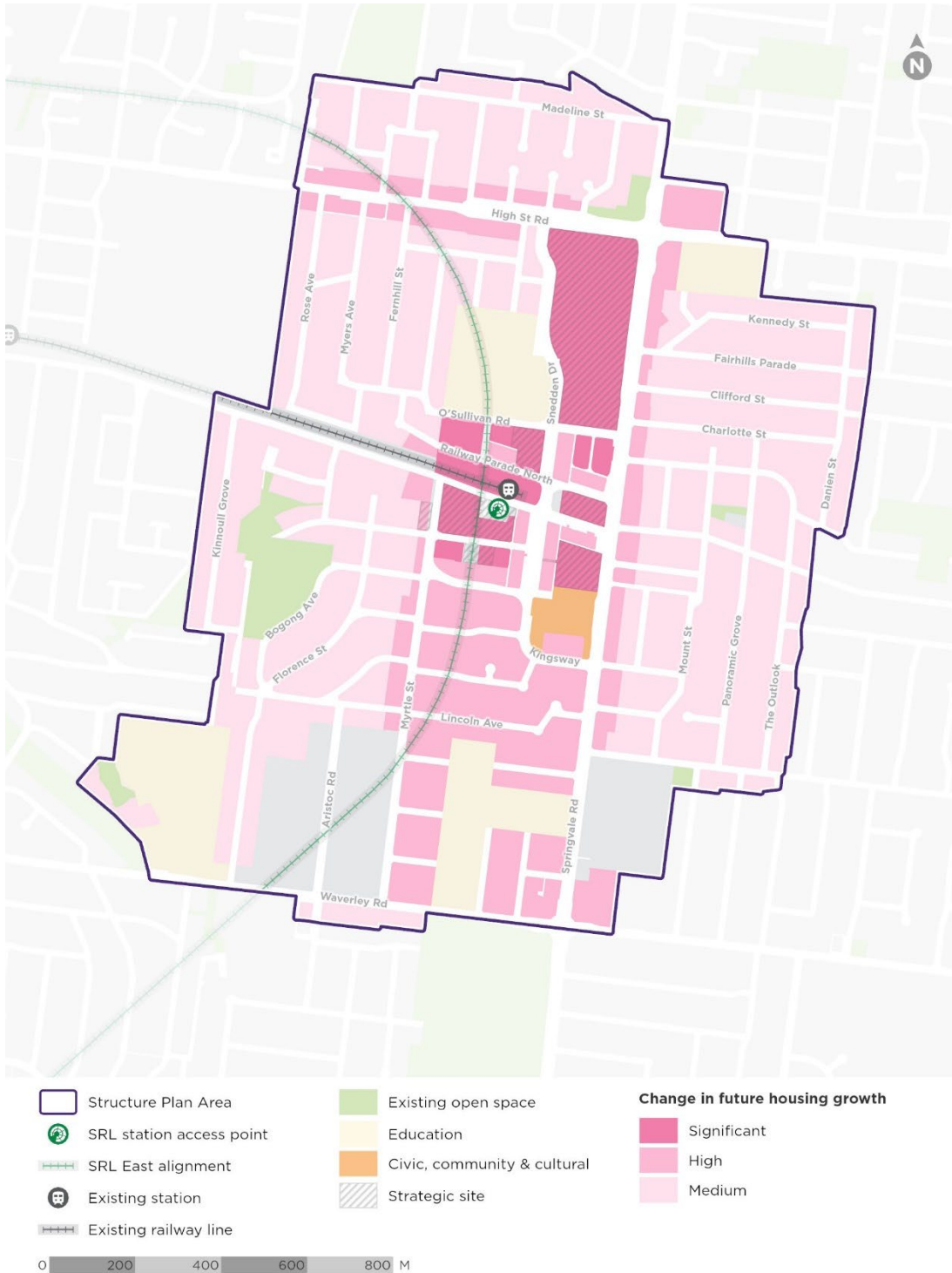


Figure 16 Enriching community plan – Housing

5.1.2 Community infrastructure needs

Context

Population growth within the Glen Waverley Structure Plan Area will increase demand on existing community infrastructure and create demand for more community infrastructure.

The *Community Infrastructure Needs Assessment – Glen Waverley* focuses on local community infrastructure (library, community hub, neighbourhood house, maternal child health, youth spaces, indoor and outdoor courts, and sports fields) within the Structure Plan Area and a wider 1.6-kilometre station radius (referred to as the ‘1.6-kilometre local catchment’).

The quality of existing community infrastructure is assessed, based on accessibility, condition, capacity and growth potential, and trends in community infrastructure provision are described. Community infrastructure needs to 2041 are identified based on projected population growth. Consultations with the City of Monash informed the assessment.

The *Community Infrastructure Needs Assessment – Glen Waverley* makes recommendations for future community infrastructure provision within the Structure Plan Area to 2041. Potential sites for this infrastructure are identified for future detailed investigation.

Key findings

Different types of community infrastructure are located within the Glen Waverley Structure Plan Area and 1.6-kilometre local catchment. These include a library, creative spaces, youth spaces, community hubs, neighbourhood houses, maternal and child health services.

Trends in community infrastructure provision include a preference for larger integrated community hubs and district-scale sporting facilities over single-use stand-alone facilities and single sports fields. Integrated facilities offer operational and commercial efficiencies to better meet community needs and expectations.

The *Community Infrastructure Needs Assessment – Glen Waverley* acknowledges that finding the space for new facilities within a high density urban area is challenging, and that further work is required to confirm the preferred form, function and location of community infrastructure.

The assessment found that current provision is generally in line with benchmark provision rates and the planned replacement library and integrated community hub within the Glen Waverley Civic Precinct will have excellent accessibility and should adequately service the local catchment. However, accessibility to different community facility types varies and there are no courts or fields within the Structure Plan Area. The assessment recommends planning for the following facilities to meet the demand generated by population growth within the Structure Plan Area:

- Ensure planning for the Glen Waverley Civic Precinct facility accommodates future demand for library, community hub, youth and creative arts spaces to suit local community needs
- A new district level indoor court facility, accommodating at least six courts within the 1.6-kilometre local catchment with good public and active transport connections to the SRL station. Holmesglen TAFE Institute, Glen Waverley campus is identified as a potential candidate site to support a new facility
- Augmentation and upgrades to existing fields and outdoor tennis courts to extend playable hours, and facilitation of shared use agreements with schools and other institutions with fields and courts.

Principles to guide future decisions on the location of new community infrastructure and further consideration of the candidate sites are included in the *Community Infrastructure Needs Assessment – Glen Waverley*.

Future directions in the Draft Glen Waverley Structure Plan

Section 5.3 ‘Enriching Community’ of the Draft Glen Waverley Structure Plan includes Objective 5 to ‘Provide an enhanced and accessible network of local community infrastructure that meets the needs of the future community’. This will be achieved through facilitating:

- A new multi-purpose indoor sports and recreation facility
- The Glen Waverley Civic Precinct
- Expanded services and programs, including additional youth spaces and maternal child health services
- Exploration of opportunities for greater community use of sporting facilities and other spaces at schools and private institutions.

Potential locations for new community infrastructure are included in the ‘Enriching community plan – Open space and community infrastructure’ in Figure 17 below and the Neighbourhood Framework Plans in the Draft Glen Waverley Structure Plan. These are shown as ‘Community infrastructure opportunity areas’ to enable flexibility and support further consideration of:

- The site selection principles for new community infrastructure (outlined below) in the Draft Glen Waverley Structure Plan
- The preferred future scale, form and function of the infrastructure
- Preferred service and infrastructure delivery models
- Community needs and preferences
- Opportunities pertaining to land ownership, development and funding.

Actions are included in the Draft Glen Waverley Structure Plan for SRLA to work collaboratively with Monash City Council to confirm the form and location of community infrastructure and deliver new and enhanced local community infrastructure.

The Draft Glen Waverley Structure Plan also includes strategies and actions to ensure that kindergarten and government primary and secondary school capacity meets the future needs of the community in Glen Waverley and surrounding areas. This includes an action to plan for additional government secondary school provision and plan for increased capacity of new and/or expanded public, not-for-profit and for-profit kindergarten provision.

Site selection

The following site selection principles are included in the Draft Glen Waverley Structure Plan to assist in identifying sites suitable for new community infrastructure (shown as ‘opportunity areas’ in Figure 17):

- New sites are locally accessible to maximise walking, riding and public transport networks that foster healthy communities
- Sites are located in an activated area, where other community infrastructure, retail or amenities are provided
- A site contributes to the network of local community infrastructure
- A site has capacity to be flexible to meet changing needs over time
- A site has, or is anticipated to have, potential to be available and developable for community infrastructure within the structure planning period (to 2041)
- Council-owned land should be the priority sites for community infrastructure sites, followed by State-owned land. Co-locating new community infrastructure with existing infrastructure is encouraged. Purchasing land should be considered where other options have been excluded.

5.1.3 Open space

Context

Population growth within the Glen Waverley Structure Plan Area will increase demand on public open space. In higher density urban environments, access to high-quality public open space is important for supporting recreational use and activity and for providing a diversity of recreational opportunities. Public open space is also important to the amenity of an area.

The *Open Space Technical Report* assesses the existing provision and accessibility of open space within the Structure Plan Area and the wider 1.6-kilometre station radius. The report makes recommendations for increasing or enhancing public open space and pedestrian links within the Structure Plan Area, primarily utilising *access* (400-metre walkable access) and *quality* benchmarks in its assessment, with the *quantum* of open space (square metre per person with the Structure Plan Area) used as a secondary indicator.

Key findings

There are currently five public open spaces in the Glen Waverley Structure Plan Area with a combined area of more than 59,000 m². These open spaces are primarily owned by Monash City Council and comprise a mix of linear, community and neighbourhood parks, as well as the largest open space – Bogong Reserve.

There is a general lack of diversity of public open space across the Structure Plan Area and a lack of public open space in the centre. However, there are good-sized public open spaces just outside the Structure Plan Area within the 1.6-kilometre station radius. They include Central Reserve, Scotchman's Creek Reserve, Glen Waverley North Reserve and Hinkler Reserve. Several schools are located within the Structure Plan Area, with potential to increase community access to their open space (such as Glen Waverley Secondary College grounds).

Three new open spaces are planned within the Structure Plan Area: one provided by SRLA as part of the SRL station development at Glen Waverley and two new Monash City Council open spaces in the town centre.

While there is 400-metre walkable access to public open space within most parts of the Structure Plan Area, there are three significant gap areas. These are within a predominantly residential area in the north west of the Structure Plan Area (around Myers Avenue and Fernhill Street); around Glen Waverley Station and Glen Waverley Secondary College (including part of Glen Waverley Primary School); and around large blocks of detached dwellings from the south of the existing Glen Waverley Station to the employment area around Aristoc Road. Two primary schools are located in the southern portion of the gap area with private open space located at each campus.

Recommendations of the *Open Space Technical Report* aim to improve access to high-quality open space through new open spaces, new pedestrian links and enhancements to broaden the diversity and use of existing open space, optimising its function and value to residents, workers and visitors.

The recommendations include:

- Three new open spaces to address gaps in 400-metre walkable access to public open space
- A priority quality enhancement to Bogong Reserve and Jordan Grove Reserve.

Delivery of the planned and recommended new public open spaces would increase the proportion of households within the Structure Plan Area with 400-metre walkable access to public open space to 95 per cent. Walkable access within 200 metres of homes would increase in the Central Glen Waverley neighbourhood where more high density housing and the highest projected population density is planned, increasing from the current 10 per cent to 63 per cent of the population.

Other potential future opportunities for investigation include increased public access to restricted open spaces, such as at Glen Waverley Secondary College, St Leonard's School and Glenallen School.

The public open space provision ratio (m² per person) was assessed for the projected Structure Plan Area population and wider 1.6-kilometre station radius to 2041. With the additional population and the recommended open spaces, the current 8 m² of open space per person within the Structure Plan Area is projected to drop to 6 m² per person by 2041. However, if the assessment includes public open space within the wider 1.6-kilometre station radius, this increases to 13 m² per person. This reflects the presence of existing open spaces on the edge of the Structure Plan Area that are accessible.

With the planned and recommended new and enhanced public open spaces, the Structure Plan Area will provide a suitably accessible, quality and diverse open space network to support the future population.

Future directions in the Draft Glen Waverley Structure Plan

Section 5.3 'Enriching Community' of the Draft Glen Waverley Structure Plan includes Objective 6 to 'Create a connected and accessible open space network for those who live and work in Glen Waverley'.

The focus of the Draft Glen Waverley Structure Plan is to support 400-metre walkable access to quality public open space for most households and greater open space accessibility in higher density areas.

Improving the quality and function of existing open space is a key strategy in providing for future communities. Providing greater diversity of function will enable the spaces to be utilised effectively and meet the needs of more people.

The Draft Glen Waverley Structure Plan includes strategies and actions to facilitate and enhance open space. It also includes Neighbourhood Framework Plans that support greater diversity and use of open space, identify opportunities for underutilised land to be used for open space on a temporary and permanent basis, and maximise open space provision on large redevelopment sites. These are shown on the 'Enriching community plan – Open space and community infrastructure' in Figure 17 and include:

- Support Monash City Council to undertake priority quality improvements of existing open space to enhance their capacity and use, including Bogong and Jordan Grove Reserve
- Identification of investigation areas for potential new open space locations. Future options are to be considered using the site selection principles for new open space identified in the Draft Glen Waverley Structure Plan (outlined below)
- Support Monash City Council and the Department of Education to negotiate increased public access to restricted open space at Glen Waverley Secondary College, St Leonard's School and Glenallen School.

Site selection principles

The following site selection principles will assist in identifying sites suitable for new open space (shown as 'investigation areas' in Figure 17).

- **Land ownership** – suitability for conversion to public open space, rezoning and/or repurposing existing public land
- **Condition** – the physical condition of the site is suitable for use as public open space
- **Alignment with intended open space classification / typology** – primary function and catchment
- **Access to public open space** – improves 400-metre walkable access from anywhere within the Structure Plan Area, with a target of greater accessibility in higher density areas where possible
- **Accessibility onto the site** – more than one entry point, road frontages, topography, accessible for people of all abilities, available car parking off- and on-street
- **Adjoining land use** – considers opportunities to enlarge existing public open spaces, opportunities for co-location with community facilities
- **Connectivity** – consideration of links and connections to existing open space, open space corridors, cycle routes
- **Size** – suitable for intended purpose and minimum dimensions.

Realising the investigation areas

The investigation areas for new open spaces are identified indicatively in the Draft Glen Waverley Structure Plan to enable further investigation of their optimal location. This will enable community consultation and further testing of the preferred future scale, form and function of the open spaces, including opportunities pertaining to land ownership, development and funding.

An action is included in the Draft Glen Waverley Structure Plan for Monash City Council and SRLA to partner to deliver the new open spaces.

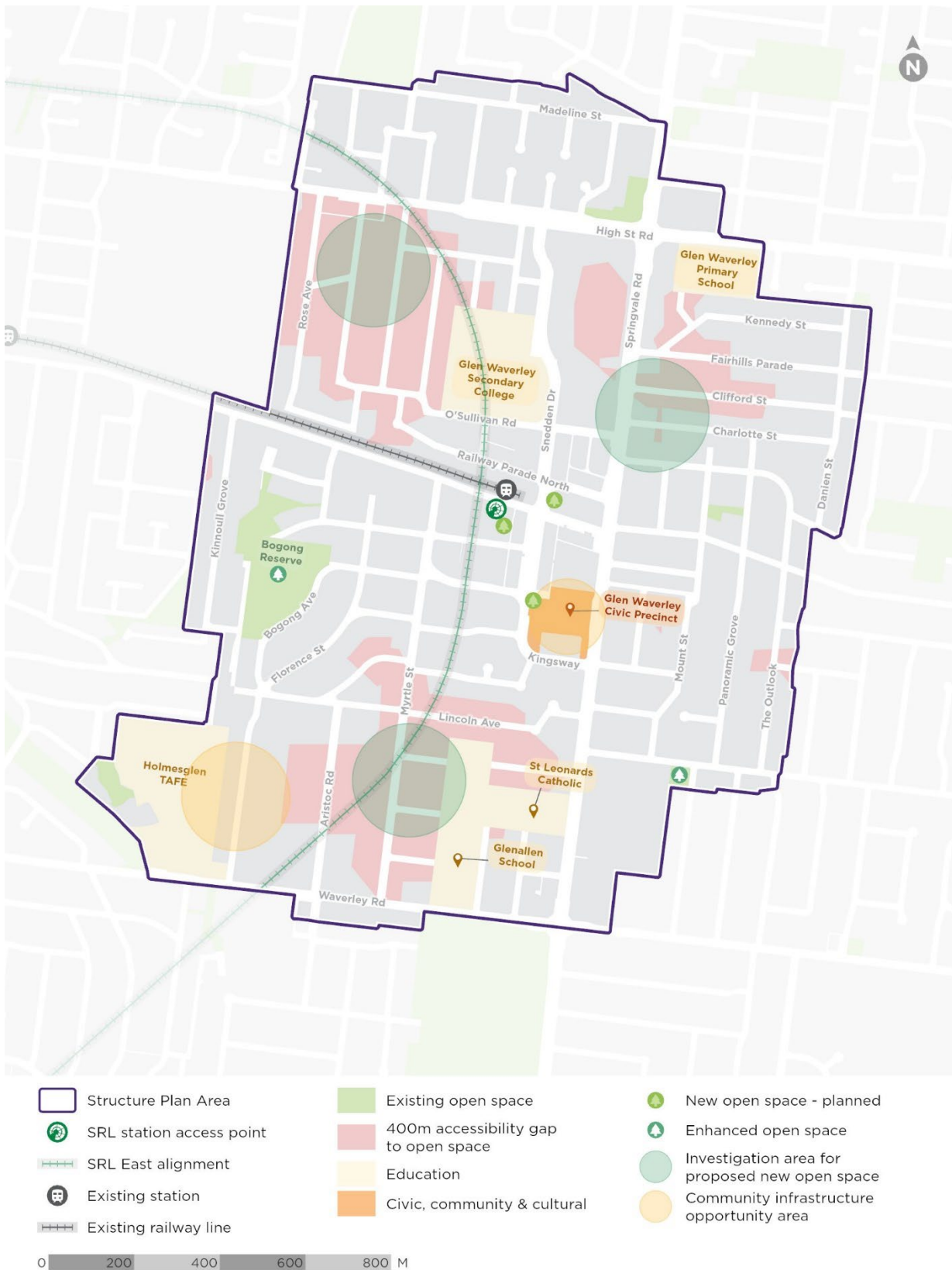


Figure 17 Enriching community plan – Open space and community infrastructure

5.2 Boosting the Economy

The growing community within and beyond the Glen Waverley Structure Plan area will contribute to Glen Waverley's established local economy.

The SRL station, the existing Glen Waverley Station and the Major Activity Centre will anchor the centre of the Structure Plan Area, with increased opportunities to expand the centre and extend retail, dining and entertainment options throughout the day.

The increased accessibility and amenity will create broader appeal for Glen Waverley as a business and service centre, supported by a high amenity public realm.

The *Economic Profile Technical Report – Glen Waverley* and the *Retail Assessment – Glen Waverley* informed the response in the Draft Glen Waverley Structure Plan to the Boosting the Economy theme, as summarised in the following sections.

5.2.1 Economic profile

Context

Key commercial areas within the Glen Waverley Structure Plan Area will continue to provide important employment opportunities for the surrounding region, enhanced by increased rail connectivity. The Aristoc Road employment area, located north of Waverley Road, and the Springvale Road industrial area, on the eastern side of the road, are both significant employment generators.

The *Economic Profile Technical Report – Glen Waverley* reviews the current economic context, trends and outlook for the Structure Plan Area. The report identifies job growth sectors and the amount and type of additional employment floorspace needed by 2041, as well as possible locations for floorspace growth. An industrial land supply assessment establishes key directions for managing and benefiting from growth within the Structure Plan Area.

Key findings

The Glen Waverley Structure Plan Area is an established and vibrant designated Major Activity Centre that will continue to grow as a destination for retail, food and accommodation services. Key employment generators include The Glen Shopping Centre, the Kingsway food and beverage strip, Monash City Council offices, hotels and entertainment uses in the commercial core, and surrounding educational, industrial and allied health uses.

Despite possessing the fundamentals to attract businesses and workers (such as connectivity and amenity), the Glen Waverley Major Activity Centre currently has a limited commercial market and requires a particular focus to support employment growth.

The two key industrial and employment areas of Aristoc Road and Springvale Road are identified as locally significant industrial areas in the *Melbourne Industrial and Commercial Land Use Plan* (MICLUP) and support approximately 1,900 jobs. Local businesses are a focus in the Aristoc Road industrial and employment area, with the larger Wilson Transformer manufacturing facility located in the Springvale Road area. The *Economic Profile Technical Report – Glen Waverley* recommends that Aristoc Road be maintained as an employment precinct, with consideration given to intensifying employment activity, potentially with a higher mix of office space.

The worker population within the Structure Plan Area is expected to increase from 7,800 (2021 ABS Census) workers to 13,800 in 2041. Health and education, knowledge-intensive and population-serving industry sectors will provide most new jobs, with the industrial sector providing a much lower number. The Structure Plan Area will need to accommodate an additional 200,500 m² of employment floorspace by 2041 to support this job growth. This includes a high proportion of additional office space and education space.

The *Economic Profile Technical Report – Glen Waverley* makes the following recommendations for future employment floorspace:

- Provide an additional 52,700 m² of office floorspace, primarily in the Glen Waverley Major Activity Centre in a mix of office towers and within mixed-use buildings (such as above shops or in a building podium)
- Plan for a modest increase of health floorspace in the Glen Waverley Major Activity Centre and nearby on Springvale Road
- Consolidate the retail and food and beverage offer to the Glen Waverley Major Activity Centre

- Maintain the Aristoc Road employment precinct with a focus on intensified employment activity and office mix
- Provide accommodation floorspace within and around the commercial core, with community uses focused around the existing council offices in the civic precinct to the south.

Future directions in the Draft Glen Waverley Structure Plan

SRL East will boost Glen Waverley's reputation as a thriving retail, hospitality, civic and employment precinct in Melbourne's eastern suburbs. SRL East provides opportunity to intensify the employment mix around the Aristoc Road employment area as the Structure Plan Area evolves. This will require a transition to more knowledge-based industries and offices uses, and enhancement of the area's public realm to provide greater worker amenity. Locations for employment priorities are shown on the Boosting the Economy Plan in Figure 18 below.

Section 5.4 'Boosting the Economy' of the Draft Glen Waverley Structure Plan includes strategies to encourage jobs growth in defined neighbourhoods within the Structure Plan Area (the locations of these neighbourhoods are shown in Section 6 of the Draft Glen Waverley Structure Plan). The Draft Glen Waverley Structure Plan seeks to:

- Investigate opportunities to provide more commercial floorspace within the Structure Plan Area, particularly within the core area to support Glen Waverley's continued transition to a regional commercial hub with high levels of amenity
- Manage the balance of office and residential floorspace in Central Glen Waverley
- Consolidate retail and support entertainment uses near the Glen Waverley Major Activity Centre to create a thriving night-time environment in appropriate locations
- Ensure capacity for medical and health floorspace (such as consulting rooms) along the eastern side of Springvale Road
- Encourage some small-scale office and commercial use with active frontages within local activity centres to provide uses that serve daily activities for residents and workers and increase connection with the public realm
- Encourage the Aristoc Road Employment Area to support light industrial premises, offices and service industries
- Enhance amenity for future workers with improvements to the streets, public realm and local amenities in the Aristoc Road Employment Area.

5.2.2 Retail needs

Context

Residential and worker population growth within and surrounding the Glen Waverley Structure Plan Area will increase retail demand.

The *Retail Assessment – Glen Waverley* identifies the current type and amount (m²) of retail floorspace within the Structure Plan Area, identifies future retail needs and floorspace required, and recommends retail types and locations to support amenity and economic development.

Key findings

Retail spending of residents in the Glen Waverley Structure Plan Area is estimated to be \$106.8 million in 2024. This is forecast to increase to \$209.7 million by 2041. An additional 22,500 to 27,500 m² of retail floorspace (gross lettable area or GLA) is needed by 2041 to accommodate this growth, providing a total retail GLA of 156,100 to 161,100 m².

The *Retail Assessment – Glen Waverley* recommends concentrating retail space in the core around the SRL station, with some limited growth beyond the core area, such as along main roads. Consideration of opportunities for The Glen Shopping Centre to expand its commercial offering is recommended.

Retail space can be added in the lower levels of major mixed-use developments within a short walk of the SRL station. There is potential to enhance night-time retail and entertainment uses within the Structure Plan Area, particularly along Kingsway. The spread of fine-grain retail along Springvale Road is recommended to avoid low productivity retail space.

Future directions in the Draft Glen Waverley Structure Plan

More people living and working in the Glen Waverley Structure Plan Area will increase demand for retail growth that considers existing retail assets and caters to local groups, including residents and workers.

Section 5.3 'Enriching Community' and Section 5.4 'Boosting the Economy' of the Draft Glen Waverley Structure Plan provide strategies to encourage retail growth in the Structure Plan Area, including those relating to:

- Investigating opportunities to concentrate regional retail uses at The Glen Shopping Centre and encourage some expanded non-retail use, such as experiential retail or expanded commercial floorspace
- Retaining the fine-grain retail, cafes and restaurants, and entertainment uses along Kingsway, and provide opportunities for an enhanced night-time economy
- Providing some limited growth of supporting retail areas outside the Structure Plan Area core to respond to main road frontages, while limiting the spread of low-productivity fine-grain retail space along Springvale Road.

Locations for commercial and mixed-use employment priorities are shown on the 'Boosting the economy plan' in Figure 18 below.

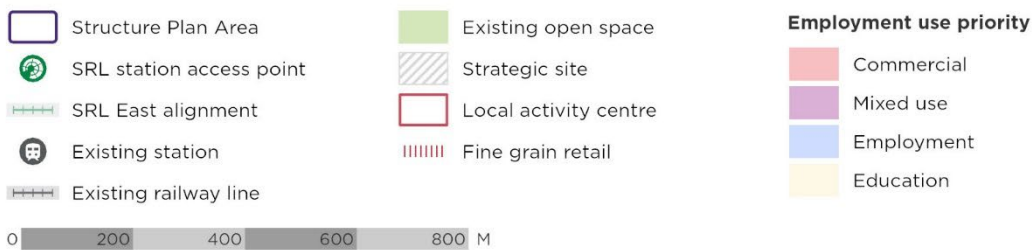
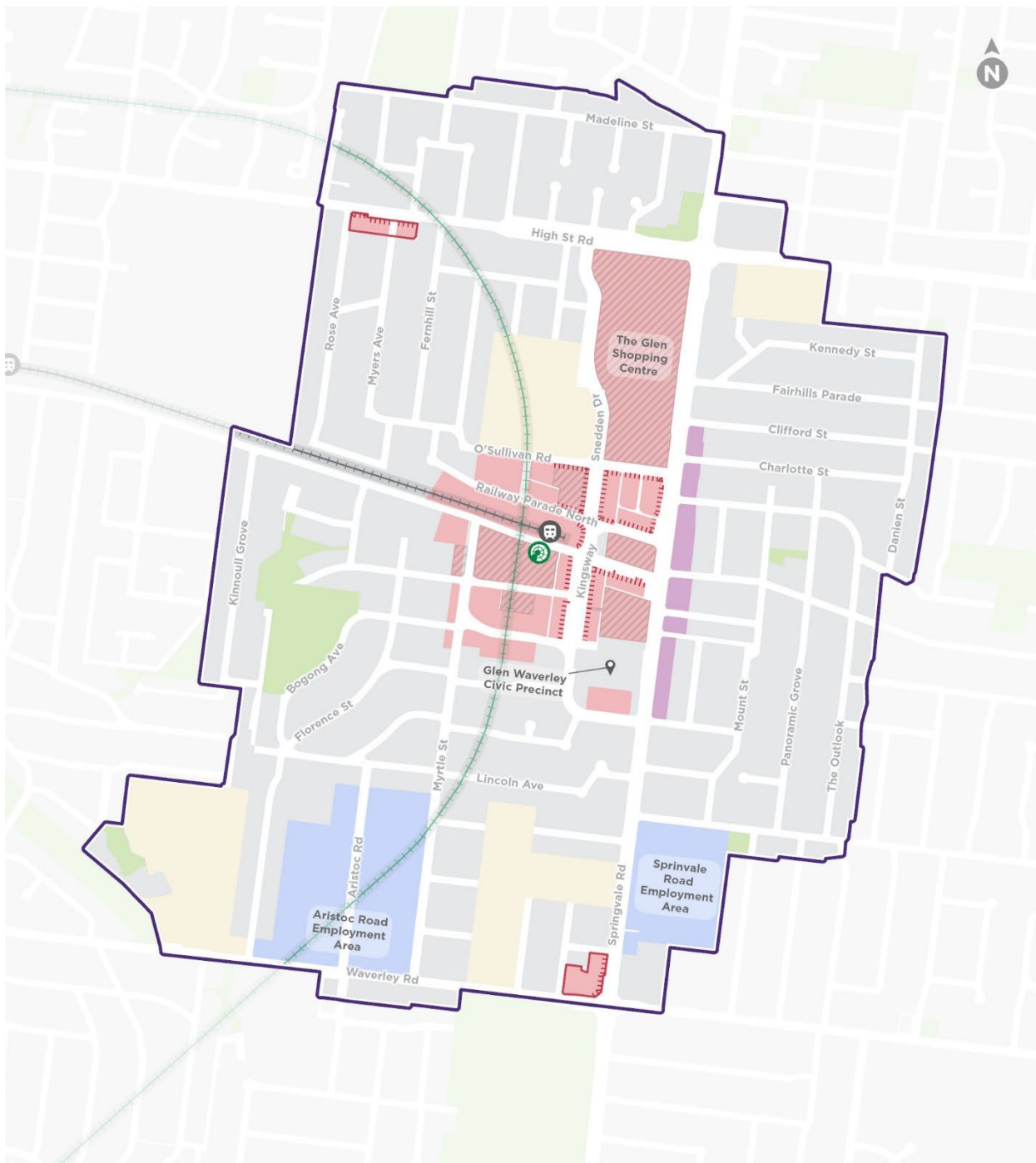


Figure 18 Boosting the economy plan

5.3 Enhancing Place

The Glen Waverley Structure Plan Area will need to evolve to accommodate the projected demand for new homes and employment floorspace.

New development will need to optimise the benefits of denser living and respond to the unique and distinct characteristics of Glen Waverley, supported by a well-connected, comfortable and welcoming public realm.

Increasing the number of people with better access to homes, jobs and services can improve environmental performance by reducing travel distances, which increases support for local businesses, reduces costs with better use of existing infrastructure, and offers a more vibrant environment that supports more diverse opportunities for cultural and recreational experiences.

Increasing density can present different challenges. The scale of density should respond to the local context and future role in supporting the Vision for Glen Waverley. This includes ensuring that appropriate building heights, street wall heights, building separation, setbacks and landscaping contribute to a green urban environment.

The *Urban Design Report – Glen Waverley* and the *Wind Technical Report* informed the response in the Draft Glen Waverley Structure Plan to the Enhancing Place theme summarised in the following sections.

The *Urban Design Report – Glen Waverley* also influenced place outcomes in the Draft Glen Waverley Structure Plan, including for streetscapes, transport, tree canopy and ecology.



Built form supporting activated public spaces

5.3.1 Urban design

Context

The improved accessibility and connectivity delivered by SRL East means the urban form of Glen Waverley will transform over the coming decades. The *Urban Design Report – Glen Waverley* builds on the existing urban form and provides direction on where and how growth could be achieved, while maintaining Glen Waverley as an attractive place for people to live and work.

The report outlines urban design outcomes and recommendations for public realm, urban form and built form. These were guided by eight Design Directions, as shown in Figure 19.

The Design Directions and associated strategies informed the development of Urban Form, Public Realm and Built Form frameworks, which are described further below.



Figure 19 *Urban Design Report – Glen Waverley Design Directions*

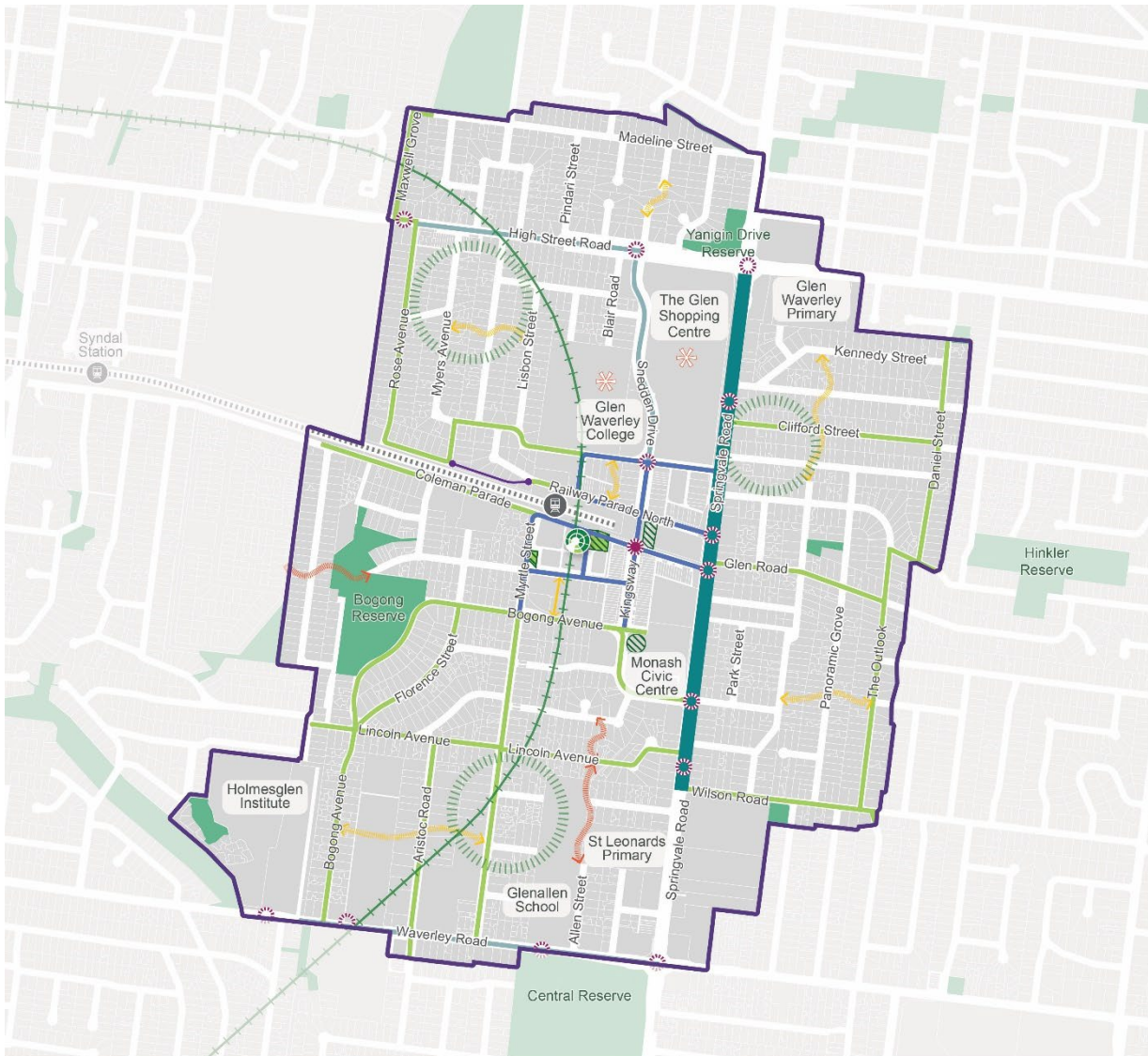
Key findings























Public realm

The *Urban Design Report – Glen Waverley* sets out a Public Realm Framework for the proposed future public realm and open space network, as shown in Figure 20. The Public Realm Framework outlines outcomes and recommendations to support the important role of the public realm so that as the Structure Plan Area grows, it is inviting and attractive for walking, cycling, community life and activity that supports cooling, greening and urban biodiversity.

The Public Realm Framework identifies streetscapes and new and improved open space to enhance greening, connectivity and recreational opportunities throughout Structure Plan Area. This includes recommendations to improve connectivity between the SRL station and the surrounding area, and to leverage and improve existing streets and key open spaces such as Bogong Reserve. The streets and spaces in Central Glen Waverley, including Kingsway, Coleman Parade and Montclair Avenue form the civic heart of the Structure Plan Area and should be sustained by an attractive and accessible public realm.

Better walking and cycling access is supported by legible and safe connections that link the SRL station to new and improved open spaces and other key destinations such as Aristoc Road, the Monash Aquatic and Recreation Centre and local schools. Proposed new links seek to improve permeability, particularly in the areas south of Central Glen Waverley. Changes to Springvale Road will create a greater sense of arrival into the Glen Waverley core area and help integrate residential areas through better crossings and improved pedestrian environments.


Legend

- | | | | |
|---|---|---|--|
|  | SRL station |  | Work with land manager / owner to improve links and access through site |
|  | Existing Glen Waverley Station |  | Existing open space |
|  | Structure Plan Area |  | Open space (new) - SRL Rail and Infrastructure Project |
|  | SRL East alignment |  | Open space (new) - planned/proposed |
|  | Boulevard |  | Open space (new) - investigation area |
|  | Avenue |  | Pedestrian crossings (new or upgraded) |
|  | Activity Street |  | Pedestrian crossings (new or upgraded) - SRL Rail and Infrastructure Project |
|  | Green Street | | |
|  | Critical key link (new) - flexible | Transport Legend* | |
|  | Important key link (new) - flexible |  | Upgraded strategic corridor |
|  | Local key link (new) - fixed |  | Active transport - C1, C2, C3 |
|  | Local key link (new) - flexible | | |
|  | Important key link (improved widened)- fixed/flexible | | |

*Refer to the Structure Plan Transport Plan for more detail

Figure 20 Public Realm Framework

Urban form

The *Urban Design Report – Glen Waverley* sets out an Urban Form Framework for future urban form and land use attributes. The Urban Form Framework seeks to deliver an urban form that supports high amenity environments as the Structure Plan Area transitions, with diverse, liveable and productive neighbourhoods. To achieve this, the framework generally adopts a mid-rise development pattern throughout the Structure Plan Area, with building heights ranging from four to nine storeys. Towards the centre of the Structure Plan area near the SRL station, high-rise buildings are proposed to maximise accessibility to jobs, services and public transport. This approach to the urban form is shown in Figure 21.



Figure 21 Distribution of built form with good urban design

The *Urban Design Report – Glen Waverley* encourages a range of development types across different parts of the Structure Plan Area to create places with distinct identities, support legibility and facilitate diversity in housing and business accommodation.

Taller buildings are recommended behind the retail main streets of Kingsway, in the larger areas of The Glen Shopping Centre, Century City south of Glen Waverley College and around the SRL station. Taller podium-tower buildings will provide retail activity and high density employment and housing supporting this vibrant urban centre. Buildings will have an activated and continuous street wall to create a ‘human scale’ street-edge that supports good public realm amenity. Above the podium, towers will be setback to maintain a sense of openness and sky views, allow solar access to the public realm, ensure reasonable amenity for tower occupants and maintain equitable development opportunities for neighbouring properties.

In and around Kingsway and Railway Parade North, development will support employment and housing growth and increased vibrancy, particularly outside retail hours. New mid-rise mixed-use buildings will complement the existing low-rise character, providing a low-scale street wall to frame the public realm. The built form will be setback above the street wall to distinguish upper forms and maintain visual prominence of the active street uses. Achieving this development type will rely on the amalgamation of up to three typical lots to create a feasible site width.

In the area between Myrtle Street and Springvale Road, a predominantly residential urban form is proposed. Mid-rise apartments and mixed-use buildings will support a well-activated and strongly framed public realm that has continuous and activated street walls with rear setbacks for canopy trees.

Springvale Road, High Street Road and Waverley Road are generally wider roads that carry public transport to provide a high level of accessibility to jobs and services. This greater road width will enable taller, continuous buildings to be accommodated without overwhelming the street. These areas will allow for a range of land uses with pockets of commercial capable floorspace at the ground floor. Mid-rise apartments and mixed-use buildings will strongly frame the wide roads, creating a continuous, activated street wall that complement the scale of the street. Above the street wall, upper building levels will be setback to manage solar access and building bulk impacts. Buildings will be setback at the front and the rear for trees and landscaping.

Industrial areas fronting the east side of Springvale Road and the Aristoc Road employment area are identified as sites with opportunities for higher-order employment uses. This is envisaged to take the form of freestanding buildings on larger or amalgamated lots, or a boundary-to-boundary infill building on narrower lots. While anticipated to be developed mostly as low-rise buildings of two storeys, proposals for mid-rise buildings of six storeys could be considered. Building

will orientate towards the street, and a front setback will allow for canopy trees and landscaping to contribute to a more inviting streetscape, attracting new businesses to the area.

A more moderate level of growth is proposed in the surrounding residential neighbourhoods. Development types comprise four to six-storey buildings on amalgamated lots and three-storey low-rise townhouses on single lots in garden settings, as shown in Figure 22. In places at the edge of the Structure Plan Area, four-storey apartments are recommended. The development of four to six-storey apartments will rely on the amalgamation of two typical lots. Generous building setbacks, including upper levels setbacks above four storeys, will manage the change in scale from the existing built form and allow for landscaping. Importantly, building setbacks will retain and strengthen the leafy character by providing for 35 per cent deep soil planting for canopy trees in apartment developments, and 20 to 25 per cent in townhouses. This urban form will offer a different housing choice to other parts of Glen Waverley that responds to the existing character.

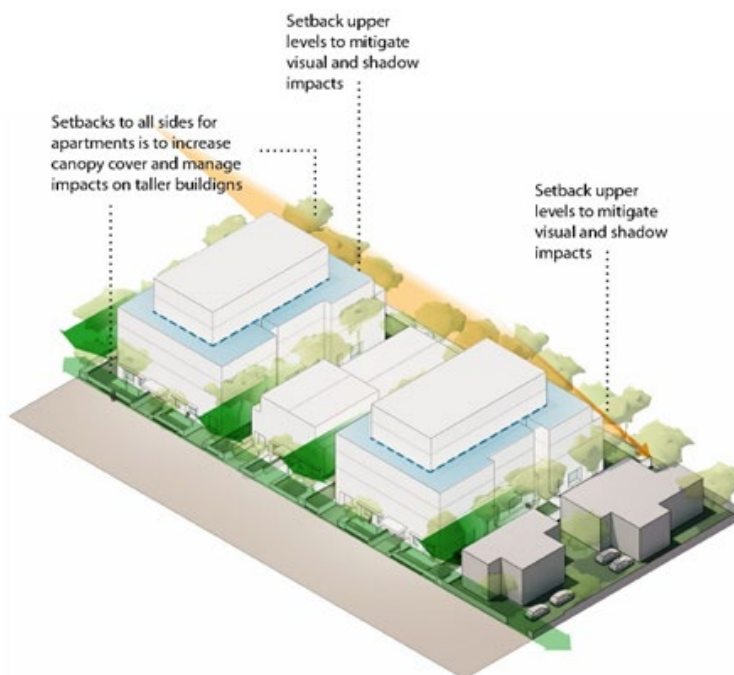


Figure 22 Mid-rise apartments and townhouse in garden settings

Built form

The *Urban Design Report – Glen Waverley* outlines a built form framework to support an inviting public realm and ensure high-quality and responsive development.

An inviting public realm will be supported by the careful design of built form to consider matters such as building orientation, tower separation and provision of sunlight to the public realm, weather protection to buildings in active urban areas, and ensuring engaging building facades and active frontages in commercial and mixed-use areas to provide a sense of address to streets.

A high-quality and responsive built form will be achieved by ensuring reasonable internal amenity and equitable development opportunities through upper level building setbacks, requiring generous rear setbacks and the transition of building heights from higher to lower interfaces.

Enhancing landscaping and canopy trees in development outside the core will maintain the leafy character of the Structure Plan Area by encouraging taller buildings to mark key locations and ensuring buildings with an interface to public open space provide passive surveillance, landscaped setbacks and an appealing legible composition.

Place-specific built form recommendations are outlined in further detail in the *Urban Design Report – Glen Waverley*.

Future directions in the Draft Glen Waverley Structure Plan

The design directions, strategies, outcomes and recommendations of the *Urban Design Report – Glen Waverley* informed the development of Section 5 ‘Strategic response’ and Section 6 ‘Neighbourhoods’ of the Draft Glen Waverley Structure Plan as shown in Figure 23.

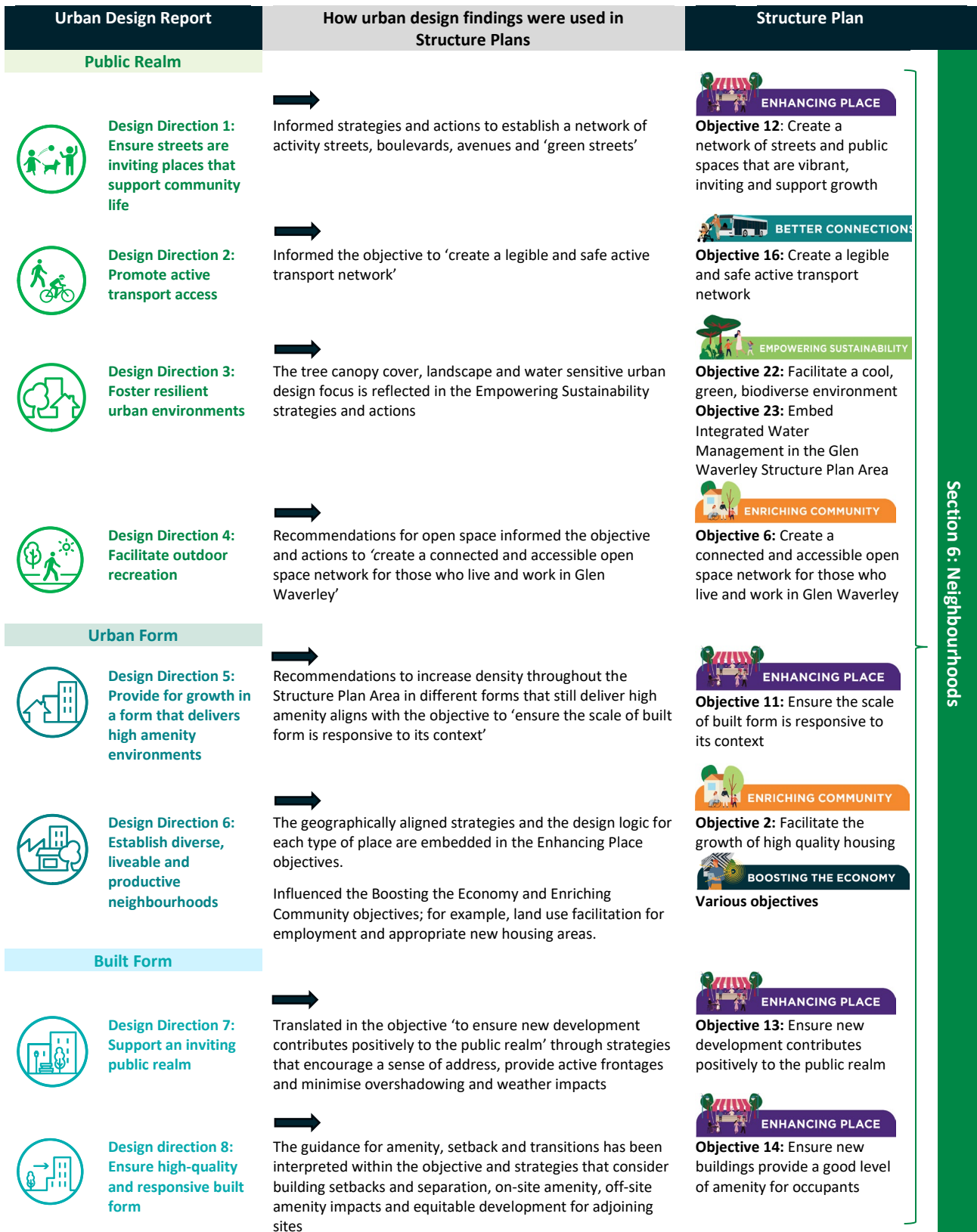
While the findings of the *Urban Design Report – Glen Waverley* form the basis of the built form approach, the Draft Glen Waverley Structure Plan was also informed by other considerations. This includes the projected demand for housing, retail and employment uses set out in the *Housing Needs Assessment - Glen Waverley*, *Economic Profile Technical Report - Glen Waverley*, and *Retail Assessment - Glen Waverley* (outlined in Sections 5.1 and 5.2 of this Background Report) and stakeholder feedback received during the Key Directions consultation. The built form approach in the Draft Glen Waverley Structure Plan also responds to Victorian Government policy and the Vision for Glen Waverley, which seek to maximise change in highly accessible locations, particularly around the SRL station at Glen Waverley.

In key locations, the *Urban Design Report – Glen Waverley* recommends that surrounding development consider solar access to public realm. The Glen Waverley Structure Plan balances solar access considerations with the strategic role, desired activity, and function of the public realm network and the broader neighbourhood.

In some instances, the *Urban Design Report – Glen Waverley* may recommend indicative heights as a range, generally with a single storey and/or one metre tolerance. In these instances, the Draft Glen Waverley Structure Plan has generally adopted the upper limit of the range as the preferred maximum height.

In the East of Springvale Road neighbourhood, the *Urban Design Report – Glen Waverley* proposes a preferred maximum height of four storeys at the interface with land outside the Structure Plan Area, along The Outlook and Danien Street. The Draft Glen Waverley Structure Plan extends the area where building heights of four storeys are applied. The inclusion of this area for a preferred lower height allows for a transition in scale away from Central Glen Waverley and has a negligible impact on the long-term housing growth aspirations of the Glen Waverley Structure Plan. The proposed change aligns to stakeholder feedback received during the Key Directions consultation.

The *Urban Design Report – Glen Waverley* recommends a preferred maximum height of 20 storeys for areas within Central Glen Waverley with opportunities for taller forms to mark key points in the urban structure. The Draft Glen Waverley Structure Plan includes a preferred maximum height of up to 25 storeys on key sites in Central Glen Waverley, including strategic sites such as the Glen Shopping Centre, Central Car Park, Station Development Area, Century City Walk and the Dan Murphy’s site. The *Land Use Scenario & Capacity Assessment* identifies the need to leverage the capacity of key sites within Central Glen Waverley. The opportunity presented by Central Glen Waverley is demonstrated by existing and approved developments that already exceed 20 storeys. This point was identified during stakeholder consultation with the City of Monash, which outlined that a 20-storey height limit may result in loss of development potential and underdevelopment in the most accessible locations.



Section 6: Neighbourhoods

Figure 23 How urban design findings have been incorporated into the Draft Glen Waverley Structure Plan

5.3.2 Wind

Context

The *Urban Design Report – Glen Waverley* and the Vision for Glen Waverley propose moving from a predominantly low-scale environment to one with more multi-storey buildings.

The *Wind Technical Report* analyses existing wind conditions, as well as the future highly developed scenarios, in each Structure Plan Area. The report provides criteria for walking, standing and sitting comfort and safety, and makes recommendations to reduce wind within the Structure Plan Area.

Key findings

The increased scale of development will improve wind conditions overall for most of the Structure Plan Area, achieving a ‘comfortable sitting environment.’

Some small areas around the buildings to the north east and south west of The Glen Shopping Centre will experience stronger winds where only standing criteria can be achieved.

In existing and forecast future wind conditions, safety exceedances are found next to Wesley College and north of High Street Road, the south west corner of the Structure Plan Area north of Waverley Road, and the intersection of High Street Road and Springvale Road (among other areas identified in the assessment).

Future directions in the Draft Glen Waverley Structure Plan

The *Wind Technical Report* recommends requiring wind studies at the development application stage, depending on proposed building heights, so that future development does not create negative wind impacts to the public realm.

Identified safety exceedances can be mitigated by specific building designs, such as setbacks and podiums on taller buildings and chamfered or rounded corners on unshielded façades, particularly on unshielded north-facing and west-facing façades.

Section 5.5 ‘Enhancing Place’ of the Draft Glen Waverley Structure Plan includes strategies for new development and building design to minimise adverse wind impacts to provide a safe and comfortable environment for future residents, workers and visitors, particularly in locations where walking or sitting will be encouraged.

5.4 Better Connections

The focus of the SRL station at Glen Waverley is the creation of a well-designed public transport interchange and an integrated active and public transport network.

Improved connections for pedestrians, cyclists and public transport will support this, particularly within Central Glen Waverley where intensive new development is planned.

The existing Glen Waverley Station will form part of the new public transport interchange to facilitate safe and easy interchange between the SRL station, the Glen Waverley Line and bus services.

Paid-to-paid connections between the two stations without the need for commuters to ‘touch off’ their transport card will support this seamless interchange. The design of the SRL station allows for a direct paid area connection and the Draft Glen Waverley Structure Plan does not preclude it.

The *Transport Technical Report – Glen Waverley* and the *Precinct Parking Plan – Glen Waverley* informed the response in the Draft Glen Waverley Structure Plan to the Better Connections theme, as summarised in the following sections.

5.4.1 Transport

Context

The *Transport Technical Report – Glen Waverley* assesses how transport modes will respond to the forecast land use changes and increased transport demand within the Glen Waverley Structure Plan Area. The report assesses existing transport conditions within and at the periphery of the Structure Plan Area, and the impact of projected resident and worker population growth on the transport network.

The report makes infrastructure and non-infrastructure recommendations. Infrastructure recommendations focus on improving strategic and local corridors, optimising sustainable active and public transport networks to promote these modes while maintaining car access via the existing arterial road network. The non-infrastructure recommendations focus on policy and statutory planning initiatives to promote sustainable transport choices, and to manage parking, kerbside activities and freight deliveries.

Key findings

Mode share

Despite existing public transport options, most trips from, to and within the Glen Waverley Structure Plan Area are by private vehicles on a typical weekday (70 per cent), with 9 per cent by public transport and 21 per cent by active travel. By 2041, population and jobs growth combined with movements associated with the SRL station at Glen Waverley will see total trips from, to and within the Structure Plan Area grow from 11,600 today to 17,500 during a typical peak hour. If current travel practices continue, there will be some shift to sustainable modes but an additional 5,900 more car trips during the typical peak.

The *Transport Technical Report – Glen Waverley* identifies a target mode share to achieve a shift to sustainable transport modes in Glen Waverley. Shifting short trips to more sustainable modes, supported by intensified land use close to public transport facilities, is critical to enabling this outcome. Growth in car trips can be accommodated on the existing road network (accounting for changes proposed as part of the SRL rail works). Sixty per cent of the 17,500 trips that start, end or are wholly within the Structure Plan Area in 2041 are within Glen Waverley and surrounding suburbs (a 5-kilometre radius), highlighting the high number of short trips made to nearby services. Improved walking and cycling infrastructure will support the attractiveness of more sustainable transport modes for these trips.

The mode share projections show potential for Glen Waverley to accommodate the growth in trips to 2041 by increasing the share of public transport and active transport trips in peak periods. The mode share projections are shown in Figure 24.

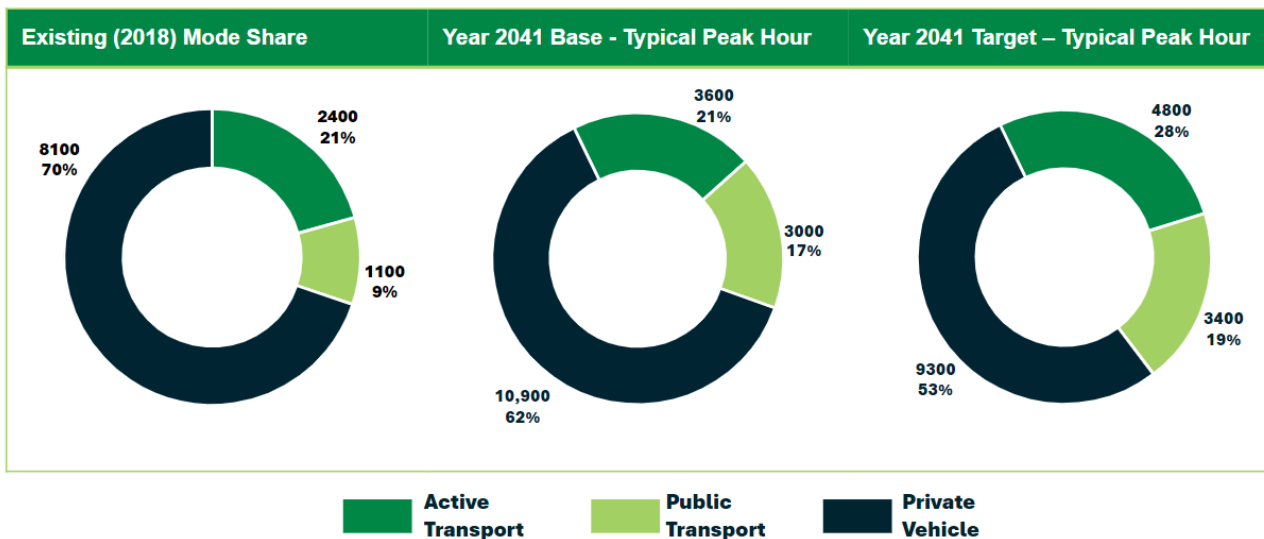


Figure 24 Mode share scenario projections (typical peak hour (average of AM / PM peak 1 hour))

Source: VITM

Mode share modelling approach

A comparison of the land use and transport characteristics of the SRL East Structure Plan Areas has been undertaken, using a score-based methodology, to estimate an appropriate modal share target for each. 'Transit score' is a patented measure of how well a location is served by public transit; 'walk score' measures the walkability of any address; and 'bike score' measures whether a location is good for cycling.

The Glen Waverley Structure Plan Area has similar characteristics to the Clayton and Cheltenham Structure Plan Areas: all three areas have an existing railway station and adjacent bus interchange near existing activity centres, with a similar walk score for each Structure Plan Area. The Box Hill Structure Plan Area has the highest transit score and is served by bus, rail and tram services centred around an activity centre that has undergone the largest scale of development uplift in the last 20 years. In contrast, the Burwood and Monash Structure Plan Areas have the lowest walk scores with no access to existing railway stations and little recent land use change.

Based on the above groupings, the following targets for have been set to increase sustainable transport compared to the baseline scenario:

- The Clayton, Cheltenham and Glen Waverley Structure Plan Areas have been set the highest increase of 25 per cent in sustainable transport mode share because they have a more immediate potential for change. Of this 25 per cent increase, 75 per cent of trips are aimed to be shifted to active transport and 25 per cent to public transport.
- The Box Hill Structure Plan Area has been set the lowest increase of 15 per cent in sustainable transport as some mode shift has already occurred with development in recent years. Of this 15 per cent increase, 75 per cent is allocated to people changing modes to active transport and 25 per cent to public transport.
- The Burwood and Monash Structure Plan Areas have been set an increase of 20 per cent in sustainable transport, reflecting the significant potential for change which is expected to occur closer to the opening of the SRL station. Of this 20 per cent, 75 per cent is allocated to people changing modes to active transport and 25 per cent to public transport.

A high proportion of the projected growth in sustainable transport mode share is attributed to more active transport trips. This is due to the planned increase in the density and diversity of land uses in each Structure Plan Area, making walking and cycling more attraction options for short trips. This is supported by actions in each Structure Plan that focus on improving walking and cycling access within the Structure Plan Areas.

Transport network

The *Transport Technical Report – Glen Waverley* identifies the Draft Glen Waverley Structure Plan must focus on locations where active transport and public transport connectivity can improve, while maintaining general traffic and freight movements along key road networks.

Glen Waverley is serviced by the existing Glen Waverley Station at the end of the Glen Waverley Line and a network of bus routes operating from the bus interchange along key arterial roads. The bus network features limited cross-precinct connectivity and on-road bus priority measures. However, the walkable catchments of Glen Waverley Station and the bus interchange are interrupted by barriers such as infrequent pedestrian crossing points and lack of dedicated cycle routes. This leads to bus services and access being insufficient and uncompetitive with private vehicles.

The existing road network prioritises vehicles, particularly through high car parking provision, leading to traffic congestion and mode conflicts such as along Springvale Road. Glen Waverley also experiences significant through-traffic along arterial roads that prioritise private vehicle travel over other transport.

Pedestrian accessibility is interrupted by barriers along large urban blocks, including The Glen Waverley Shopping Centre, Wesley College and Glen Waverley Station, while cyclists have limited infrastructure and connectivity between key destinations. Pedestrians and cyclists generally experience low amenity routes, traffic conflicts, long wait times and long trip distances.

The SRL station at Glen Waverley will form a key public transport interchange.

Future directions in the Draft Glen Waverley Structure Plan

The transport ambition for the Glen Waverley Structure Plan Area is to encourage people to choose more active and public transport trips over the private car.

Section 5.6 'Better Connections' of the Draft Glen Waverley Structure Plan includes strategies to:

- Connect and integrate multi-modal transport options, facilitating a network of strategic and local transport corridors
- Prioritise walking and cycling to connect key destinations and broader regional strategic transport routes
- Limit the supply of car parking in new developments to encourage more people to reduce their private vehicle use in favour of public transport and active transport
- Deliver a coordinated public transport interchange at the SRL station integrating with the existing Glen Waverley Station and an upgraded Glen Waverley bus interchange
- Make Coleman Parade, Glen Road and the Outlook the primary east–west pedestrian and cyclist spine connecting Syndal Station and the Waverley Rail Trail to the west with residential land
- Direct private vehicles and freight to the strategic traffic and freight network, away from priority walking and cycling areas, and off local streets to protect local streets and residential neighbourhoods as lower-speed and safe streets.

These outcomes will also improve street and public space activation, providing greater support for businesses and the local economy.

The Draft Glen Waverley Structure Plan also directs growth so that, while resident and worker populations increase, it can be managed through greater take up of sustainable transport and limiting increases in car trips.

A network of corridors

Prioritising particular modes on specific parts of the existing transport network in Glen Waverley will establish or reinforce multi-modal movement corridors within the Structure Plan Area, which are defined by the following hierarchy:

- **Strategic corridors** provide high-quality connections that prioritise the movement of one or more transport modes. They provide safer and more direct routes for large volume trips to, from and through Glen Waverley, connecting to key destinations
- **Local corridors** provide attractive connections for moving within Glen Waverley to local destinations and connect to strategic corridors.

A variety of modes of transport are catered for within this hierarchy, including walking, cycling, traffic and public transport so that residents, visitors and workers can meet their daily needs in an easy, equitable and sustainable manner.

These hierarchies are shown on the 'Better connections plans' for active transport, public transport and general freight and traffic in Figure 25 to Figure 27.

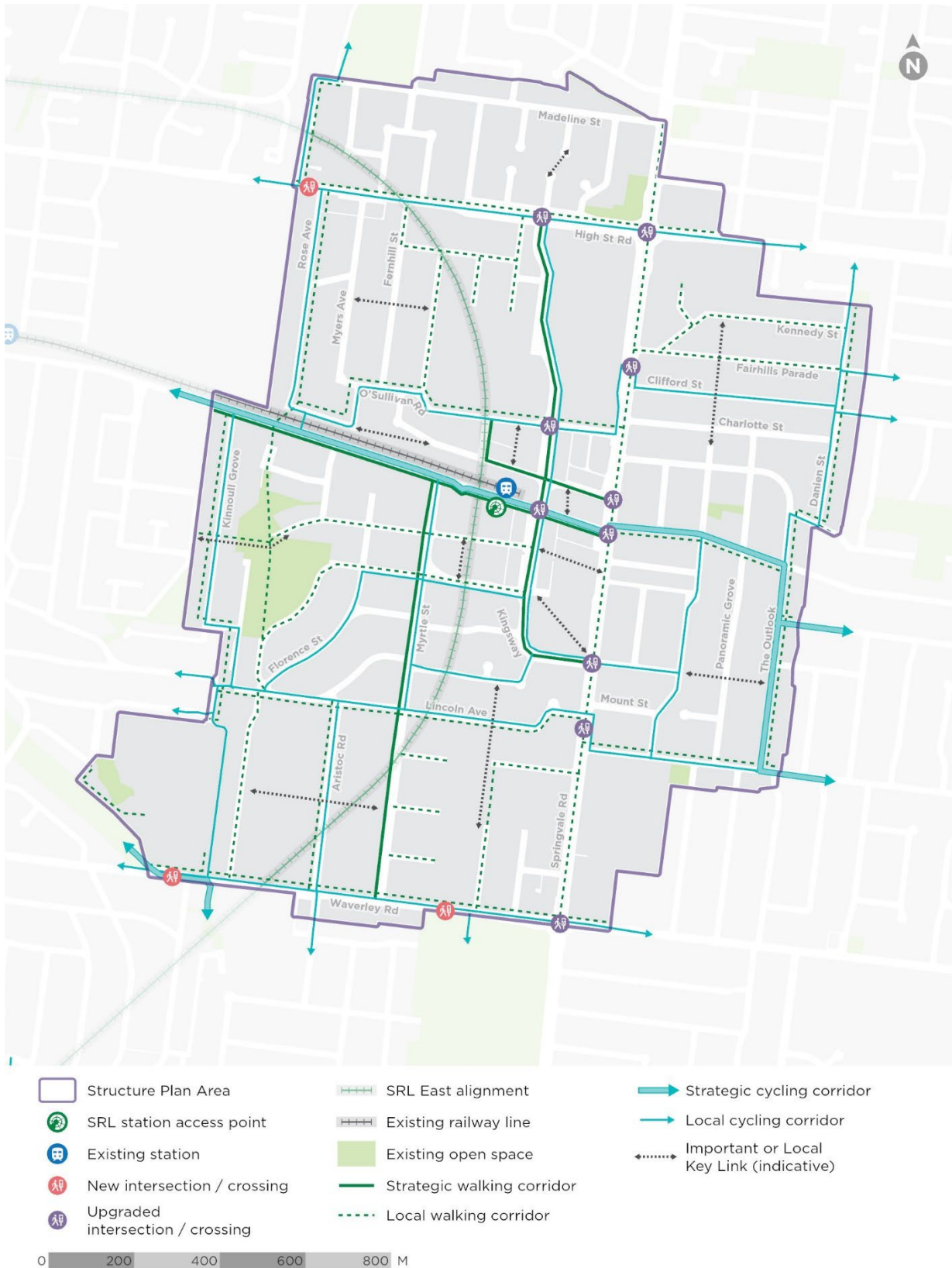


Figure 25 Better connections plan – Active transport

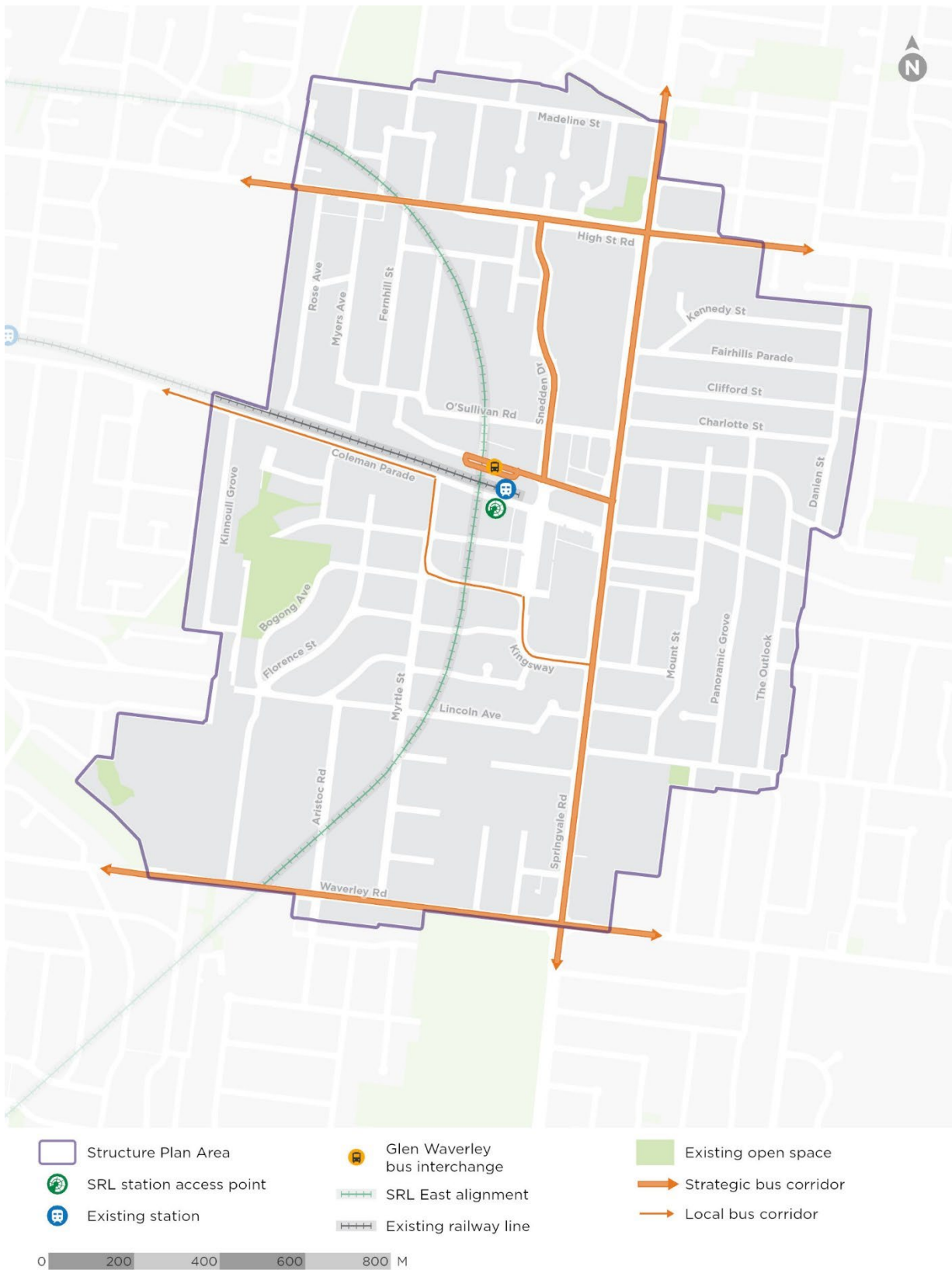


Figure 26 Better connections plan – Public transport



Figure 27 Better connections plan – General traffic and freight

5.4.2 Parking

Context

Resident and worker population growth within the Glen Waverley Structure Plan Area will increase pressure on car parking facilities.

The *Precinct Parking Plan – Glen Waverley* (prepared as an appendix to the *Transport Technical Report – Glen Waverley*) assesses existing car and bicycle parking conditions within the Glen Waverley Structure Plan Area and makes recommendations for an integrated approach to managing parking supply and demand.

Tools and strategies to encourage active and public transport trips are described, including two new parking overlays for the Structure Plan Area.

Maximum car parking and minimum bicycle parking recommendations focus on areas with high accessibility and where higher density development is planned around The Glen Shopping Centre, the existing Glen Waverley Station and the SRL station (Parking Overlay Area A).

A mix of minimum and maximum car parking rates are proposed for the rest of the Structure Plan Area (Parking Overlay Area B).

Key findings

Parking provision

A significant number of on-street and off-street car parking spaces are provided within the Glen Waverley Structure Plan Area, with a high concentration at The Glen Shopping Centre. Non-residential and residential areas predominantly rely on restricted street parking. Parking conflicts occur in residential areas, with demand for parking at the existing Glen Waverley and Syndal Stations causing overspill parking into local residential side streets.

Public bicycle parking provision within the Glen Waverley Structure Plan Area is moderate, with limitations in the core activity centre. Ground-level car parking facilities, such as kerbside parking, impact comfortable bicycle access along key roadways. There are limited end-of-trip facilities for cyclists.

The average residential car ownership rate within the Structure Plan Area is generally equal to or less than the car parking provision requirements of the Monash Planning Scheme. Continued provision of car parking at current rates will increase congestion and the inefficient use of space. Improving cycling infrastructure will promote a shift from private vehicle use and reduce car parking demand.

Parking rates

The *Precinct Parking Plan – Glen Waverley* recommends the introduction of two Parking Overlay Areas (zones) across the Structure Plan Area as shown in Figure 28.

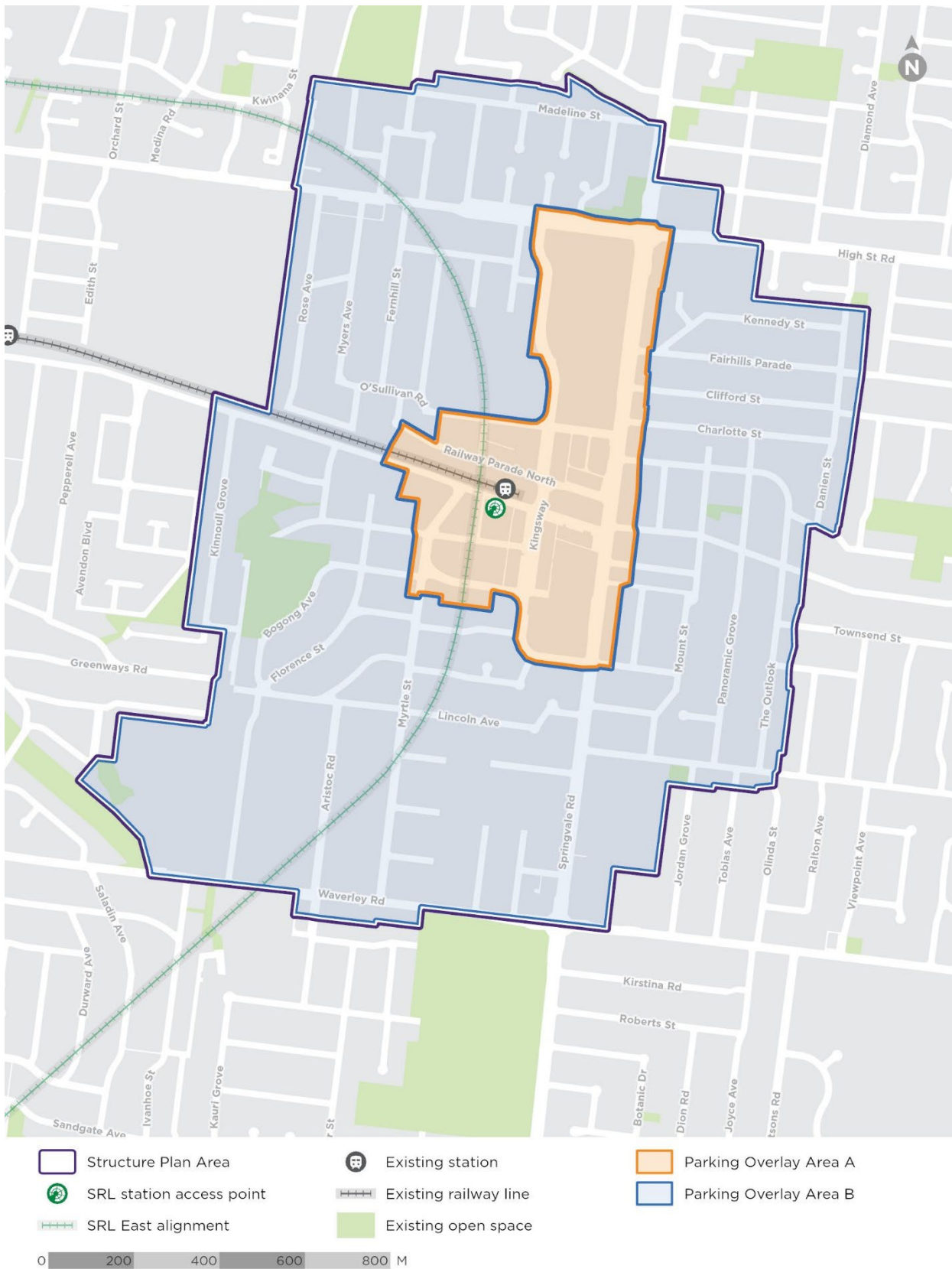


Figure 28 Recommended Glen Waverley parking overlay areas

Parking Overlay Area A encompasses areas with high accessibility where the highest density development is planned. Maximum car parking rates are proposed here to enable developments to respond to land use changes while accessibility improves over time. While maximum car parking rates require consideration of the impact on on-street parking, discretionary controls to exceed the maximum rate in appropriate locations can be implemented.

The rest of the Structure Plan Area covered by Parking Overlay Area B is generally further from higher capacity public transport corridors or immediate access to services, and in areas of proposed lower built form, often where there is existing single-lot residential development.

Accordingly, Parking Overlay Area B maintains minimum parking provision rates but proposes to introduce maximum parking rates for residential uses to help manage growth in parking over time. The maximum rates for residential dwellings in Area B are higher than in Area A, reflecting the difference in accessibility. The retention of minimum parking rates recognises that people will likely continue to rely on private vehicles to access areas covered by Parking Overlay Area B as they are further from stations, other public transport and the focus for highest density housing. However, making provision for residential maximum parking rates within Parking Overlay Area B provides some limitation to car parking supply, reflecting a long-term mode share shift across the entire Structure Plan Area in time, particularly once the SRL station opens.

Maximum parking rates will require consideration of on-street parking management, kerbside management and freight and loading controls in consultation with the City of Monash and major landowners (such as The Glen Shopping Centre owners). On-street parking management should involve parking restrictions, including short-term, paid and permit provision spaces, centralisation of loading facilities and greater supply of *Disability Discrimination Act 1999* (Cth) (DDA) compliant parking spaces.

The approach to setting parking rates is different for residential and commercial and other uses because of the different evidence bases available to underpin the proposed rates. SRLA has used evidence consistent with standard industry practice. For residential dwellings, this means the focus has been on car ownership rates using Australian Bureau of Statistics (ABS) Census data. Lower current car ownership is an indication that future car parking rates can be lower. For commercial and other uses, parking rates are linked to walk and transit scores that assess the accessibility of places to alternative transport options or other services, indicating reduced demand for parking.

The *Precinct Parking Plan – Glen Waverley* also recommends minimum bicycle parking rates of one parking space for dwellings with one or two bedrooms and two spaces for dwellings with three or more bedrooms. These minimum rates are significantly higher than current requirements which are based on the number of dwellings, and not bedrooms. For commercial and retail premises, the recommended bicycle parking provision is one space per 300 m² of leasable floor area (LFA) and 0.6 customer spaces per 100 m² LFA if the LFA exceeds 500 m².

The characteristics of the Structure Plan Area will change over time. The *Precinct Parking Plan – Glen Waverley* is intended to be a 'live document' where the approaches to parking management will be monitored and reviewed to reflect requirements into the future.

Future directions in the Draft Glen Waverley Structure Plan

The parking recommendations align with other outcomes sought by the Draft Glen Waverley Structure Plan in relation to the integration of land use, development and transport, particularly the ambition to achieve an all-inclusive transport network, anchored by sustainable travel modes that guide a shift to the efficient use of car parking facilities.

On-street parking management in higher density locations will maintain parking access for priority users and optimise the movement of people in activated and accessible areas. The co-location of alternative parking options (such as car share, bike and scooter parking) in these areas (which are practical, safe and accessible) will also support individuals to choose sustainable transport modes.

To effect this change, the Draft Glen Waverley Structure Plan encourages the provision and upgrading of active transport infrastructure to offer more attractive alternatives to private vehicle use. Increasing the number of DDA-compliant parking spaces will support people who need to travel by car.

Section 5.6 'Better Connections' the Draft Glen Waverley Structure Plan lists strategies to manage the demand and supply of parking facilities, including to:

- Improve the provision and standard of bicycle parking and end-of-trip facilities within new developments to encourage a shift to sustainable modes
- Limit the supply of car parking spaces in new developments consistent with the accessibility of the Structure Plan Area
- Encourage the integration of micro-mobility and car share schemes and cycle infrastructure within new developments

- Support consolidated car parking along Euneva Avenue and Bogong Avenue, at The Glen Shopping Centre and other strategic site developments to reduce the visual impact of car parking facilities and make efficient use of parking
- In key locations, encourage alternative and adaptable uses for car parking facilities and structures when these are no longer required for parking
- Improve on-street parking management to optimise streets for walking and cycling.

5.5 Empowering Sustainability

The Vision for Glen Waverley is for quality environments, clean water, the protection and extension of tree canopy cover and improved sustainability for buildings.

The design of new development and public spaces should elevate sustainability standards, giving consideration to climate risks and supporting local renewable energy generation, use and storage. Reducing waste and using recycled and sustainable resources should be a focus.

Creating a cooler and greener urban environment and embedding integrated water management principles should be a priority.

The *Climate Response Plan – Glen Waverley* and the *Integrated Water Management Strategy* informed the response in the Draft Glen Waverley Structure Plan to the Empowering Sustainability theme, as summarised in the following sections.

5.5.1 Climate response

Context

A key challenge for the Glen Waverley Structure Plan Area is to achieve the projected population growth and higher density development in a sustainable manner. The *Climate Response Plan – Glen Waverley* identifies sustainability challenges and opportunities within the Structure Plan Area and makes recommendations to improve sustainability and build climate change resilience, including with planning mechanisms.

Key findings

The main sustainability challenges and opportunities within the Glen Waverley Structure Plan Area include achieving net zero carbon emissions, adopting integrated water management and circular economy principles, taking place-based measures to promote zero emissions transport, adapting to climate change, enhancing and protecting the natural environment, and mitigating urban heat island impacts.

Energy use accounts for 72 per cent of municipal greenhouse gas emissions. The emissions are attributable to the large share of residential buildings, particularly stand-alone buildings, and a low uptake of small-scale solar installations. There are opportunities to plan for new energy technologies to enable a smooth transition to net zero, and to embrace sustainable design practices so that new developments are low in carbon and powered by renewable energy.

Current recycling rates in the Glen Waverley Structure Plan Area are approximately 51 per cent, with the balance of resources going to landfill. There are limited minimum targets in the Monash Planning Scheme to manage operational waste and a lack of prescriptive requirements on material choice or embodied energy reduction for developments. There are opportunities to embed circular economy principles to support zero / reduced waste outcomes in the design, construction and operation of new development.

The Structure Plan Area depends on a potable water mains network with no alternative water supply. There are opportunities to support alternative water provision and embed other integrated water management principles in the development of the Structure Plan Area to build climate change resilience and create functional, high-quality green networks that keep water in the landscape.

Glen Waverley is also vulnerable to urban heat island effects due to limited open space and tree canopy coverage, which will reduce outdoor thermal comfort as average temperatures increase over time. Urban heat island pockets exist in commercial areas, including near the SRL station and on the eastern side of Springvale Road. There is opportunity to mitigate the urban heat island effect and reduce the impact of a changing climate on Glen Waverley residents and workers.

The *Climate Response Plan – Glen Waverley* recommends that new buildings above 5,000 m² gross floor area (GFA) achieve a Green Star Buildings rating (or equivalent independent standard) to maximise building sustainability performance and contribute to Victoria achieving its net-zero carbon emissions target by 2045. New buildings below this threshold are encouraged to achieve a Built Environment Sustainability Scorecard (BESS)-8 ‘Excellence’ rating. The adoption of these tools and thresholds aligns with international benchmarking, government policy and approaches adopted for other structure planning projects of a similar scale.

Future directions in the Draft Glen Waverley Structure Plan

Climate resilience is recognised in the Draft Glen Waverley Structure Plan as a key pathway towards supporting a sustainable community. The Structure Plan Area is already exposed to climate change impacts, and existing and new infrastructure and development will need to manage a changing climate and extreme weather events.

The Draft Glen Waverley Structure Plan includes objectives and strategies to respond to sustainability opportunities and challenges within the Structure Plan Area in line with *Climate Response Plan – Glen Waverley*.

Section 5.7 ‘Empowering Sustainability’ includes Objective 22 to ‘Facilitate a cool, green, biodiverse environment’, which includes an aspiration to achieve 30 per cent tree canopy coverage on public and private land, consistent with the urban greening recommendations of the *Climate Response Plan – Glen Waverley*. This aspiration aligns with Monash City Council’s Urban Landscape and Canopy Vegetation Strategy (2018), which includes a canopy cover target of 30 per cent on public and private land.

In addition to reducing the urban heat island effect, increasing tree canopy cover can facilitate active transport use (by making streets pleasant for pedestrians and cyclists), contribute to the new preferred character of neighbourhoods and improve habitat diversity and connectivity for wildlife. The amount of canopy cover to be achieved varies across the Structure Plan Area, depending on the individual place type and the objective sought for each neighbourhood.

Public spaces, including parks, plazas and roads, present significant opportunities to increase overall canopy cover. These areas make up a large proportion of the Structure Plan Area and can support more canopy tree planting. The *Transport Technical Report – Glen Waverley* and accompanying *Precinct Parking Plan – Glen Waverley* seek to improve sustainable active and public transport infrastructure within these key places and networks to reduce carbon emissions.

Other measures to improve sustainability include strategies for renewable energy infrastructure, prioritising innovative water sensitive urban design (WSUD) measures and delivering a network of ‘green streets’ connecting neighbourhoods and open spaces. The *Climate Response Plan – Glen Waverley* identifies that Green Star buildings with a 5-star rating are an effective tool to deliver climate responsive developments powered by renewables, built with lower-carbon materials and high efficiency.

Section 5.7 ‘Empowering Sustainability’ of the Glen Waverley Clayton Structure Plan includes sustainability strategies relating to:

- Encouraging development to be fossil-fuel free, highly energy efficient and built with lower upfront emissions and embodied carbon
- Requiring a 5-star Green Star standard (or equivalent) for all buildings greater than 5,000 m² GFA and aiming to meet the BESS-8 ‘Excellence’ rating for new buildings less than 5,000 m² GFA
- Planning for the future provision of an alternative water supply via ‘third pipe’ plumbing in developments to service toilets, washing machines and landscaped areas
- Encouraging renewable electricity generation and use at a precinct and neighbourhood scale.

5.5.2 Integrated water management

Context

The *Integrated Water Management (IWM) Strategy* identifies opportunities within the Glen Waverley Structure Plan Area to reduce reliance on potable (drinking) water, minimise stormwater runoff and localised flood risk, and improve water quality. A preliminary IWM assessment undertaken for the *IWM Strategy* identified opportunities to explore short, medium and longer-term IWM initiatives within the Structure Plan Area with government stakeholders, water authorities and water retailers.

Key findings

Higher density development and population growth will increase demand for potable water within the Glen Waverley Structure Plan Area by 68 per cent by 2041. Reliance on potable water could be reduced by up to 36 per cent with a combination of rainwater tanks (in private developments) and recycled water supply, and stormwater harvesting (for irrigating open spaces and trees).

The IWM assessment found the Mean Annual Runoff Volume (MARV) of stormwater will increase 10 per cent within the Structure Plan Area by 2041. There is potential to reduce the MARV by up to 29 per cent with rainwater tanks, stormwater harvesting and passively irrigating street trees to reduce current and future stormwater runoff volumes.

The IWM assessment also considered Best Practice Environmental Guidelines for Urban Stormwater (BPEM) and identified that additional treatment options will be required (such as stormwater wetlands or bioretention swales) to meet water quality standards. IWM opportunities modelled show the EPA Victoria stormwater harvesting target (26 to 27 per cent) can be exceeded (EPA Victoria Publication 1739.1 *Urban stormwater management guidance* 2021).

Future directions in the Draft Glen Waverley Structure Plan

IWM is recognised in the Draft Glen Waverley Structure Plan as a key pathway to support a resilient and sustainable community, particularly for the provision of drinking water and the health of waterways, landscapes and the environment.

The Draft Glen Waverley Structure Plan recognises the need to reduce water use and the opportunity to leverage stormwater reuse and recycled water within new buildings and for irrigating landscaping, street trees and open spaces.

Section 5.7 'Empowering Sustainability' of the Draft Glen Waverley Structure Plan includes Objective 23 to 'Embed Integrated Water Management in the Glen Waverley Structure Plan Area'. Strategies and actions focus on facilitating an alternative water supply to reduce potable water demand, reducing stormwater runoff and improving runoff water quality, and encouraging the use of WSUD principles in the design of private and public spaces and infrastructure. An action is included to prepare an IWM Plan to develop and advance place-based IWM measures and opportunities within the Structure Plan Area, including new flood mitigation infrastructure.

6. Land use

6.1 Land use objectives

A set of consistent land use terms and associated objectives was used to help define the different functions and future roles of land within each SRL East Structure Plan Area.

The land use terms in Table 3 provide a framework for the Draft Glen Waverley Structure Plan to give effect to the recommendations of the Technical Reports, achieve the future directions described in Section 5 and realise the Vision for Glen Waverley by providing guidance about the priorities for how land is used.

The future role of land in the Glen Waverley Structure Plan Area is identified and described in the Draft Glen Waverley Structure Plan based on how it can support the land use objectives in Table 3 in a way that responds to the local context.

Glen Waverley uses a combination of *Housing*, *Mixed-use*, *Commercial*, *Employment*, *Civic, community and cultural*, *Education* and *Public open space* terms to give direction about the future role and function of land within the Structure Plan Area.

Table 3 Land use terms and associated objectives used to guide the future role of land as described in the Draft Glen Waverley Structure Plan

Land use	Objectives
Housing	<ul style="list-style-type: none"> To encourage residential growth and provide for increased housing densities; and provide for some community and local population serving uses, particularly along key movement corridors.
Mixed-use	<ul style="list-style-type: none"> To provide for a range of uses including residential, commercial and other uses that contribute to a mixed-use environment, where high-density housing and/or a significant change in character is encouraged. To encourage a range of residential compatible uses at ground level including, food and drink, office, hairdressers and professional services.
Commercial	<ul style="list-style-type: none"> To encourage diversity of uses to support high density, high activity, high amenity places, including commercial office, retail, accommodation, hospitality, entertainment and community uses. To support and enhance vibrant, mixed-use high streets as places for retail, hospitality, office, business, entertainment and community uses; and encourage commercial floorspace and residential uses at upper levels to contribute to the mixed-use function of the area. To support local amenity by providing commercial and local services for residential areas. To provide for active uses at ground floor to support vibrant, safe, high amenity pedestrian environments.
Employment	<ul style="list-style-type: none"> To provide for employment generating uses, including industrial, commercial, office, and some retail and hospitality uses where they improve amenity and support the role and employment focus of the area. To support a transition from traditional industrial uses to advanced manufacturing, knowledge-based business, technology and creative industries.
Civic, community and cultural	<ul style="list-style-type: none"> To identify land for arts and cultural facilities, community facilities and other civic or public uses.
Education	<ul style="list-style-type: none"> To provide land for education, including primary schools, secondary schools and tertiary education and their associated research facilities.
Public open space	<ul style="list-style-type: none"> To identify land for public open space.

6.2 Capacity analysis

Context

The *SRL East Structure Plan – Land Use Scenario & Capacity Assessment* was prepared to test that the land use and built form directions in the Draft Glen Waverley Structure Plan can accommodate the projected population and employment growth to 2041, with an appropriate allowance for longer-term growth. The *Land Use Scenario & Capacity Assessment* brings together residential and employment floorspace demand estimates established in the *Housing Needs Assessment – Glen Waverley*, the *Retail Assessment – Glen Waverley* and the *Economic Profile Technical Report – Glen Waverley* and compares them against calculated future capacity of the Structure Plan Area and each neighbourhood within it. Future capacity is derived from the built form guidance contained in the Draft Glen Waverley Structure Plan and the *Urban Design Report – Glen Waverley*.

Beyond 2041, the broader neighbourhoods surrounding the SRL station will continue to grow in accordance with the longer-term Vision for Glen Waverley. The *Land Use Scenario & Capacity Assessment* therefore includes a capacity buffer above that required under the Structure Plan so that capacity will still be available by 2041 to accommodate future growth. The capacity assessment checks to ensure the area can continue to support long-term growth, while acknowledging that the ultimate scale, form and location of the growth beyond 2041 will be subject to a future strategic planning process. The capacity buffer also allows for higher than anticipated demand over the life of the Structure Plan and recognises that not every site will realise its full development capacity. Accounting for these factors, the *Land Use Scenario & Capacity Assessment* determines that floorspace demand should not exceed 70 per cent of floorspace capacity by 2041.

The *Land Use Scenario & Capacity Assessment* informed preparation of the Draft Glen Waverley Structure Plan by iteratively testing potential land use planning responses, including the distribution of land uses and building heights that would support population and employment growth and enable priority land uses to be taken up in the locations set out in the Draft Glen Waverley Structure Plan.

Key findings

- Based on the land use and built form directions in the Draft Glen Waverley Structure Plan, there is sufficient capacity to support forecast population and employment growth to 2041.
- Beyond this, there is an appropriate capacity buffer to allow for continued growth beyond 2041 to support delivery of the Vision for Glen Waverley.
- Maintaining an appropriate capacity buffer is necessary to support long-term growth in Glen Waverley beyond 2041. By 2041, 70 per cent of the 2056 employment growth for Glen Waverley is forecast to have been realised within a 1.6-kilometre radius of the SRL station. This means that growth will still need to occur post-2041 and sufficient capacity will need to be available to realise this growth.
- Growth will vary across neighbourhoods. However, Central Glen Waverley neighbourhood has the most capacity to support future development and will be attractive for residential and employment uses.
- There is capacity for office floorspace across the Structure Plan Area. However, Central Glen Waverley is the most suitable location for high density commercial office space and if sufficient capacity is not provided in this neighbourhood, it is unlikely that high density office developments would locate in any other neighbourhood.
- Demand from residential development has the potential to displace office uses from the locations of highest amenity in Central Glen Waverley.
- The Springvale East neighbourhood is approaching capacity by 2041, although there is sufficient capacity in other neighbourhoods, including Glen Waverley North, to accommodate any excess residential demand.
- Retail floorspace demand at 2041 exceeds the capacity for ground floor retail space. This means that in large parts of Central Glen Waverley the ground floor of new development will need to accommodate retail floorspace. This is largely consistent with existing conditions, although it means that most street-facing locations will need to sustain retail activity.

The *Land Use Scenario & Capacity Assessment* identifies the major factors contributing to Glen Waverley's capacity estimates and makes recommendations to support the strategic objectives of the Draft Glen Waverley Structure Plan, including:

- **Support significant growth of high density buildings to accommodate residential and employment uses in Central Glen Waverley.** Significant densities should be encouraged to maximise opportunities for growth in the area immediately around the SRL station in the short to medium term. Realising capacity in the Central Glen Waverley neighbourhood will rely on the development of high density buildings and should be encouraged.
- **Encourage office, retail and other commercial development in Central Glen Waverley.** Central Glen Waverley is the only viable location for large-scale office and other retail and commercial development. While there is sufficient capacity for the forecast employment and residential floorspace demand, there is a risk that the market will preference the delivery of residential developments over commercial office development in the earlier stages of delivering the Draft Glen Waverley Structure Plan. Therefore, employment floorspace should be encouraged in preferred locations in Central Glen Waverley to ensure residential development does not reduce the opportunity for jobs growth, particularly over the longer term beyond 2041 where employment growth is forecast to continue.
- **Maximise development on key strategic sites.** Glen Waverley's strategic sites, including the Station Development Area and The Glen Shopping Centre, make an important contribution to the Structure Plan Area's capacity. Given their substantial size and the opportunity to accommodate residential and commercial floorspace, they should be leveraged to deliver site responsive, high density developments.
- **Support lot consolidation and avoid underdevelopment in Glen Waverley's residential neighbourhoods.** To realise the modelled capacity of Glen Waverley's residential neighbourhoods, existing lots will need to be consolidated to deliver new infill apartments. Realistically, this will occur over time and will rely on the decisions of individual landowners. In recognition of the challenges associated with realising capacity associated with infill development in the short term, underdevelopment should be avoided to protect opportunities for long-term growth as population growth continues.
- **Regenerate the Aristoc Road industrial area and parts of the Springvale Road area to support employment growth.** Supporting employment growth in locations outside of Central Glen Waverley, particularly the Waverley Road neighbourhood, will diversify employment activity and contribute to a more resilient local economy. The Aristoc Road industrial area will continue to play a local service industrial role; although encouraging greater employment density and diversity, including more office space, could offer an alternative to Central Glen Waverley for businesses with owners who do not necessarily want to locate in a commercial centre.

Future directions in the Draft Glen Waverley Structure Plan

The objectives and strategies of the Draft Glen Waverley Structure Plan provide a strategic framework to give effect to the land use and built form settings tested through the *Land Use Scenario & Capacity Assessment*. Key components of Glen Waverley's strategic response include:

- Encouraging significant change in the Central Glen Waverley neighbourhood, including a mix of high density commercial office, residential and retail development
- Enhancing the retail and entertainment role of Central Glen Waverley, including through encouraging more fine-grain retail activity along Kingsway
- Safeguarding land for office floorspace growth in the Central Glen Waverley neighbourhood, particularly in locations close to the SRL station and areas with high retail and worker amenity
- Retaining land in the Aristoc Road Employment Area for employment use to provide space for a diverse range of businesses and support office space outside of Central Glen Waverley
- Encouraging increased residential densities through mid-rise apartments, infill development and policy to avoid underdevelopment in residential neighbourhoods and along movement corridors
- Policy to maximise development on strategic sites to accommodate a substantial amount of residential and employment floorspace and some retail space in the short to medium term
- Built form guidance that maintains a suitable capacity buffer in residential neighbourhoods to allow for longer-term growth and account for challenges associated with infill development in established residential areas.

Appendix A: SRL East assessment considerations

Overview

This appendix sets out how the Draft Glen Waverley Structure Plan interacts with previous assessment processes for SRL East. The potential environmental effects of the construction and operation of SRL East were considered via a comprehensive public Environment Effects Statement (EES) process (2021), which culminated in an assessment by the then Minister for Environment and Climate Action (Minister's assessment) (as discussed in Section 1.2 of this report).

Planning Scheme Amendment GC197

As a part of the EES, a draft of Planning Scheme Amendment GC197 (GC197) was exhibited affecting the Bayside, Kingston, Monash and Whitehorse Planning Schemes. Amendment GC197 was required to facilitate use and development of land for the purposes of SRL East. The Minister for Planning subsequently approved Amendment GC197, having regard to the Minister's assessment of the EES.

Amongst other things, the Amendment applied the following controls to land for the purposes of SRL East:

- Schedule 14 to Specific Controls Overlay (SCO14), which applies the *Suburban Rail Loop East, Incorporated Document, August 2022* (Incorporated Document) to specified land to facilitate the design, construction and operation of the underground tunnels, stations and other SRL East infrastructure
- Schedule 15 to Specific Controls Overlay (SCO15), which applies the *Suburban Rail Loop East Infrastructure Protection, Incorporated Document, August 2022* to specified land to protect SRL East underground infrastructure from developments that could damage infrastructure if they are not designed appropriately. It does so by imposing permit requirements on certain types of development.

Relationship between the SRL Incorporated Documents and the Draft Glen Waverley Structure Plan

The application of the Draft Glen Waverley Structure Plan to land already covered by SCO14 and SCO15 will not impact the operation of these planning controls. The Draft Glen Waverley Structure Plan does not provide planning permission; rather, it provides a framework for how the area around the SRL station at Glen Waverley will develop in the future.

The incorporated document applied by SCO14 includes conditions with which SRLA must comply during the design, construction and operation of SRL East including, relevant to the structure planning process, the preparation of:

- Surface and Tunnel Plans (S&TPs), to the satisfaction of the Minister for Planning
- An Urban Design Strategy, to the satisfaction of the Minister for Planning
- Urban Design and Landscape Plans (UDLPs) for each SRL East Structure Plan Area and additional locations, to the satisfaction of the Minister for Planning.

Surface and Tunnel Plans

SRL East will be constructed generally in accordance with the S&TPs that form part of the Incorporated Document approved by the Minister for Planning in April 2024. The draft S&TPs were exhibited during the EES process and were discussed in the Minister's assessment.

The S&TPs include 'sites subject to future precinct planning process, including possible additions to the public realm, community facilities and pick up/drop off spaces'. These sites are generally owned by the State Government and will be above and adjacent to the SRL station at Glen Waverley, once constructed. The Draft Glen Waverley Structure Plan identifies these sites as strategic sites and envisages they will accommodate significant growth subject to detailed master planning in the future.

Recommendations from the Minister's assessment

This section discusses the recommendations that have implications for structure planning and how were considered for the Draft Glen Waverley Structure Plan.

1. Integration with Urban Design and Landscape Plans

The Minister's assessment made clear the expectation that development of the UDLPs and precinct planning would work hand in hand to optimise outcomes for each precinct surrounding the SRL station.

Contractors for SRL East are required to prepare UDLPs as set out within the Incorporated Document to the satisfaction of the Minister for Planning. These plans will show the final design for SRL East, including any associated public realm, roads and SRL station components (as shown on the S&TPs). The UDLPs need to demonstrate that they are generally in accordance with the S&TPs and meet the requirements of the approved Urban Design Strategy. The Urban Design Strategy sets out an urban design vision for SRL East, along with design principles, objectives and place specific requirements. The Urban Design Strategy was exhibited with the EES and subsequently approved by the Minister for Planning in April 2024.

UDLPs are being prepared in a staged manner, as required by the construction sequence of SRL East. While the UDLPs are guided by the Urban Design Strategy, they will need to be responsive to the Vision for Glen Waverley and the Draft Glen Waverley Structure Plan to ensure an integrated land use and transport solution (in accordance with Urban Design Strategy Objective UD2.1 Strategic alignment).

The Draft Glen Waverley Structure Plan has taken into consideration the future SRL East and includes strategies and actions to maximise connectivity and integration. In particular, the *Urban Design Report – Glen Waverley* incorporates the Urban Design Strategy Principles and Objectives, which will help facilitate alignment with the UDLPs. In addition, the process for approval of UDLPs will include assessment against the Urban Design Strategy and any other relevant matters set out in the Minister's assessment, including consideration of the Draft Glen Waverley Structure Plan to ensure alignment between the Urban Design Strategy, UDLPs and the Draft Glen Waverley Structure Plan.

2. Sensitivity modelling to inform the Draft Glen Waverley Structure Plan

The Minister's assessment recommended that further sensitivity modelling of development scenarios should be undertaken to inform the design of the road network around each Structure Plan Area.

In this respect, ongoing transport analysis has been undertaken and will continue throughout the Draft Glen Waverley Structure Plan implementation to maximise the performance for all modes. This process will continue as part of the surface transport design delivery near the SRL station and other network improvements within the Structure Plan Area. Following the Minister's assessment, further transport analysis of the reference design presented at the EES panel hearing has been undertaken in collaboration with the relevant road authorities.

In Glen Waverley, additional modelling was conducted in consultation with Monash City Council and included the following:

1. The EES VISSIM model extent was extended to cover the activity centre on the northern side of High Street Road, and the model was calibrated based on 2023 data. This model informed the implications of Coleman Parade closure on a wider arterial and local network in comparison to the EES.
2. In response to Monash City Council's suggestion, the impact of adding a new ring road (building a link between Myrtle Street and Railway Parade North over the railway line) was assessed. The results showed no material benefit for this project, considering the level of investment required (very low benefit-to-cost ratio).
3. In consideration of Monash City Council's request, the Glen Waverley construction year (2031) VISSIM model was updated to test the impact of construction vehicles under different routing scenarios. The study revealed that although there is no material deterioration in the network, the route that has less impact on local streets is preferred.

3. Lowering of the existing Glen Waverley railway line and station

The Minister's assessment of the EES included a recommendation to consider lowering of the existing Glen Waverley railway line and station. In response to this, a design for a lowered station was developed, modelled, costed and presented to Monash City Council officers. This option does not achieve the transport objectives for the Structure Plan Area and is not being pursued in the Draft Glen Waverley Structure Plan.

4. Surface level transport planning for Glen Waverley

The Minister's assessment of the EES included a recommendation that SRLA and the Department of Transport and Planning progress surface level transport planning for Glen Waverley as part of further detailed planning for SRL East and structure planning for the six SRL East centres. This recommendation was addressed by preparation of the *Transport Technical Report – Glen Waverley*, which has informed the Draft Glen Waverley Structure Plan and will guide a coordinated transport approach to movement throughout the Structure Plan Area. This report is discussed in Section 5.4.1.

Appendix B: Plan Melbourne outcomes and directions

Plan Melbourne outcomes and directions

The following outcomes and directions from *Plan Melbourne 2017–2050* are relevant to planning for the Glen Waverley Structure Plan Area. These outcomes and directions have been considered in structure planning for SRL East.

Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs

- Direction 1.1: Create a city structure that strengthens Melbourne’s competitiveness for jobs and investment
- Direction 1.2: Improve access to jobs across Melbourne and closer to where people live
- Direction 1.3: Create development opportunities at urban renewal precincts across Melbourne

Outcome 2: Melbourne provides housing choice in locations close to jobs and services

- Direction 2.1: Manage the supply of new housing in the right locations to meet population growth and create a sustainable city
- Direction 2.2: Deliver more housing closer to jobs and public transport
- Direction 2.3: Increase the supply of social and affordable housing
- Direction 2.5: Provide greater choice and diversity of housing

Outcome 3: Melbourne has an integrated transport system that connects people to jobs and services and goods to markets

- Direction 3.1: Transform Melbourne’s transport system to support a productive city
- Direction 3.3: Improve local travel options to support 20-minute neighbourhoods

Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity

- Direction 4.1: Create more great public places across Melbourne
- Direction 4.3: Achieve and promote design excellence
- Direction 4.4: Respect Melbourne’s heritage as we build for the future
- Direction 4.6: Strengthen community participation in the planning of our city

Outcome 5: Melbourne is a city of inclusive, vibrant and healthy neighbourhoods

- Direction 5.1: Create a city of 20-minute neighbourhoods
- Direction 5.2: Create neighbourhoods that support safe communities and healthy lifestyles
- Direction 5.3: Deliver social infrastructure to support strong communities
- Direction 5.4: Deliver local parks and green neighbourhoods in collaboration with communities

Outcome 6: Melbourne is a sustainable and resilient city

- Direction 6.1: Transition to a low-carbon city to enable Victoria to achieve its target of net zero greenhouse gas emissions by 2050
- Direction 6.3: Integrate urban development and water cycle management to support a resilient and liveable city
- Direction 6.4: Make Melbourne cooler and greener
- Direction 6.5: Protect and restore natural habitats

Appendix C: Existing zones and overlays

Zones and overlays

Existing zones

Existing planning zones within the Structure Plan Area are listed in Table 4.

Table 4 Existing planning zones in the Glen Waverley Structure Plan Area

Zone	Purpose	Schedule	Planning Scheme
Residential zones			
Mixed Use Zone (MUZ)	Facilitates a range of higher density residential and commercial uses that balance multifunctional activities with neighbourhood character.	MUZ Monash Residential Areas	Monash Planning Scheme
General Residential Zone (GRZ)	Supports residential development that respects neighbourhood character and provides housing diversity near services and transport, as well as appropriate non-residential use.	GRZ2 – Monash Residential Areas	Monash Planning Scheme
		GRZ3 – Garden City Suburbs	Monash Planning Scheme
		GRZ7 – Housing Diversity Area - Glen Waverley Major Activity Centre	Monash Planning Scheme
		GRZ8 – Glen Waverley Major Activity Centre – Springvale Road	Monash Planning Scheme
		GRZ9 – Glen Waverley Major Activity Centre – Mountain View Hotel	Monash Planning Scheme
Residential Growth Zone (RGZ)	Diverse, higher-scale residential uses near services and transport and transition to surrounding areas, as well as non-residential uses in appropriate locations.	RGZ4 – Glen Waverley Major Activity Centre	Monash Planning Scheme
Neighbourhood Residential Zone (NRZ)	Lower-scale residential neighbourhoods with character, and landscape considerations, and allows non-residential uses in appropriate locations.	NRZ2 – Creek Abuttal Areas	Monash Planning Scheme
		NRZ4 – Dandenong Valley Escarpment Areas	Monash Planning Scheme
Industrial zones			
Industrial 1 Zone (IN1Z)	Manufacturing operations and the storage and distribution of goods without comprising the safety and well-being of local communities.	-	Monash Planning Scheme
Commercial zones			
Commercial 1 Zone (C1Z)	Mixed-use commercial centres with residential densities that complement the scale and function of the centre.	-	Monash Planning Scheme

Public land use zones			
Public Use Zone (PUZ)	Public utility and community services and facilities consistent with the intent of the public land reservation.	PUZ1 – Service & Utility	Monash Planning Scheme
		PUZ2 – Education	Monash Planning Scheme
		PUZ6 – Local Government	Monash Planning Scheme
		PUZ7 – Other	Monash Planning Scheme
Public Park and Recreation Zone (PPRZ)	Public recreation and open space with provisions for environmental conservation or commercial application that respond to the environment.	-	Monash Planning Scheme
Transport Zone (TRZ)	Facilitates uses for transit routes, services and facilities that provide an integrated and sustainable transport system.	TRZ1 – State Transport Infrastructure	Monash Planning Scheme
		TRZ2 – Principal Road Network	Monash Planning Scheme

Existing overlays

Existing planning overlays in the Glen Waverley Structure Plan Area are summarised in Table 5.

Table 5 Existing planning overlays in the Glen Waverley Structure Plan Area

Overlay / Schedule	Purpose / Description	Planning Scheme
Design and Development Overlay (DDO)		
DDO1 (Industrial and Commercial Design and Development Area)	Development that contributes to Garden City Character and responds to the industry character type outlined in local policy.	Monash Planning Scheme
DDO12 (Glen Waverley Major Activity Centre)	Development in core retail areas and along key pedestrian streets that contributes to active and engaging built form and supports pedestrian amenity and interconnection.	Monash Planning Scheme
Environmental Audit Overlay (EAO)		
EAO	Ensures that potentially contaminated land is suitable for future sensitive land use which could be affected by contamination.	Monash Planning Scheme
Heritage Overlay (HO)		
HO54	8 Mount Street; Large Arucaria tree	Monash Planning Scheme
HO71	293 Springvale Road; Civic Centre	Monash Planning Scheme
HO73	356-380 Springvale Road; Former Glen Waverley Primary School	Monash Planning Scheme
Special Building Overlay (SBO)		
SBO	Identifies land in urban areas liable to inundation by overland flows from urban drainage systems, in consultation with the flood authority.	Monash Planning Scheme

Specific Controls Overlay (SCO)		
SCO14	SRL East Infrastructure Protection Incorporated Document, August 2022.	Monash Planning Scheme
SCO15	SRL East Infrastructure Protection Incorporated Document, August 2022.	Monash Planning Scheme
Vegetation Protection Overlay (VPO)		
VPO1	Applies to selected areas to ensure new development maintains existing significant vegetation for habitat corridors for indigenous fauna	Monash Planning Scheme

Appendix D: Planning Policy Framework

State and Regional Planning Policy

The following objectives and strategies of the State and Regional Planning Policy Framework are relevant to the Glen Waverley Structure Plan Area.

- **11.01-1R Settlement – Metropolitan Melbourne:** To develop the Suburban Rail Loop through Melbourne’s middle suburbs to facilitate substantial growth and change in major employment, health and education precincts and activity centres.
- **11.02-1S Supply of urban land:** Urban growth should consider opportunities for consolidation, redevelopment and intensification of existing urban areas.
- **11.02-2S Structure planning:** To facilitate the orderly, economic and sustainable development of urban areas.
- **13.01-1S Natural hazards and climate change:** To minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning.
- **13.03-1S Floodplain management:** Avoid intensifying the impact of flooding through inappropriately located uses and development.
- **13.04-1S Contaminated and potentially contaminated land:** To ensure that contaminated and potentially contaminated land is used and developed safely.
- **13.05-1S Noise Management:** To assist the management of noise effects on sensitive land uses.
- **13.07-1S Land use compatibility:** To protect community amenity while facilitating commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.
- **15.01-1S Urban design:** To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
- **15.01-1R Urban design – Metropolitan Melbourne:** To create a distinctive and liveable city with quality design and amenity.
- **15.03-1S Heritage conservation:** To ensure the conservation of places of heritage significance.
- **15.03-2S Aboriginal cultural heritage:** To ensure the protection and conservation of places of Aboriginal cultural heritage significance.
- **16.01-1S Housing supply:** To facilitate well-located, integrated and diverse housing that meets community needs.
- **16.01-2S Housing affordability:** To deliver more affordable housing closer to jobs, transport and services.
- **17.01-1S Diversified economy:** To strengthen and diversify the economy.
- **17.02-1S Business:** To encourage development that meets the community’s needs for retail, entertainment, office and other commercial services.
- **18.01-1S Land use and transport integration:** To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.
- **18.01-2S Transport system:** To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.
- **19.02-6S Open space:** To establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.
- **19.02-6R Open Space – Metropolitan Melbourne:** To strengthen the integrated metropolitan open space network.
- **19.03-1S Development and infrastructure contributions plans:** To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.
- **19.03-2S Infrastructure design and provision:** To provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.
- **19.03-3S Integrated water management:** To sustainably manage water supply and demand, water resources, drainage and stormwater through an integrated water management approach.

Local Planning Policy

Monash Local Policy

The Planning Policy Framework (PPF) comprises the Municipal Planning Strategy (MPS) and local planning policies applicable to the City of Monash. The following objectives and strategies of the MPS and local policies of the PPF are relevant to the Monash Structure Plan Area:

- **Clause 02.01 Context:** identifies that the Municipality comprises primarily residential land but has significant commercial, industrial and open space land use areas, including Glen Waverley Activity Centre.
- **Clause 02.02 Vision:** identifies Council's vision for a City of Monash with four primary areas of focus – a sustainable city, inclusive services, enhanced places and good governance.
- **Clause 02.03 (Strategic directions):** The following directions are relevant to the Glen Waverley Structure Plan Area.
 - **Clause 02.03-1 (Settlement):** establishes a network of activity centres within Monash as a focus to integrate land use and transport planning, including Glen Waverley Major Activity Centre.
 - **Clause 02.03-2 (Environmental and landscape values):** aims to enhance the quality and ecological value of Monash's natural environment, including by protecting and enhancing biodiversity and waterways.
 - **Clause 02.03-3 (Environmental risks and amenity):** seeks to adapt to and mitigate the impacts of climate change.
 - **Clause 02.03-4 (Built environment and heritage):** seeks that new development responds to contaminated land, as well as appropriately site non-residential uses and licensed premises to maintain land use compatibility.
 - **Clause 02.03-5 (Housing):** the preferred residential development outcome in activity centres is housing at higher densities.
 - **Clause 02.03-6 (Economic Development):** recognises that activity centres need to attract and retain local business by enhancing their competitive edge and attractiveness.
 - **Clause 02.03-7 (Transport):** recognises existing fixed rail access including the Glen Waverley line which terminates at Glen Waverley.
 - **Clause 02.03-8 (Infrastructure):** seeks to provide an appropriate provision of health and education facilities, as well as open space within 400 metres walking distance for the majority of residents.
- **Clause 2.04 (Strategic Framework Plans):** identifies the Glen Waverley Activity Centre within the Structure Plan Area.
- **Clause 11.03-1L-01 (Activity Centres – Monash):** outlines Monash's activity centre framework and identifies the Glen Waverley Activity Centre as being the most significant Major Activity Centre within the City of Monash.
- **Clause 11.03-1L-03 (Glen Waverley Major Activity Centre Structure Plan):** Implements the Glen Waverley Activity Centre Structure Plan 2014 (updated 2016).
- **Clause 15.01-1L-02 (Tree Conservation for a Garden City):** seeks to maintain the tree canopy cover within Garden City Character areas, including residential areas which forms part of the Structure Plan Area.
- **Clause 15.01-2L-01 (Industry and Business Built Form Character):** seeks to maintain industrial and business development character, including the industrial areas within Glen Waverley.
- **Clause 15.01-2L-02 (Environmentally Sustainable Development Policy):** seeks to ensure they achieve best practice in environmentally sustainable development.
- **Clause 15.01-5L (Monash Preferred Neighbourhood Character):** directs residential growth to neighbourhood and activity centres and boulevards (Springvale Road and Princes Highway).
- **Clause 16.01-1L-01 Housing Supply:** seeks to manage residential growth around an activity and neighbourhood centre network, with higher residential densities located within the Glen Waverley Major Activity Centre and along the Springvale Road boulevard.
- **Clause 17.01-1L (Diversified Economy):** seeks to revitalise employment areas and ensure that new development is adds to the attractiveness of business and industrial areas and enhances the garden city character.

Appendix E: Relevant Technical Reports

Relevant Technical Reports

SRL Draft East Structure Plan – Aboriginal Cultural Heritage Technical Report

SRL Draft East Structure Plan – Historical Heritage Technical Report

SRL Draft East Structure Plan – Ecology and Arboriculture Technical Report – Glen Waverley

SRL Draft East Structure Plan – Flooding Technical Report

SRL Draft East Structure Plan – Potentially Contaminated Land Memo

SRL Draft East Structure Plan – Noise and Vibration Technical Report

SRL Draft East Structure Plan – Odour and Dust Technical Report

SRL Draft East Structure Plan – Aviation and Airspace Technical Report

SRL Draft East Structure Plan – Utilities Servicing Technical Report

SRL Draft East Structure Plan – Housing Needs Assessment – Glen Waverley

SRL Draft East Structure Plan – Community Infrastructure Needs Assessment – Glen Waverley

SRL Draft East Structure Plan – Open Space Technical Report

SRL Draft East Structure Plan – Economic Profile Technical Report – Glen Waverley

SRL Draft East Structure Plan – Retail Assessment – Glen Waverley

SRL Draft East Structure Plan – Urban Design Report – Glen Waverley

SRL Draft East Structure Plan – Wind Technical Report

SRL Draft East Structure Plan – Transport Technical Report – Glen Waverley

SRL Draft East Structure Plan – Transport Technical Report – Appendix A Precinct Parking Plan – Glen Waverley

SRL Draft East Structure Plan – Climate Response Plan – Glen Waverley

SRL Draft East Structure Plan – Integrated Water Management Strategy

SRL Draft East Structure Plan – Land Use Scenario & Capacity Assessment

Glossary

Active frontages	A building frontage that interacts with and provides pedestrian interest to the public realm such as with building entries, windows to a shop and/or a food and drink premises, and/or customer service areas or other active uses.
Active transport	Transport requiring physical activity, typically walking and cycling.
Activity centre	Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres.
Advanced manufacturing	Includes any manufacturing process that takes advantage of high-technology or knowledge-intensive inputs as an integral part of its manufacturing process.
Affordable housing	Housing, including social housing, that is appropriate for the housing needs of very low income, low income and moderate income households.
Arterial road	A higher-order road providing for moderate to high volumes at relatively higher speeds typically used for inter-suburban or inter-urban journeys, often linking to freeways.
Building height	The vertical distance from natural ground level to the roof or parapet at any point.
Built form	Built form refers to the physical description of properties, including the form of development, the building mass and height.
Built form scale	Built form scale in the context of the Structure Plan Area can be broadly defined as: <ul style="list-style-type: none"> – Significant: buildings of 12 or more storeys – High: buildings between seven and 11 storeys – Medium: buildings between four and six storeys. Range of storeys is based on typical residential floor to floor measurement of 3 metres.
Business and Investment Case	The Business and Investment Case (BIC) for SRL, released in August 2021. The BIC outlines the overarching strategic case for SRL inclusive of all transport investments and precinct developments, and all stages of the project.
Car share schemes	A form of personal travel in which users share access to cars rather than privately owning them.
Embodied energy	The energy consumed by all of the processes associated with the production of a building, from the mining and processing of natural resources to manufacturing, transport and product delivery.
Equitable development	Buildings designed so that they do not compromise the reasonable development opportunity of adjacent properties. This is a key principle for areas where substantial change is sought, where it is important that the development potential of each property is optimised.
Fine-grain character	Refers to an urban environment with human scale spaces, mixed uses, smaller lots and through block links that support diverse activities and walkability.
Fixed Key Link	A publicly accessible access route delivered along a specific alignment.
Flexible Key Link	A publicly accessible access route that can be delivered along a range of alignments, determined at time of planning implementation.
Floorspace	The surface area of the floor in a building.
Framework plans	High level coordinating plans that set policy directions and the spatial structure for a defined area. Framework plans guide growth and development over the longer term and define the steps, key projects and infrastructure required to support growth.

Green infrastructure	Any system that fuses natural and built environments to reduce the environmental impacts of the built environment. Green infrastructure can take many forms and may include green roofs or vertical walls, permeable paths, rain gardens and urban forests.
Housing density	The number of dwellings in an urban area divided by the area of the residential land they occupy, expressed as dwellings per hectare.
Integrated water Management (IWM)	An approach to planning that brings together all facets of the water cycle including sewage management, water supply, stormwater management and water treatment, ensuring environmental, economic and social benefits.
Knowledge-based jobs	A knowledge-based job refers to a role that primarily involves the application of a deep level of knowledge or expertise in a specific field. These jobs typically require a high level of education, training or experience. Examples include roles in sectors such as healthcare, education, technology, engineering, law, and finance.
Local street(s)	Local streets are non-arterial roads that provide quiet, safe and desirable residential access for all ages and abilities. They contribute to the overall functioning areas bounded by arterial roads or other barriers.
Lot	A part (consisting of one or more pieces) of any land (except a road, a reserve or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.
Major activity centres	Suburban centres that provide access to a wide range of goods and services. They have different attributes and provide different functions, with some serving larger sub-regional catchments.
Master plan	A plan that directs how a single site of landholding or a cluster of related sites will be developed. It is usually more detailed than a structure plan.
Metropolitan activity centres	Higher-order suburban centres intended to provide a diverse range of jobs, activities and housing for regional catchments that are well served by public transport. These centres play a major service delivery role, as well as providing retail and commercial opportunities.
Micro-mobility	Refers to small, lightweight vehicles driven by users personally. Vehicles include bicycles, e-bikes, electric scooters and electric skateboards.
Mixed-use	A mixture of different land uses such as retail, commercial and residential in the same location or building.
Mode	Mode of travel, such as walking, cycling, train, tram, bus, motorcycle or private vehicle.
Neighbourhood activity centres	Local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community.
Planning Area	Area where SRLA is a planning authority under the <i>Planning and Environment Act 1987</i> and may prepare Planning Scheme Amendments.
Planning authority	A planning authority is any person or body given the power to prepare a planning scheme or an amendment to a planning scheme. The Minister for Planning is a planning authority and may authorise any other Minister or public authority to prepare an amendment to a planning scheme.
Planning scheme	A document approved by the Victorian Government that set out objectives, policies and controls for the use, development and protection of land for each municipality across Victoria.
Precinct	Precinct refers to a designated area of focus where a critical mass of activity and significant change is anticipated.
Public open space	Public open space or 'open space' means public land and waters that provide for one or more of the following purposes - Outdoor recreation, Leisure, Environmental and cultural benefits, Visual amenity and Off-road active transport.

Public realm	The public realm comprises spaces and places that are open and accessible to everyone. The public realm can include streets and laneways, parks and plazas, waterways and foreshores.
Public transport interchange	Places where people can access or change between multiple public transport routes and modes.
Renewable energy	Energy that comes from resources that are naturally replenished such as sunlight, wind, rain, tides, waves and geothermal heat.
Resilience	The capacity of individuals, communities, institutions, businesses, systems and infrastructure to survive, adapt and grow in response to challenges. 'Climate resilience' is the ability to prepare for, recover from, and adapt to these impacts of a changing climate.
Rise	The rise in storeys of a building generally means the number of storeys above natural ground level. <ul style="list-style-type: none"> - Low-rise means buildings with 1-3 storeys - Mid-rise means buildings with 4-11 storeys - High-rise means buildings with 12 or more storeys.
Setback	The horizontal distance from a boundary or building.
Social housing	Government subsidised rental housing, generally comprising two types of housing: public housing (owned and managed by state governments) and community housing, (managed, and often owned, by not-for-profit organisations).
SRL East Urban Design Strategy	Developed as part of the SRL Environment Effects Statement (EES), this establishes the Victorian Government's requirements for SRL East. The strategy provides a performance-based design brief and a design quality assessment and evaluation tool.
SRL East	Approved project from Cheltenham Station to Box Hill Station. SRL East was previously referred to as SRL Stage One.
SRL Station Development Area	Sites intended for significant scale development adjacent to and over SRL East stations and station buildings, and the associated public realm between buildings.
Street wall	The façade of a building facing (and closest to) the street. The term is usually used where buildings are built on or close to the street boundary, so that they define the public realm.
Structure Plan Area	The extent of the land to which the Structure Plan applies. The Structure Plan will focus on areas near to the SRL station and locations with more significant future change. This area is smaller than the Planning Area.
Sustainable transport	Transport by modes other than single-occupancy cars. Includes walking, cycling, bus, tram, train and carpooling.
Traditional Owners	People who, through membership of a descent group or clan, are responsible for caring for particular Country. A Traditional Owner is authorised to speak for Country and its heritage as a senior Traditional Owner, an Elder or, in more recent times, a registered native title claimant.
Urban form	Urban form is the physical characteristics that make up built-up areas, including the land use, density and configuration of cities, towns and neighbourhoods.
Urban heat island effect	When the built environment absorbs, traps and in some cases directly emits heat, causing urban areas to be significantly warmer than surrounding non-urban areas.
Walkability	The degree to which an environment supports walking as a transport mode.
Water sensitive urban design (WSUD)	Integrating the urban water cycle into urban design to minimise environmental damage and improve recreational and aesthetic outcomes. WSUD includes the use of passive irrigation techniques and the incorporation of WSUD infrastructure such as swales, biofiltration systems (rain gardens), permeable paving, and wetlands into the design.

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