

# Planning Panels Victoria

Suburban Rail Loop East Precincts Standing Advisory  
Committee

Volume 8: Glen Waverley Precinct

## **Advisory Committee Report**

*Planning and Environment Act 1987*

**20 February 2026**

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Planning Panels Victoria acknowledges the Wurundjeri Woi Wurrung People as the traditional custodians of the land on which our office is located. We pay our respects to their Elders past and present.

*Planning and Environment Act 1987*

Advisory Committee Report

Suburban Rail Loop East Precincts Standing Advisory Committee

Volume 8: Glen Waverley Precinct

20 February 2026

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## Glossary and abbreviations for Glen Waverley precinct

|                           |                                                                         |
|---------------------------|-------------------------------------------------------------------------|
| Central Car Park plaza    | 281 Springvale Road                                                     |
| Century City Walk         | 285-287 Springvale Road                                                 |
| Dan Murphy's site         | land fronting Kingsway between Railway Parade North and O'Sullivan Road |
| draft Amendment           | draft Amendment C177mona to the Monash Planning Scheme                  |
| draft Implementation Plan | the draft Glen Waverley Precinct Implementation Plan                    |
| draft Parking Plan        | the draft Glen Waverley Precinct Parking Plan                           |
| draft Structure Plan      | the draft Glen Waverley Precinct Structure Plan                         |
| Glen Waverley campus      | Glen Waverley Secondary College, Wesley College                         |
| GWY [number]              | Glen Waverley Precinct hearing document number                          |
| Monash Council            | Monash City Council                                                     |
| Mountain View Hotel       | 186 Springvale Road                                                     |
| Omniworth                 | Omniworth Pty Ltd                                                       |
| Planning Scheme           | Monash Planning Scheme                                                  |
| Sunkin                    | Sunkin Property Group                                                   |
| SRL station               | Glen Waverley Suburban Rail Loop East station                           |
| The Glen                  | The Glen Shopping Centre                                                |
| Wilson Transformer site   | land occupied by Wilson Transformer Company at 310 Springvale Road      |

## Overview

| Summary                |                                                                                       |
|------------------------|---------------------------------------------------------------------------------------|
| Referral               |                                                                                       |
| Precinct               | Glen Waverley, see Figure 1                                                           |
| Draft Amendment        | C177mona                                                                              |
| Municipality           | Monash                                                                                |
| Committee process      |                                                                                       |
| Report                 | Volume 8: Glen Waverley Precinct                                                      |
| Date                   | 20 February 2026                                                                      |
| Referred Matters       | Glen Waverley precinct specific issues, see Table 1                                   |
| Committee members      | John Roney (Chair), Jonathan Halaliku (Deputy Chair), Andrew Hutson and Peter Edwards |
| Supported by           | Georgia Brodrick and Sarah Vojinovic                                                  |
| Directions Hearing     | 22 July 2025 at Stamford Hotel, Melbourne and online                                  |
| Main Hearing           | 27 October to 13 November 2025 at Novotel Hotel, Glen Waverley and online             |
| Parties to the Hearing | See Appendix A                                                                        |
| Site inspections       | Unaccompanied, 23 October 2025                                                        |
| Citation               | Suburban Rail Loop East Precincts Volume 6 [2026] PPV                                 |

# 1 Introduction

This report is one volume of 9 volumes that have been prepared by the Committee which has been appointed to give advice in accordance with its Terms of Reference dated 1 July 2025. This report responds to the Referred Matters for the Glen Waverley Precinct.

## 1.1 Scope

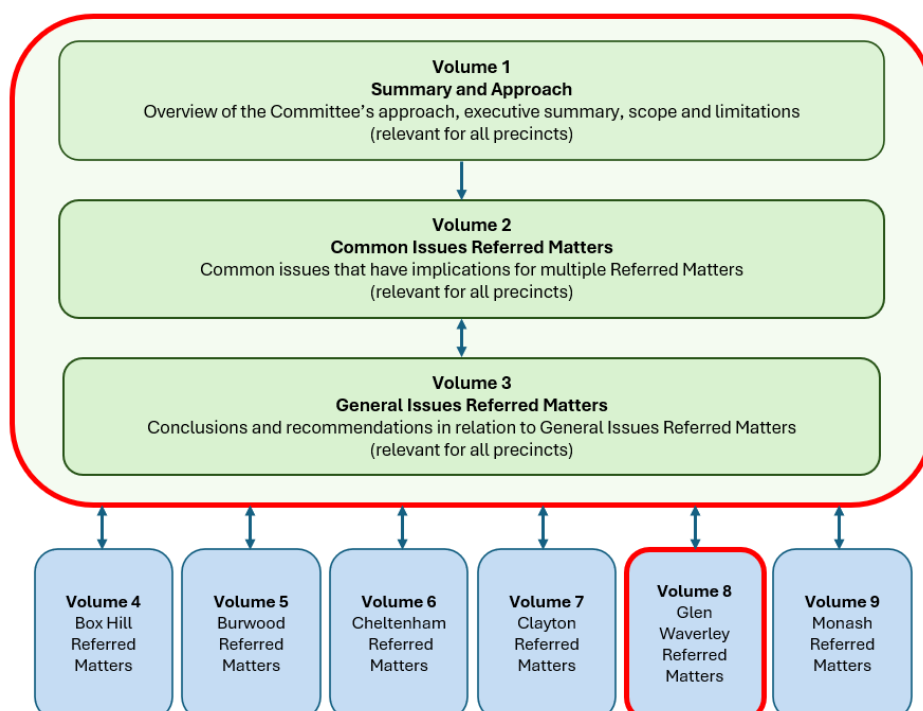
The Committee's advice and recommendations are confined to the Referred Matters. The Committee has not undertaken a general review of the draft Structure Plan, draft Implementation Plan and draft Amendment.

The Committee's Summary and Approach Report (Volume 1) sets out matters that were not within the Committee's scope and that have therefore not been considered by the Committee.

## 1.2 Reading this report

This report should be read together with all of the Committee's reports, particularly Volumes 1, 2 and 3 which outline the Committee's approach, response to Common Issues Referred Matters and response to General Issues Referred Matters. The Committee has not repeated content, unless it is necessary to provide context for its recommendations and findings for this precinct.

References in this report to the draft Structure Plan and draft Implementation Plan are to the draft Glen Waverley Structure Plan and draft Glen Waverley Implementation Plan. References to the draft Amendment are to draft Amendment C177mona to the Monash Planning Scheme. References to Referred Matters are to the Referred Matters for the Glen Waverley precinct unless stated otherwise.



## 2 Summary

Table 1 sets out the Referred Matters for the Glen Waverley Precinct, and a summary of the Committee's key findings, conclusions and recommendations in relation to each Referred Matter. This includes reference to the findings and recommendations from the Common Issues Report (Volume 2) and the General Issues Report (Volume 3) where relevant (indicated with an asterisk).

The Committee's analysis of the Referred Matters is contained in the issue specific chapters that follow.

In relation to the ordinance, the Committee has based its recommendations on the Day 3 version of the controls. In relation to the draft Structure Plan and draft Implementation Plan, the Committee has based its recommendations on the Day 2 and Post-Day 2 versions respectively.

**Table 1 Findings, conclusions and recommendations – Glen Waverley Referred Matters**

| Building height, distribution & transition |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Referred Matter</b>                     | <p>The suitability and distribution of the proposed building heights specified in the draft Structure Plan and draft Planning Scheme Amendment, and transition to surrounding residential areas, including with respect to:</p> <ul style="list-style-type: none"><li>- The central core of Glen Waverley</li><li>- 281 Springvale Road (Central Car Park) and 285-287 Springvale Road (Central City Walk)</li><li>- Sites fronting the private road at Lakeview Court</li><li>- Along Springvale Road between High Street Road and Madeline Street</li><li>- Along the eastern side of Kingsway between Railway Parade North and O'Sullivan's Road</li><li>- Along the eastern side of Springvale Road to support the built environment as a gateway to Glen Waverley</li><li>- Height and density in Stanfield Court</li><li>- Varying building heights proposed along Kinnoull Grove</li><li>- The medium rise (4 storey) height transition adjacent to high rise development</li><li>- Sensitive interfaces</li></ul> |
| <b>Findings</b>                            | <p><b>Central core:</b></p> <p>The exhibited preferred maximum building heights in the Station Development Area are generally appropriate except that the building envelopes along Montclair Avenue should have a maximum preferred height of 68 metres.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

The exhibited preferred maximum building height of 33 metres along the west side of Myrtle Street and the south side of Bogong Avenue is appropriate.

The exhibited preferred maximum building height of 84 metres for the Dan Murphy's site is appropriate.

The preferred maximum building height for 85 Kingsway should be reduced from 25 metres to 20 metres as shown in the Day 3 documents.

The preferred maximum building height for 87 Kingsway should be reduced from 25 metres to 12 metres as shown in the Day 3 documents.

The exhibited preferred maximum building height of 25 metres for 15-33 Railway Parade North is appropriate.

**281 Springvale Road (Central Car Park) and 285-287 Springvale Road (Central City Walk):**

The exhibited preferred maximum building height of 84 metres for Central Car Park and Century City Walk is appropriate.

**Lakeview Court:**

The exhibited preferred maximum building heights for Lakeview Court are inappropriate.

The maximum building height in Lakeview Court should be 9 metres.

The properties in Lakeview Court should not be included in the Precinct Zone Schedule 5 and Built Form Overlay Schedule 11 and should be retained in the Neighbourhood Residential Zone Schedule 2

**Along Springvale Road between High Street Road and Madeline Street:**

The exhibited preferred maximum building height of 25 metres for properties fronting the west side of Springvale Road between High Street Road and Madeline Street is appropriate.

**Along the eastern side of Kingsway between Railway Parade North and O'Sullivan Road:**

The exhibited preferred maximum building height of 25 metres for properties fronting the east side of Kingsway between Railway Parade North and O'Sullivan Road is appropriate.

**Along the eastern side of Springvale Road to support the built environment as a gateway to Glen Waverley:**

The exhibited preferred maximum building heights along the east side of Springvale Road are appropriate.

**Stanfield Court:**

The exhibited preferred maximum building heights for Stanfield Court are appropriate.

**Varying building heights proposed along Kinnoull Grove:**

There is a lack of clarity and consistency in the application of building height controls in Kinnoull Grove.

---

Both sides of Kinnoull Grove should be treated consistently and included in the Built Form Overlay Schedule 11, Area B.

**The medium rise (4 storey) height transition adjacent to high rise development:**

Provide a transition in maximum building height at the western end of Railway Parade and O'Sullivan Road where it abuts the lower scale residential neighbourhood to the west.

Require a maximum preferred building height of 33 metres for a distance of 20 metres from the western boundary of the Built Form Overlay Schedule 8 in Railway Parade and O'Sullivan Road as shown in the Day 3 documents.

**Sensitive interfaces:**

It is appropriate to correct the drafting error with respect to land south of Waverley Road and designate this land within Built Form Overlay Schedule 10 Area D with a maximum preferred building height of 21 metres as shown in the Day 3 documents.

The exhibited preferred maximum building heights along the north side of High Street Road between Yanigin Drive and Maxwell Grove are appropriate.

186 and 388 Springvale Road require additional controls to manage the sensitive interfaces with adjoining residential areas outside the Structure Plan Area.

A maximum building height of 21 metres should apply for a depth of 20 metres from the eastern boundaries of 186 and 388 Springvale Road and the northern boundary of 186 Springvale Road, with the balance of the sites to have a preferred maximum building height of 27 metres as shown in the Day 3 documents.

**Conclusion**

The proposed maximum building heights as specified in the draft Structure Plan and draft Amendment are generally appropriate and are strategically justified subject to the modifications recommended in this report.

**Recommendations**

**Draft Amendment**

**GWY R01: Amend the Precinct Zone Schedule 6 to create a new Area C showing building envelopes in the Station Development Area along Montclair Avenue having a preferred maximum building height of 68 metres.**

**GWY R02: Amend the Precinct Zone Schedule 5 and the Built Form Overlay Schedule 11 to delete the lots fronting Lakeview Court and retain the existing zoning (Neighbourhood Residential Zone Schedule 2).**

**GWY R03: If GWY R02 is not accepted then amend the Built Form Overlay Schedule 11 to change the maximum building height in Area B, land fronting Lakeview Court to 9 metres.**

**GWY R04: Amend the Built Form Overlay Schedule 11 to include all lots fronting Kinnoull Grove within Area B.**

## Floor Area Ratios\*

|                        |                                                                                                                                                         |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Referred Matter</b> | Whether the Floor Area Ratio (FAR) controls proposed in the draft Planning Scheme Amendment are appropriate                                             |
| <b>Conclusion</b>      | The FAR controls proposed in the draft Amendment are not appropriate and should not be applied. Refer to the Common Issues report (Volume 2, Chapter 4) |
| <b>Recommendation</b>  | <b>Refer to recommendations CI R01 and CI R02 in the Common Issues Report.</b>                                                                          |

## Public open space\*

|                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Referred Matter</b> | <p>Whether the planning for open space in the Glen Waverley Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees to the Structure Plan Area, including with respect to:</p> <ul style="list-style-type: none"> <li>- The open space needs of workers being considered</li> <li>- Whether the reliance on future shared user agreements is appropriate</li> <li>- Whether investment in creation or upgrades of larger centralised park/s should be prioritised over new smaller areas of open space that may be underutilised</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Findings</b>        | <p><b>The open space needs of workers</b></p> <p>The open space needs of workers are an important factor in the planning for public open space in the Glen Waverley Precinct.</p> <p>The needs of workers and residents should be considered together.</p> <p>It is difficult to understand how the needs of workers have been appropriately considered in the planning for open space in Glen Waverley.</p> <p>Further work is needed to determine the size and location of public open space required in Glen Waverley having regard to the needs of residents and workers</p> <p><b>Shared user agreements</b></p> <p>Shared user agreements can potentially increase access to open space and recreation facilities, however they lack long-term certainty for them to assure access to a particular facility or space.</p> <p><b>Whether large areas of open space should be prioritised over smaller areas</b></p> <p>Large and small areas of open space are necessary and may serve different functions.</p> <p>The utility of large and small open spaces is based on the accessibility and quality of the open space.</p> <p><b>Shadowing</b></p> <p>The proposed shadowing controls for public open space and footpaths provide insufficient solar protection.</p> |

|                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        | <p>The shadowing controls should generally reflect the principles discussed in the General Issues report (Volume 2, Chapter 10.6), with minor adjustments to reflect the local circumstances.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Conclusion</b>      | <p>The planning for open space in the Glen Waverley Structure Plan Area is not appropriate having regard to the needs of future residents, visitors and employees to the Structure Plan Area. Further work is required. Refer to Chapter 5 in the Common Issues report (Volume 2).</p> <p>With respect to the specific Referred Matters for Glen Waverley:</p> <ul style="list-style-type: none"><li>- The planning for open space in Glen Waverley Structure Plan Area has not appropriately considered the needs of workers.</li><li>- It is inappropriate to rely on shared user agreements to ensure an adequate provision of open space.</li><li>- Investment in the creation or upgrades of larger centralised parks should not be prioritised over new smaller areas of open space.</li></ul> <p>Shadowing controls should be modified to ensure the quality of identified open space areas and footpaths are protected.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Recommendations</b> | <p><b>Refer to recommendations CI R01 to CI R06 (relating to public open space) in the Common Issues report.</b></p> <p><b>Refer to recommendation GI R27 (relating to shadowing of public open space) in the General Issues report.</b></p> <p><b>GW R05: Amend the Built Form Overlay Schedule 8, Built Form Overlay Schedule 9, Built Form Overlay Schedule 11 and Built Form Overlay Schedule 12 as appropriate to apply the following shadowing controls:</b></p> <p><b>a) Open space:</b></p> <ul style="list-style-type: none"><li>• <b>Bogong Reserve, Yanigin Drive Reserve and Jordan Grove Reserve:</b><br/>Buildings must not cast additional shadow beyond that cast by an 8-metre high wall on the northern boundary of the Bogong Reserve, Yanigin Drive Reserve and Jordan Grove Reserve for at least 3 consecutive hours between 10:00 am and 3:00 pm on 21 June.</li><li>• <b>Mount Street Neighbourhood House Reserve:</b><br/>Buildings should not cast additional shadow beyond that cast by an 8-metre high wall on the northern boundary of the Mount Street Neighbourhood House Reserve for at least 3 consecutive hours between 10:00 am and 3:00 pm on 21 June.</li><li>• <b>SRL Station forecourt plaza:</b><br/>Buildings must not cast additional shadow beyond that cast by an 11-metre-high street wall or podium on the northern edge of Coleman Parade over the SRL Station forecourt plaza between 11:00 am and 2:00 pm on 21 June.</li></ul> |

- **Glen Waverley Central Car Park plaza:**  
Buildings must not cast additional shadow beyond that cast by an 11-metre-high street wall or podium on the southern boundary of 38 Kingsway over Glen Waverley Central Car Park plaza between 11:00 am and 2:00 pm on 21 June.
  - **Glen Waverley Library forecourt plaza:**  
Buildings must not cast additional shadow beyond that cast by an 8-metre high street wall or podium on the southern boundary of 110 Kingsway over Glen Waverley Library forecourt plaza between 11:00 am and 2:00 pm on 21 June.
- b) Footpaths:**
- **Coleman Parade – southern footpath:**  
Buildings must not cast any additional shadow over the southern footpath of Coleman Parade between Myrtle Street and Springvale Road between 11:00 am and 2:00 pm on 22 September.
  - **Railway Parade North – southern footpath:**  
Buildings must not cast any additional shadow over the southern footpath of Railway Parade North, east of Kingsway between 11:00 am and 2:00 pm on 22 September.
  - **Kingsway – eastern and western footpaths:**  
Buildings must not cast any additional shadow over the eastern and/or western footpaths of Kingsway between 11:00 am and 2:00 pm on 22 September.

## Land use mix and capacity

### Referred Matter

Whether the Land Use Plan in the draft Structure Plan and relevant planning provisions provide for an appropriate land use mix across the Glen Waverley Structure Plan Area, including with respect to:

- The areas identified in the draft Structure Plan and draft Planning scheme Amendment having sufficient capacity to accommodate the proposed land use intensification
- Whether a greater mix of land uses should be provided for on the eastern side of Springvale Road
- The draft Structure Plan having appropriate regard for minimising adverse impacts to residential properties adjacent to the Aristoc Road Employment Area

### Findings

#### Capacity

The areas identified in the draft Structure Plan and draft Amendment have sufficient capacity to accommodate the proposed land use intensification.

If growth to 2041 has been underestimated, there is still sufficient capacity to accommodate significant additional growth before 65 per cent of the total floor space of the precinct is reached. This provides an acceptable buffer before further assessment of demand and supply is required.

Any minor changes to the proposed maximum building heights or applied zones will have negligible impact on the overall total floor space capacity having regard to the substantial volume of total floor space that is facilitated by the exhibited Amendment.

#### **East side of Springvale Road**

The draft Amendment provides an appropriate mix of land uses on the eastern side of Springvale Road.

The exhibited applied zones in the Precinct Zone Schedule 5 for land east of Springvale Road are appropriate and will facilitate a mix of land uses consistent with the intent of the draft Structure Plan.

#### **Minimising adverse impacts to residential properties adjacent to the Aristoc Road Employment Area**

The draft Structure Plan and draft Amendment have appropriate regard for minimising adverse impacts to residential properties adjacent to the Aristoc Road Employment Area.

The applied Industrial 3 Zone will limit intensive industrial land uses compared to the existing Industrial 1 Zone controls.

The Objectives, Application requirements and Decision guidelines in the Precinct Zone Schedule 5 and the controls in the Built Form Overlay Schedule 12 assist to minimise impacts on surrounding residential areas.

It is appropriate to include an additional Decision guideline in the Precinct Zone Schedule 5 for use applications in Area 4 requiring consideration of the effect that nearby industries may have on the proposed use, as recommended (GI R31) in the General Issues report (Volume 3, Chapter 9.8).

#### **Application of applied zone- Commercial 1 Zone**

The applied Commercial 1 Zone to land west of Myrtle Street and south of Bogong Avenue as exhibited is appropriate.

The applied Commercial 1 Zone at the west end of High Street Road should be amended so that it extends from the western boundary of the Structure Plan (the boundary with Wesley College) and the western boundary of Fernhill Street, as shown in the Day 3 documents.

#### **Application of applied zone – Mixed Use Zone**

The applied Mixed Use Zone along parts of High Street Road and Waverley Road is inconsistent with the intent of the draft Structure Plan.

The Residential Growth Zone is a more appropriate applied zone because it is consistent with the draft Structure Plan and will enable the facilitation of non-residential land uses to be better managed.

Land abutting the north side of High Street Road west of Springvale Road should have an applied Residential Growth Zone.

Land abutting the south side of High Street Road between Snedden Drive and Fernhill Street should have an applied Residential Growth Zone.

Land abutting the south side of Waverley Road should have an applied Residential Growth Zone.

#### **Office use in the Industrial 3 Zone**

The draft Structure Plan identifies Employment land in Glen Waverley to include light industrial land uses with ancillary office space and to provide service employment opportunities as a secondary node to Central Glen Waverley.

There is a risk that larger scale office development may establish in the Aristoc Road area which is contrary to the intent of the draft Structure Plan and may also undermine the intent for Central Glen Waverley if there is no permit requirement or condition for Office use.

There should be no permit required for Office use of up to 500 square metres in floor area.

There should be a permit required for Office use greater than 500 square metres in floor area.

The second objective in the Precinct Zone Schedule 5 should be amended to clarify that the Aristoc Road and Springvale Road employment areas should be enhanced with small scale office uses.

It is not appropriate to amend the objectives in the Built Form Overlay Schedule 11 to reference protecting existing industrial land uses because the Built Form Overlay should not manage land use

#### **Conclusion**

The Land Use Plan in the draft Structure Plan and relevant planning provisions generally provide for an appropriate land use mix across the Glen Waverley Structure Plan Area subject to the modifications recommended in this report.

#### **Recommendations**

**Refer to recommendation GI R31 (relating to amenity impacts) in the General Issues report.**

#### **Draft Amendment**

**GWY R06: Amend the Use and development framework plan in Precinct Zone Schedule 5 to change the following land designated in Area 3 to Area 2:**

- **Land fronting the north side of High Street Road west of Springvale Road**
- **Land fronting the south side of High Street Road between Snedden Drive and Fernhill Street**

- **Land fronting the south side of Waverley Road.**

**GWY R07: Amend the second objective in the Use and development objectives in the Precinct Zone Schedule 5 to refer to "... and small-scale office ..."**

**GWY R08: Amend Table 2 (Table of variations to applied zones) in the Precinct Zone Schedule 5 for Office in Area 4 to vary the applied zone to state:**

- a) Section 1 - Permit not required. Maximum floor space 500 square metres.**
- b) Section 2 – Permit required.**

### Car parking availability and rates\*

**Referred Matter**

Whether the car parking rates as set out in the Precinct Parking Plan for Glen Waverley are appropriate, including to encourage a shift towards more sustainable transport modes

Whether sufficient car parking availability (including on-street and public car parking availability) will be provided having regard to potential additional car parking demand

**Findings**

The car parking rates in the Parking Overlay schedules are appropriate but should be reviewed as part of each five-yearly review to ensure they are set at an appropriate rate to encourage a shift towards more sustainable transport modes as noted in the General Issues Report (Volume 3, Chapter 8).

Sufficient car parking will be provided having regard to potential additional car parking demand within the context of a public transport-oriented precinct.

**Conclusion**

The proposed car parking rates as set out in the Precinct Parking Plan for Glen Waverley are generally appropriate subject to the review recommended in the General Issues Report (Volume 3).

Sufficient car parking availability will be provided having regard to potential additional parking demand .

**Recommendations**

**Refer to recommendation GI R15 in the General Issues Report.**

### Community infrastructure\*

**Referred Matter**

Whether the planning for community infrastructure in the Glen Waverley Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees

**Findings**

The timing proposed for the detailed planning of community infrastructure in Glen Waverley is not appropriate and risks undermining liveability and the achievement of the vision and objectives in the Structure Plan.

The current planning for community infrastructure in Glen Waverley is not adequate.

|                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Conclusion</b>                                                                             | The planning for community infrastructure in the Structure Plan Area is not appropriate and does not have sufficient regard to the needs of future residents, visitors or employees. Further work is required. Refer to Chapter 6 in the Common Issues report (Volume 2).                                                                                                            |
| <b>Recommendations</b>                                                                        | <b>Refer to recommendations CI R11 to CI R14 in the Common Issues Report.</b>                                                                                                                                                                                                                                                                                                        |
| <b>Strategic sites*</b>                                                                       |                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Referred Matter</b>                                                                        | Whether the identification and treatment of strategic sites in the Glen Waverley Structure Plan Area are appropriate                                                                                                                                                                                                                                                                 |
| <b>Findings</b>                                                                               | <p>The identification and treatment of strategic sites in the Glen Waverley Structure Plan Area is not appropriate, as discussed in the General Issues report (Volume 3, Chapter 9.3).</p> <p>The Committee is therefore not in a position to reach a finding on whether any of the specific sites in the Glen Waverley Referred Matter should be identified as strategic sites.</p> |
| <b>Conclusion</b>                                                                             | The identification and treatment of strategic sites in the Glen Waverley Structure Plan Area is not appropriate.                                                                                                                                                                                                                                                                     |
| <b>Recommendations</b>                                                                        | <b>Refer to recommendations GI R29 to GI R32 in the General Issues report.</b>                                                                                                                                                                                                                                                                                                       |
| <b>Draft Implementation Plan*</b>                                                             |                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Referred Matter</b>                                                                        | Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for Glen Waverley and the timing and pathways for their implementation are appropriate                                                                                                                                                                                      |
| <b>Finding</b>                                                                                | It is not appropriate to recommend specific changes to the draft Implementation Plan for Glen Waverley, given the recommendations in CI R10 to CI R13 in the Common issues report (Volume 3, Chapter 5).                                                                                                                                                                             |
| <b>Conclusion</b>                                                                             | The approach to implementing the actions and projects in the draft Implementation Plan and the timing and pathways for their implementation is not appropriate. Refer to Chapter 5 in the Common Issues report (Volume 3).                                                                                                                                                           |
| <b>Recommendations</b>                                                                        | <b>Refer to recommendations CI R10 to CI R13 in the Common Issues report.</b>                                                                                                                                                                                                                                                                                                        |
| <b>Precinct Zone – Application to specific sites in the Glen Waverley Structure Plan Area</b> |                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Referred Matter</b>                                                                        | <p>Whether the PRZ should be applied to:</p> <ul style="list-style-type: none"> <li>- Council land in the Glen Waverley Structure Plan Area</li> <li>- 3/19 Montclair Avenue</li> </ul>                                                                                                                                                                                              |

|                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   | <ul style="list-style-type: none"><li>- 1/1 Richard Street</li><li>- 2/13 Panoramic Grove</li><li>- 627-629 Waverley Road</li><li>- 5 Stanfield Court</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Findings</b>   | <p>The application of the Precinct Zone Schedule 5 to Monash Council owned land within the Glen Waverley Structure Plan Area is not appropriate.</p> <p>The current application of the Public Use Zone and Public Park and Recreation Zone to Monash Council owned land in the Glen Waverley Structure Plan Area should remain, as shown in the Day 3 documents.</p> <p>It is appropriate to include 3/19 Montclair Avenue, 1/1 Richard Street, 2/13 Panoramic Grove and 5 Stanfield Court, Glen Waverley in the Precinct Zone Schedule 5 and for the Residential Growth Zone to be the applied zone in accordance with Clause 6.0 of Schedule 5 to Clause 37.10.</p> <p>The land at 627-629 Waverley Road is incorrectly included in the Precinct Zone Schedule 5 and it should be within the Public Use Zone Schedule 2, consistent with its current zoning and the adjoining Holmesglen TAFE land, as shown in the Day 3 documents.</p> |
| <b>Conclusion</b> | <p>The application of the Precinct Zone to the referred sites is appropriate except for Monash Council owned land and land at 627-629 Waverley Road.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

## Road and street network

|                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Referred Matter</b> | <p>Whether the road/street network shown in the draft Structure Plan and draft Planning Scheme Amendment is appropriate, including with respect to:</p> <ul style="list-style-type: none"><li>- The possibility of pedestrianising Kingsway by removing car parking to provide improved areas for walking, cycling, community events and outdoor dining</li><li>- Traffic and movement in the area bound by High Street, Springvale Road, Wilson Road and Panoramic Grove</li><li>- Traffic and movement on Fernhill Street</li></ul> |
| <b>Findings</b>        | <p><b>Pedestrianising Kingsway</b></p> <p>The draft Structure Plan supports the provision of a high-quality pedestrian environment on Kingsway and it is appropriate to consider a variety of measures to improve the public realm.</p> <p>Removing car parking in Kingsway to provide improved areas for walking, cycling, community events and outdoor dining may be one option to improve the public realm, however it is premature to determine what, if any, car parking should be removed.</p>                                  |

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The removal of any car parking in Kingsway should proceed only after further detailed design and assessment, including whether Coleman Parade will be permanently closed.

The Precinct Zone Schedule 6 Map 1 should be amended to clearly show the Coleman Road closure as indicative, similar to the Surface and Tunnel Plans, as shown on the Day 3 documents.

**Traffic and movement on Fernhill Street and in the area bound by High Street, Springvale Road, Wilson Road and Panoramic Grove.**

Traffic and movement on Fernhill Street and in the area bound by High Street, Springvale Road, Wilson Road and Panoramic Grove may be acceptable, however this has not been thoroughly tested.

Further modelling is required to determine whether any works or upgrades to roads or intersections are required to accommodate future traffic volumes generated by growth in these areas.

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**Conclusion**

Based on its findings in the General Issues Report (Volume 3, Chapter 8) the proposed road and street network in the draft Structure Plan and the draft Amendment is generally appropriate, subject to the modifications recommended in this report.

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**Recommendations**

**Further work:**

**GWY R09: Further detailed design and assessment is required to determine whether any car parking should be removed on Kingsway to improve pedestrian amenity and this work should have regard to whether Coleman Parade will be permanently closed.**

**GWY R10: Further traffic modelling should be completed to determine whether any works or upgrades to roads or intersections are required to accommodate future traffic volumes on Fernhill Street and the area bound by High Street, Springvale Road, Wilson Road and Panoramic Grove.**

---

## 3 Approach

The Committee has conducted its process in accordance with the procedural requirements of the Terms of Reference, particularly Clauses 18 to 24.

Broader comments about the Committee's approach are contained in Volumes 1, 2 and 3.

### 3.1 Original submissions

The Committee was not referred submissions received by the Proponent through the public consultation process (original submissions). Several parties indicated they wanted to be heard in relation to the matters raised in their original submissions. The Committee confirmed through its directions that:

- parties who wanted their original submissions considered would need to provide copies to the Committee
- the Committee would consider those submissions to the extent that they raised Referred Matters.

The original submissions considered by the Committee for the Glen Waverley Precinct were tabled documents (see Appendix B).

### 3.2 Main Hearing

While the Committee was not expected to carry out a public Hearing (Clause 20 of the Terms of Reference), it determined that public Hearings would be necessary for the Committee to consider the Referred Matters.

The Glen Waverley Precinct Hearing took place from 27 October to 13 November 2025.

### 3.3 Report

The Committee has reported on the Referred Matters in accordance with its Terms of Reference, particularly Clause 39.

Clause 39(b) requires the Committee to provide a summary of any outcomes reached through parties resolving issues after the matter was referred to the Committee. The Committee directed parties to address resolved matters in their submissions. No Referred Matters were resolved following the referral.

### 3.4 Expert evidence

The Committee had regard to the evidence noted in Table 2, as well as the evidence presented at the General Issues Hearing. The General Issues evidence is listed separately in the Common Issues Report (Volume 2).

**Table 2 Expert Evidence**

| Expert                                  | Firm                              | Party          |
|-----------------------------------------|-----------------------------------|----------------|
| <b>Planning</b>                         |                                   |                |
| William Bromhead                        | Ratio                             | Proponent      |
| David Barnes                            | Hansen                            | Monash Council |
| <b>Urban Design</b>                     |                                   |                |
| Mark Sheppard                           | Urbis                             | Proponent      |
| Andrew Partos                           | Hansen                            | Monash Council |
| <b>Traffic and transport</b>            |                                   |                |
| Tim De Young                            | Eukai                             | Proponent      |
| Jason Walsh                             | Traffix Group                     | Monash Council |
| <b>Community infrastructure</b>         |                                   |                |
| Chris De Silva                          | Mesh                              | Proponent      |
| Kate Kerkin                             | K2 Planning                       | Monash Council |
| <b>Open space, sport and recreation</b> |                                   |                |
| Kate Maddock                            | Otium                             | Monash Council |
| Joanna Thompson                         | Thompson Berrill Landscape Design | Monash Council |

**(i) Joint Expert Meeting**

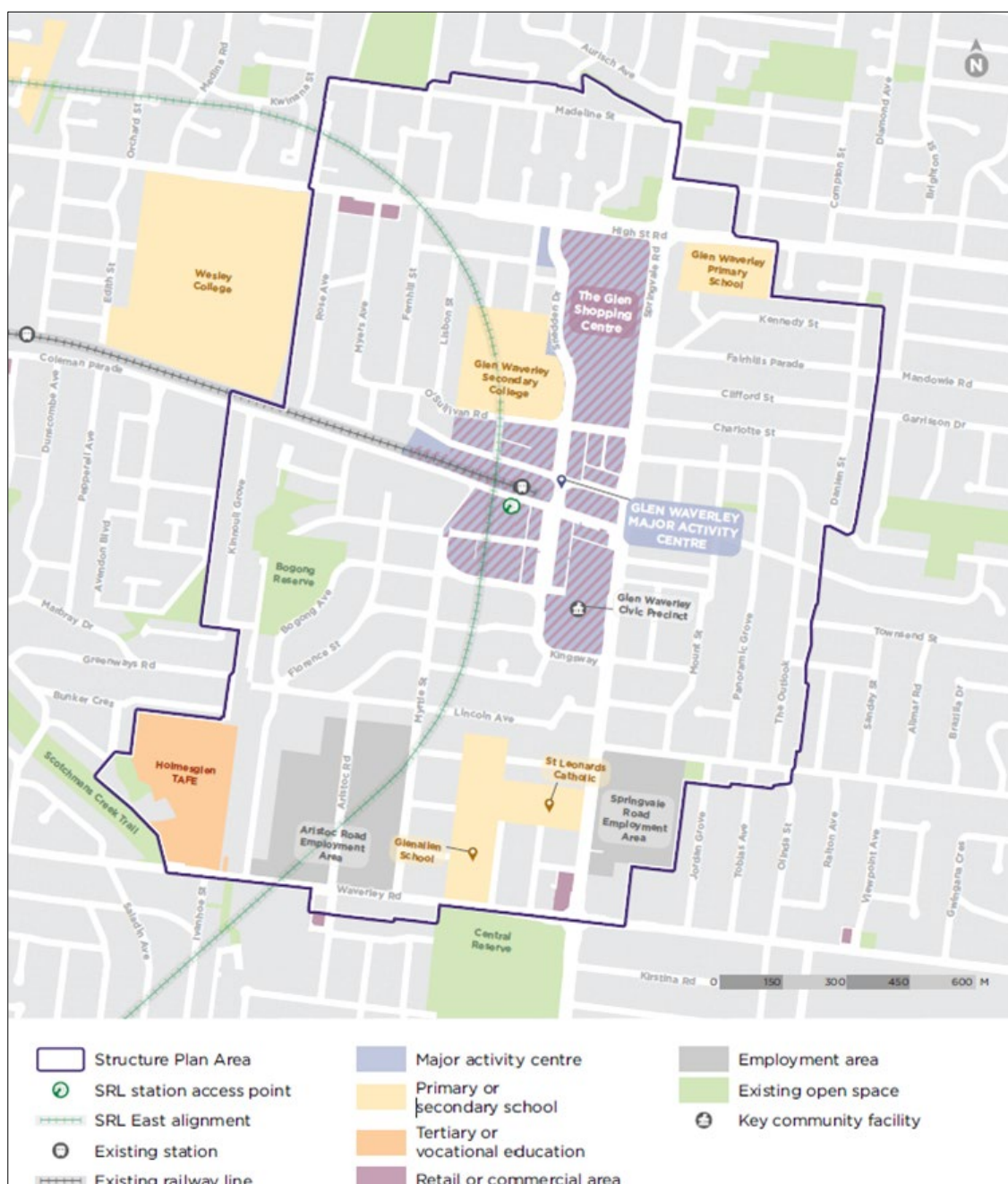
As directed by the Committee, an expert meeting was held before the Hearing for the field of traffic and transport and a Joint Expert Statement was tabled (GWY 38) identifying the areas of agreement and disagreement.

## 4 The Proposal

### 4.1 The precinct

The precinct is situated approximately 19 kilometres east of Melbourne's central business district within the City of Monash. The area occupies the country of the Wurundjeri Woi Wurrung people of the Kulin Nation. It is centred around the existing Glen Waverley station and is defined in Figure 1.

**Figure 1 Glen Waverley local context plan**



Source: draft Structure Plan

## 4.2 Unique characteristics of the precinct

The precinct includes a significant regional employment and shopping centre and is currently designated as a priority precinct within Plan for Victoria. Glen Waverley is distinguished by a thriving retail, hospitality and educational offering. Prominent features include:

- a lively central core anchored by a civic precinct (including municipal offices and a large library), The Glen, and the Kingsway dining and entertainment strip
- a strong education sector including Glen Waverley campus, and the Holmesglen Institute of TAFE
- the Aristoc Road Employment Area, which provides light industrial and service employment, and the Springvale Road employment area.

Residential development is distributed across distinct neighbourhoods. High-density growth is generally focused in Central Glen Waverley, transitioning to mid-rise apartments along key corridors like High Street Road and Waverley Road, and a garden setting in the outer residential areas of Bogong and Springvale Road East.

Kingsway anchors the Structure Plan Area and drives its commercial, social and civic life. It concentrates the centre's busiest hospitality, retail and entertainment uses and generates the strongest levels of day-to-day and evening activity. The street's fine-grain, pedestrian-oriented form creates high levels activation, draws people into the precinct, and supports a vibrant local and regional destination.

## 4.3 The draft Structure Plan

The draft Structure Plan outlines the vision for Glen Waverley as:

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

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

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

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

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

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

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

The draft Structure Plan provides a framework to guide growth over the next 15 years and beyond, organised under five strategic themes:

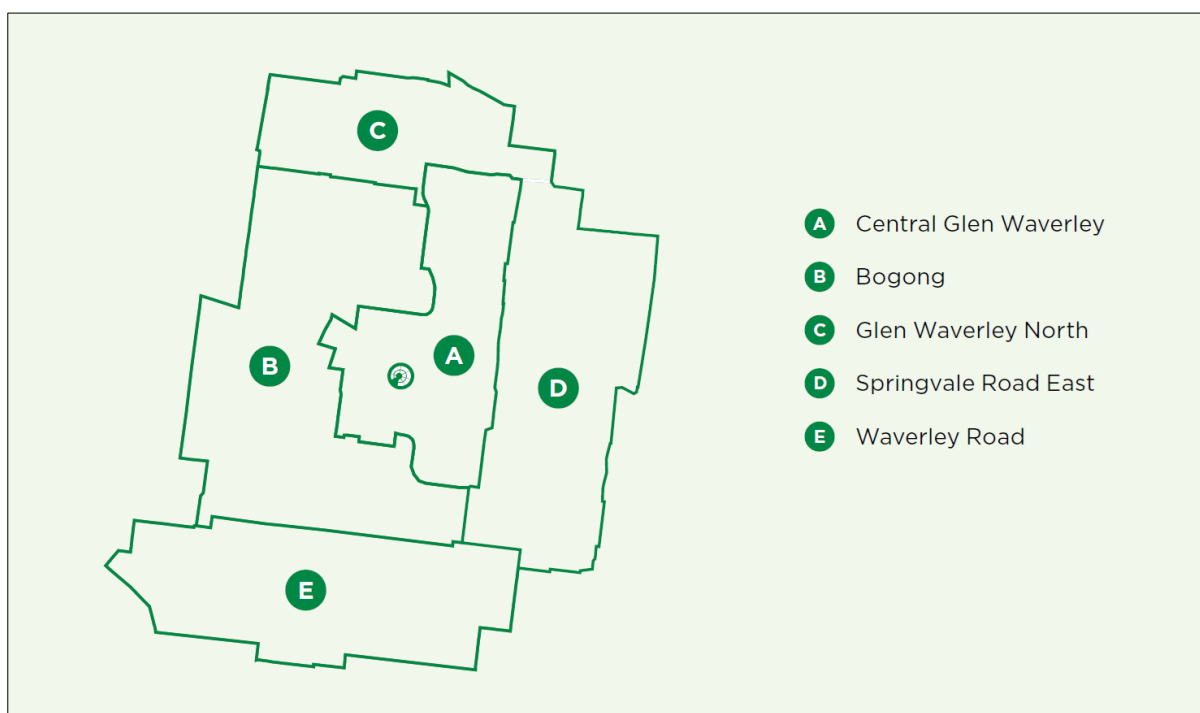
- Enriching Community: Delivering diverse housing choices and community infrastructure
- Boosting the Economy: transitioning from a retail focus to a diverse economy with more office and commercial space
- Enhancing Place: Ensuring high-quality built form that responds to local character
- Better Connections: Prioritizing walking, cycling, and public transport integration
- Empowering Sustainability: Targeting Net Zero emissions by 2045.

Significant growth is forecast for the Structure Plan Area by 2041. For example:

- the resident population is forecast to grow from 7,100 (2021) to 11,700 people
- an additional 1,500 dwellings are required to accommodate this growth
- employment is forecast to almost double from 7,800 (2021) to 13,800 jobs, driven largely by demand for office floorspace.

The Structure Plan Area is divided into five neighbourhoods each with distinct purposes, urban design, planning and development outcomes (Figure 2).

**Figure 2** Glen Waverley Structure Plan Neighbourhoods



Source: draft Structure Plan

The draft Structure Plan is supported by a range of Background Reports and technical assessments and is proposed to be included as a Background document at Clause 72.08 of the Planning Scheme.

## 4.4 The draft Implementation Plan

The draft Implementation Plan sets out the timing, pathways, and responsibilities for delivering the actions in the draft Structure Plan. This includes key projects planned for the Structure Plan Area, such as new community infrastructure and open space

improvements. It provides a roadmap for delivering the vision through statutory and strategic actions.

It does not identify any proposed funding mechanisms.

The draft Implementation Plan is proposed to be included as a Background document at Clause 72.08 of the Planning Scheme.

## **4.5 The draft Parking Plan**

The draft Parking Plan investigates and recommends parking management strategies to support the draft Structure Plan. It sets parking objectives for the Structure Plan Area and recommends tools that can be applied to achieve the objectives and help achieve the transport ambition and goals for the draft Structure Plan. Two schedules to the Parking Overlay are proposed which vary the requirements of Clause 52.06 of the Planning Scheme with overlay areas and parking rates.

The draft Parking Plan is proposed to be referenced as a Background document at Clause 72.08 of the Planning Scheme.

## **4.6 The draft Amendment**

The draft Amendment implements the draft Structure Plan and draft Parking Plan. The draft Explanatory Report accompanying the draft Amendment includes a list of the proposed changes to the Planning Scheme as follows:

- Insert the following Background documents into the Schedule to Clause 72.08:
  - SRL East Structure Plan – Glen Waverley (SRLA, 2025)
  - SRL East Implementation Plan – Glen Waverley (SRLA, 2025)
  - Precinct Parking Plan – Glen Waverley (AJM, 2025)
- Insert:
  - Clause 11.03-6L-01: SRL East Structure Plan Areas
  - Clause 11.03-6L-04: Glen Waverley SRL East Structure Plan Area
  - Clause 33.03 Industrial 3 Zone
  - Clause 37.10 Precinct Zone and Schedule 5 and Schedule 6 to Clause 37.10 (PRZ5)
  - Clause 43.06 Built Form Overlay (BFO) and Schedule 8 (BFO8), Schedule 9 (BFO9), Schedule 10 (BFO10), Schedule 11 (BFO11), Schedule 12 (BFO12)
  - Clause 45.09 Parking Overlay and Schedule 5 (PO5) and Schedule 6 (PO6)
- Amend:
  - Clause 02.01 Context plan
  - Clause 02.03-1 Settlement
  - Clause 02.03-4 Built Environment and Heritage
  - Clause 02.03-5 Housing
  - Clause 02.03-6 Economic development
  - Clause 02.03-7 Transport
  - Clause 02.03-8 Infrastructure
  - Clause 02.04 Strategic Framework Plans
  - Clause 11.03-1L-01 Activity centres – Monash
  - Clause 15.01-2L-01 Industry and business-built form character

- Clause 15.01-5L Monash preferred neighbourhood character
- Clause 16.01-1L-01 Housing supply – Monash
- Schedule 1 (DDO1) to Clause 43.02 Design and Development Overlay
- Schedule to Clause 72.03 What Does This Planning Scheme Consist Of?
- Schedule to Clause 72.08 Background documents
- Schedule to Clause 74.01 Application of zones, overlays and provisions
- Rezone:
  - Land within the Glen Waverley Structure Plan Area from Commercial 1 Zone (C1Z), General Residential Zone Schedule 2 (GRZ2), GRZ3, GRZ4, GRZ7, GRZ8, GRZ9, GRZ14, GRZ15, GRZ16, GRZ17, GRZ18, Public Land Use Zone-Local Governance (PUZ6), Mixed Use Zone (MUZ), Neighbourhood Residential Zone Schedule 2 (NRZ2), Industrial 1 Zone (IN1Z), Schedule 3 (RGZ3), RGZ4, to Precinct Zone Schedule 5 (PRZ5) and Precinct Zone Schedule 6 (PRZ6)
- Delete:
  - Clause 11.03-1L-03 Glen Waverley Major Activity Centre
  - Schedule 1 (VPO1) to Clause 42.02 Vegetation Protection Overlay from land within the Glen Waverley Structure Plan Area.

## **4.7 Versions of the Planning Scheme ordinance**

The Committee has based its recommendations for Glen Waverley precinct on the:

- Day 3 version of draft Amendment ordinance.
- Day 2 and Post-Day 2 versions of the draft Structure Plan and draft Implementation Plan.

A full list of the ordinance considered by the Committee for the Glen Waverley precinct is contained in the document list in Appendix B of this report.

## 5 Building heights, distribution and transition

### 5.1 Referred Matter

The Referred Matter is:

the suitability and distribution of the proposed building heights specified in the draft Structure Plan and draft Planning Scheme Amendment, and transition to surrounding residential areas, including with respect to:

- The central core of Glen Waverley
- 281 Springvale Road (Central Car Park) and 285-287 Springvale Road (Central City Walk)
- Sites fronting the private road at Lakeview Court
- Along Springvale Road between High Street Road and Madeline Street
- Along the eastern side of Kingsway between Railway Parade North and O'Sullivan's Road
- Along the eastern side of Springvale Road to support the built environment as a gateway to Glen Waverley
- Height and density in Stanfield Court
- Varying building heights proposed along Kinnoull Grove
- The medium rise (4 storey) height transition adjacent to high rise development
- Sensitive interfaces.

### 5.2 Key issues

The key issues are whether the proposed maximum building heights:

- are suitable and appropriately distributed across the Structure Plan Area in general terms
- are suitable in relation to the sites specified in the Referred Matters
- provide an appropriate transition to residential areas.

### 5.3 Background

#### (i) Draft Structure Plan

The draft Structure Plan includes objectives, strategies and actions to manage future appropriate and sustainable growth in Glen Waverley.

Objectives include:

- Objective 11 – Ensure the scale of built form is responsive to its context
- Objective 13 – Ensure development contributes positively to the public realm
- Objective 14 – Ensure new buildings provide a good level of amenity for occupants.

The draft Structure Plan states:

- new built form at a scale and intensity to support the forecast resident population and commercial floor space growth will be needed in the Structure Plan Area and must respond to its location and context

- distinct neighbourhoods can be created by adopting different building heights, siting and setback parameters and different land use mixes
- building heights, street wall heights and street interfaces are key elements in creating a positive relationship between buildings and the street and that new buildings are important to providing amenity for users.

Strategies related to building height to achieve objective 11 include:

Direct the greatest level of built form intensity, activity and development scale to Central Glen Waverley to leverage accessibility to public transport and services.

Facilitate continuous mid-rise buildings that support opportunities for a mix of uses along High Street Road, Waverley Road and Springvale Road to strongly frame these wide roads and provide adaptable building typologies.

Encourage a range of low and mid-rise apartment buildings in a garden setting to provide housing diversity in residential areas outside Central Glen Waverley.

Facilitate mid-rise buildings along Myrtle Street close to Central Glen Waverley.

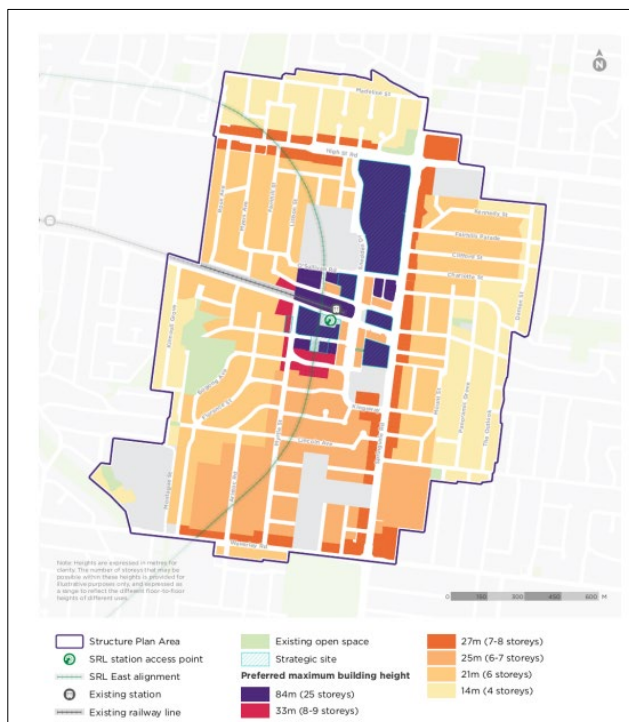
Ensure built form complements the fine-grain rhythm and low-rise scale of Kingsway and extends that form along Kingsway north of Coleman Parade.

Ensure development provides an appropriate interface with adjoining properties, based on the level of change anticipated.

The action to facilitate these strategies is to amend the Planning Scheme to achieve preferred scale and built form outcomes, including preferred maximum building heights.

Figure 14 in the draft Structure Plan (Figure 3 in this report) shows the preferred (discretionary) maximum building heights in the Structure Plan Area. The heights range from 84 metres (25 storeys) in Central Glen Waverley to 14 metres (4 storeys) in residential neighbourhoods.

**Figure 3 Enhancing place plan – Preferred maximum building heights**



Source: draft Structure Plan

## (ii) Draft Implementation Plan

The draft Implementation Plan has an action to amend the Planning Scheme to achieve preferred scale and built form outcomes, including preferred maximum building heights to be completed in the short term, and lead by the Proponent.

## (iii) Draft Amendment

### Policy

The draft Amendment proposes Clause 11.03-6L-04 Glen Waverley Structure Plan Area. It includes 'Built environment strategies' to:

Direct the greatest built form scale to the Central Glen Waverley Neighbourhood.

Encourage continuous mid-rise buildings along High Street Road, Waverley Road and Springvale Road to frame these corridors.

Encourage low to mid-rise apartment buildings in a landscaped setting to promote housing diversity in medium residential built form scale areas in the Bogong Neighbourhood, Glen Waverley North Neighbourhood, Springvale Road East Neighbourhood and Waverley Road Neighbourhood.

### Zoning

The PRZ5 includes an objective:

To promote the use and development of land that is consistent with the Use and development framework plan at a scale and intensity to accommodate substantial growth.

The PRZ6 applies to the SDA and includes objectives:

To promote the use and development of land that is consistent with the Use and development framework plan (Map 1) at a scale and intensity to accommodate substantial growth office, retail and residential uses.

To deliver transformational change and activation to support the strategically important role of the Station Development Area as a transit oriented urban renewal station precinct.

To create an identifiable centre that supports the civic role of the SRL station, provides for intensified city-scale built form and the creation of new high amenity public realm.

A preferred maximum building height of 84 metres applies to all land in the PRZ6 except for land west of Myrtle Street which has a preferred maximum height of 33 metres.

### Built Form Overlay

BFO schedules apply to all private land in the PRZ5. The BFO does not apply to land within the SDA (PRZ6). Master plan requirements apply to this land.

Objectives relevant to building height and preferred maximum building heights for each BFO schedule is summarised in Table 3 below.

**Table 3 Summary of BFO schedules regarding building height**

| BFO                                        | Relevant objectives                                                                                                              | Preferred maximum height |
|--------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| BFO8<br>Central Core<br>and Central Flanks | To support high-rise built form in a predominantly podium-tower form that contributes to an architecturally interesting skyline. | Area A and C: 84 metres  |
|                                            | To create a high-quality public realm with street wall heights that respond to street widths, provide a                          | Area B: 33 metres        |

|                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                     |
|-------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                             | human scale, recessive upper levels, landscaped street setbacks and solar access to identified public open spaces.                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                     |
| BFO9<br>Main Streets<br>(Kingsway)                          | To support mid-rise development that references the fine grain and low-rise scale and provides active ground floor commercial uses to support the vibrancy of the centre and provides activated commercial uses along Kingsway and Railway Parade North.                                                                                                                                                                | 25 metres                                                                                                                                                           |
| BFO10<br>Key Movement Corridors<br>and Urban Neighbourhoods | To support high housing growth in the form of mid-rise development, with incrementally taller built form fronting Springvale Road, Waverley Road and High Street Road key movement corridors.<br><br>To create a high-quality public realm with street wall heights that respond to street widths, provide a human scale, recessive upper levels and landscaped street setbacks.                                        | Area A and C: 27 metres<br>Area B: 25 metres<br>Area C: 21 metres                                                                                                   |
| BFO11<br>Residential<br>Neighbourhoods                      | To support medium housing growth in the form of mid-rise development in a garden landscape character.<br><br>To encourage lot consolidation to achieve increased building height and good design outcomes, including through landscaped side setbacks.<br><br>To create a high-quality public realm with human scale through building heights, recessed upper levels and solar access to identified public open spaces. | Land with a frontage width of less than 24 metres: 11 metres<br><br>Land with a frontage width of 24 metres or greater:<br>Area A: 21 metres.<br>Area B: 14 metres. |
| BFO12<br>Employment<br>Neighbourhoods                       | To support mid-rise development, which supports the ongoing local service function of the employment neighbourhood.<br><br>To ensure that development responds to interfaces with residential areas and areas outside the Structure Plan Area, by transitioning with lower building heights and increased setbacks.                                                                                                     | 25 metres                                                                                                                                                           |

Source: BFO schedules

#### (iv) **General Issues conclusions**

The Committee has made conclusions and recommendations in the General Issues Report (Volume 3) that will influence built form outcomes. These include the Referred Matters relating to:

- deemed to comply provisions (Volume 3, Chapter 9.2)
- achieving a reasonable level of privacy (Volume 3, Chapter 9.4)
- managing the impact of overshadowing on private open spaces (Volume 3, Chapter 9.5)
- managing the impact of overshadowing on the public realm, including public open spaces and key streets (Volume 3, Chapter 9.6)

- supporting high quality design (Volume 3, Chapter 9.7).

The relevant conclusions and recommendations are not repeated here, unless they relate to a particular site. As the Committee has identified in the Summary and Approach Report (Volume 1), there will be consequential changes which relate to the built form controls in each precinct.

## **5.4 Building heights**

### **(i) Evidence and submissions**

Parties and experts generally agreed that the overall approach to the distribution of preferred maximum building heights across the Structure Plan Area was appropriate and based on a sound methodology. Building heights in the draft Amendment generally corresponded with the preferred maximum building heights in the UDR.

Monash Council and some experts had some concerns regarding the proposed specific heights to several selected places, and these locations are discussed in the following sections of this chapter.

### **(ii) Discussion**

The Committee accepts that, in general, the proposed maximum building heights in the Structure Plan Area are appropriate and are strategically justified based on the work in the UDR and the draft Structure Plan. The proposed heights are supported by appropriate policy and objectives in the PRZ and the BFO schedules.

The appropriateness of the proposed maximum building heights for specific sites is discussed in the following sections of this report.

### **(iii) Conclusion**

The Committee concludes in general, the proposed maximum building heights in the Structure Plan Area are appropriate and are strategically justified subject to the modifications outlined in this report.

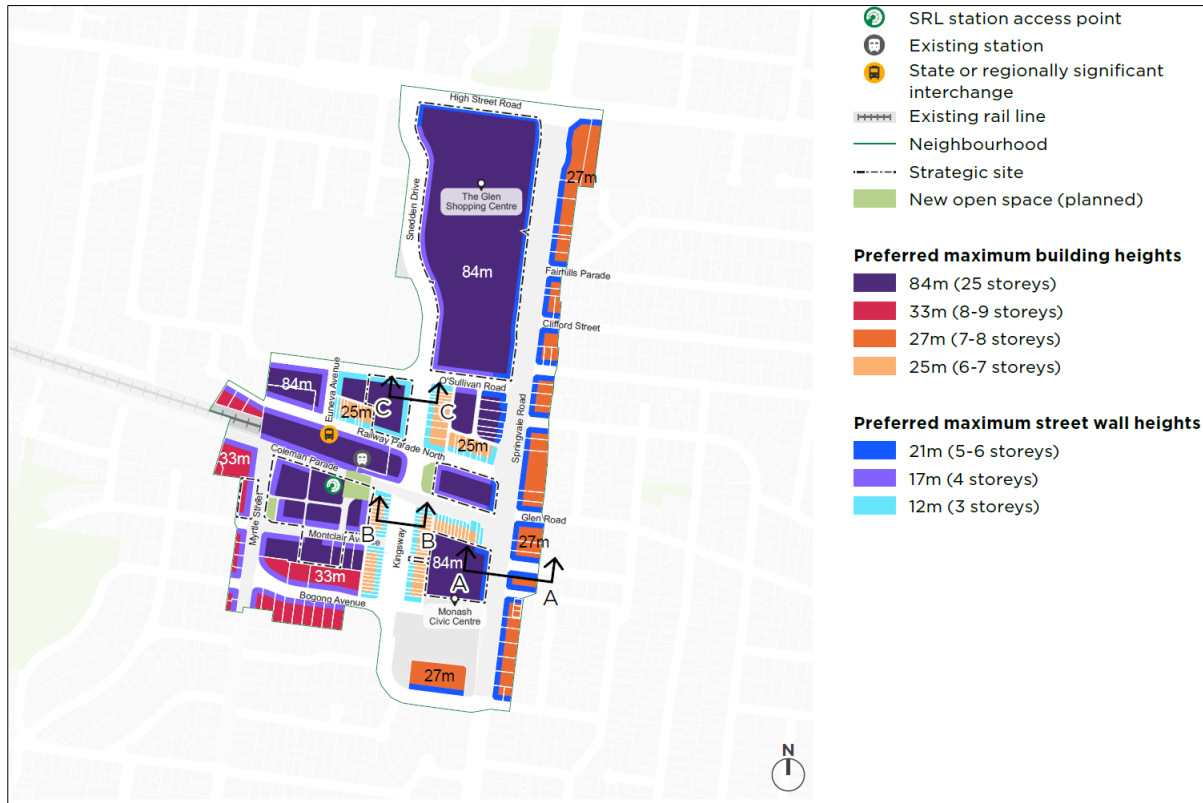
## **5.5 The central core of Glen Waverley**

### **5.5.1 Background**

#### **(i) Draft Structure Plan**

The draft Structure Plan shows the preferred maximum building heights for Central Glen Waverley in Figure 4 (Central Glen Waverley preferred maximum building heights plan)

**Figure 4 Central Glen Waverley preferred maximum building heights plan**

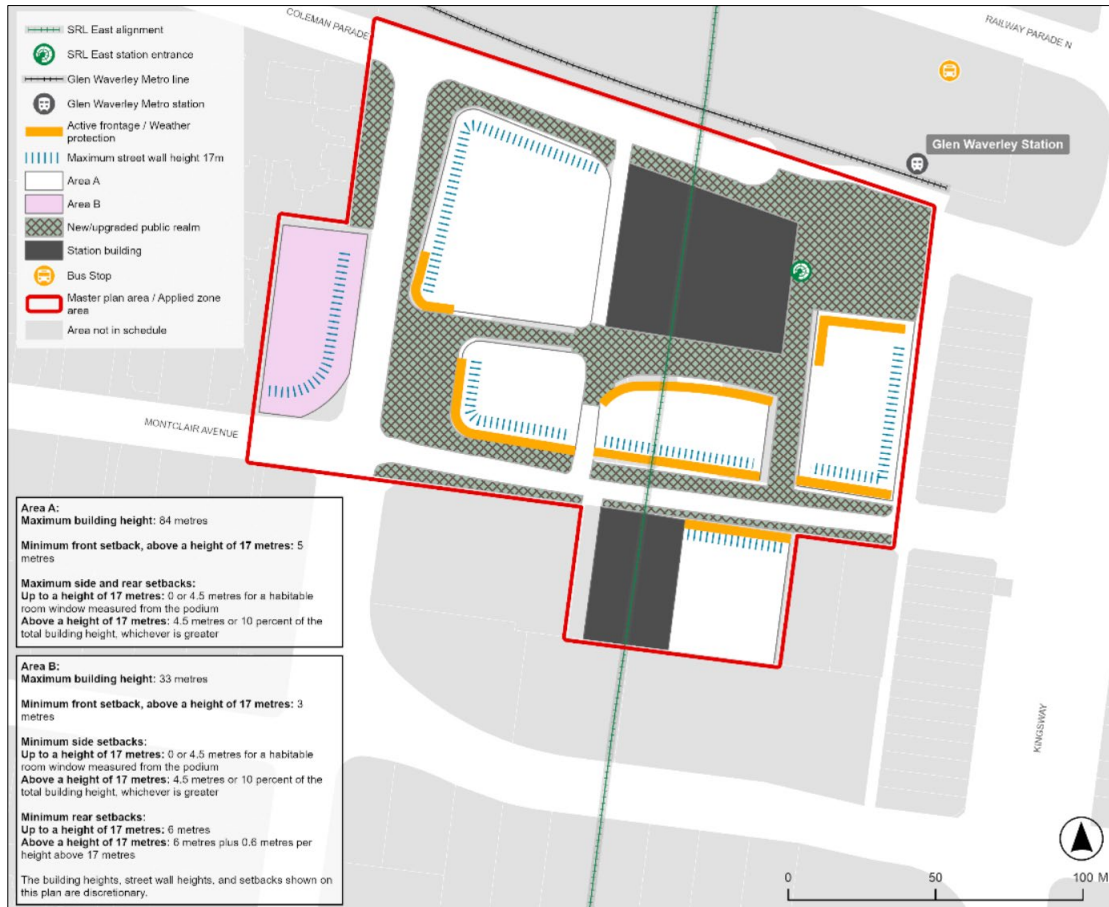


Source: draft Structure Plan

## (ii) Draft Amendment

The draft Amendment proposes to apply the PRZ6 to the SDA. Map 1 (Use and Development Framework Plan) (Figure 5) shows the applicable preferred maximum building heights. Area A has a maximum height of 84 metres and Area B has a maximum height of 33 metres.

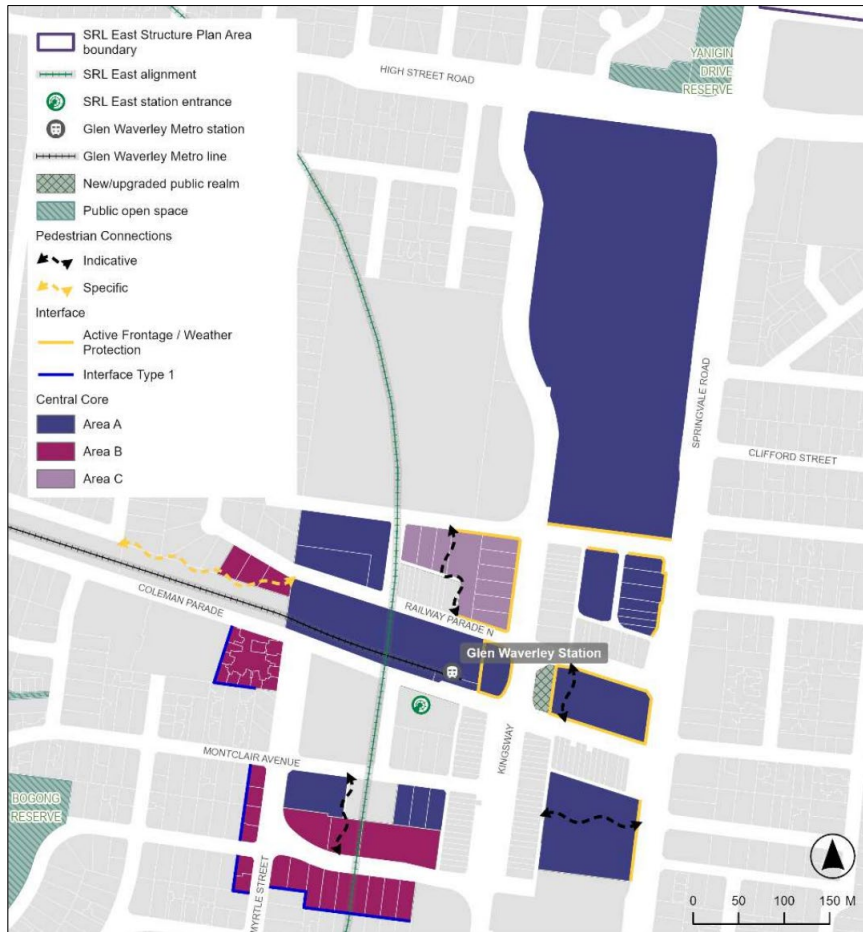
**Figure 5 PRZ6 Map 1 Use and development framework**



Source: PRZ6 Map 1

The balance of Central Glen Waverley is generally in the PRZ5 and the BFO8 (Central Core and Central Flanks) and the BFO9 (Main Streets (Kingsway)). The Development Framework Plan in the BFO8 (Figure 6) shows the applicable preferred maximum building heights for this area. Area A and Area C have a maximum height of 84 metres and Area B has a maximum height of 33 metres.

**Figure 6 BFO8 Map 1 Development Framework**



Source: BFO8 Map 1

The Development Framework in BFO9 (Figure 7) shows all of this land within 'Area A', which has a preferred maximum building height of 25 metres.

**Figure 7 BFO9 Map 1 Development Framework**



Source: BFO9 Map 1

The boundary of Central Glen Waverley in the draft Structure Plan generally aligns with the boundary of the PRZ6, the BFO8 and the BFO9, although there are minor variations. For example, the east side of Springvale Road is in the BFO10. This is because the 'Neighbourhoods' in the draft Structure Plan do not align with the 'place types' in the draft Amendment.

### 5.5.2 Specific sites in the central core

Building heights for the following specific sites in the central core are discussed below:

- the SDA
- Myrtle Street and Bogong Avenue
- the Dan Murphy's site
- 85 and 87 Kingsway
- 15-33 Railway Parade North.

Other sites in the central core were raised in submissions and evidence on the basis that maximum building heights should be modified to ensure adequate solar protection of the public realm. Unless specifically addressed in this chapter, these matters are addressed through the application of the Committee's preferred shadowing controls discussed in Chapter 7.7.

### 5.5.3 Station Development Area

#### (i) Evidence and submissions

Monash Council submitted that there was no explanation why the maximum building height in the SDA was increased from 68 metres in the UDR to 84 metres in the draft

Amendment. It said the Hayball modelling produced to show overshadowing outcomes in the SDA showed a single 'landmark' building 81.6 metres high in the northwest corner of the SDA, and the remaining buildings at 68 metres or less. Monash Council submitted:

- there is no apparent strategic justification for a maximum height of 84 metres
- the proposed height is inconsistent with the UDR, which is the key strategic background document that supports the building envelopes
- there is no evidence that justifies the change to 84 metres.

That said, Monash Council's position was that the central core can accommodate a height of 84 metres in some locations, but only where there are no consequential impacts on solar access and amenity to public open spaces, Kingsway, and other activity streets. Subject to this qualification, Monash Council submitted it did *"not resist"* a maximum preferred building height of 84 metres.

Mr Sheppard was unable to explain the difference between the UDR and the draft Amendment because he was not involved in the drafting of the schedules. He said a preferred maximum height of 84 metres was appropriate in the SDA except for the built form along Montclair Avenue.

Mr Sheppard acknowledged that 'Scheme 6' in Technical Note TN-G01 Architectural testing demonstrated that 84 metres high buildings could be achieved along Montclair Avenue that are compliant with the setback requirements. However, he said this street is only approximately 14.5 metres wide and considered a building of this height would be *"unreasonably visually overwhelming"* on an important Activity Street. He recommended that building heights should step down to 68 metres along Montclair Avenue.

Monash Council agreed with Mr Sheppard and submitted that building envelopes along Montclair Avenue should have a maximum preferred building height of 68 metres.

In response, the Proponent submitted the central core is specifically identified as the location where the highest intensity of development and highest degree of change is expected to occur. It said this intensity is crucial because it enables the provision of additional commercial, retail, and residential floor space close to public transport. This will ensure that the vision for the Glen Waverley Precinct as a vibrant, high-density town centre situated around the new SRL station, and the existing Glen Waverley station is fulfilled. It said the outcomes for Montclair Avenue based on the exhibited 84 metres height are appropriate in this context.

## **(ii) Discussion**

The Committee accepts that there may be parts of the SDA that are capable of having building heights of 84 metres. This is consistent with the strategic role of the area. That said, the Committee has concerns with the impact of 84 metres tall buildings along Montclair Avenue. This is a narrow east-west street that has the potential to be overwhelmed by very tall buildings and create an unpleasant pedestrian experience.

The Committee considers that a building height of 84 metres along Montclair Avenue will create unacceptable outcomes and should be reduced to a preferred maximum height of 68 metres, consistent with the UDR and the expert evidence of Mr Sheppard. This discretionary height allows for built form greater than 68 metres (subject to a planning

permit) to be located further away from Montclair Avenue. The Committee considers this is an appropriate way to manage building heights in this location.

### **(iii) Finding and recommendation**

The Committee finds the exhibited preferred maximum building heights in the SDA are generally appropriate except that the building envelopes along Montclair Avenue should have a maximum preferred height of 68 metres.

The Committee recommends:

- 1. GWY R01: Amend the Precinct Zone Schedule 6 to create a new Area C showing building envelopes in the Station Development Area along Montclair Avenue having a preferred maximum building height of 68 metres.**

## **5.5.4 Myrtle Street and Bogong Avenue**

### **(i) Draft Structure Plan**

The draft Structure Plan shows the east side of Myrtle Street (between Coleman Parade and Bogong Avenue) and the south side of Bogong Avenue (between Myrtle Street and Kingsway) having a preferred maximum building height of 33 metres.

### **(ii) Draft Amendment**

The preferred maximum heights in the draft Structure Plan for the land described above are replicated in the draft Amendment.

### **(iii) Evidence and submissions**

Mr Barnes gave evidence that in this part of the central core, Myrtle Street and Bogong Avenue should be considered as the boundary between commercial and residential development. He said this should be reflected in both the applied zones and in the maximum building heights identified for this land. Zoning matters for this area are discussed in Chapter 8.7. Mr Barnes recommended the preferred maximum building heights on the west side of Myrtle Street and the south side of Bogong Avenue be reduced from 33 metres to 25 metres.

Monash Council submitted this was a *“sensible change”* and supported the recommendation of Mr Barnes.

Mr Partos gave evidence that land on the north side of Southdown Avenue should be increased in height from 25 metres to 28 metres to provide a better transition to the land on the south side of Bogong Avenue.

Mr Sheppard considered there was no need to reduce the height of development on the west side of Myrtle Street or the south side of Bogong Avenue for amenity or character reasons. He said this would lessen the coherence in each street by creating or exacerbating the difference in height across the street.

The Proponent supported the evidence of Mr Sheppard and noted that reducing the heights in these areas would also potentially restrict the capacity for commercial floor space in these locations.

#### **(iv) Discussion**

The Committee considers the exhibited preferred maximum building height of 33 metres along the west side of Myrtle Street and the south side of Bogong Avenue is appropriate. This height is consistent with the draft Structure Plan and will provide an acceptable transition in height within Myrtle Street and Bogong Avenue as well as to residential areas to the rear.

There is no compelling case to increase the preferred maximum building height for land on the north side of Southdown Avenue. Acceptable outcomes will be achieved with the exhibited preferred maximum building heights for this land.

#### **(v) Finding**

The Committee finds the exhibited preferred maximum building height of 33 metres along the west side of Myrtle Street and the south side of Bogong Avenue is appropriate.

### **5.5.5 The Dan Murphy's site**

#### **(i) Draft Structure Plan**

The draft Structure Plan shows the Dan Murphy's site having a preferred maximum building height of 84 metres. It is identified as a 'strategic site'.

#### **(ii) Draft Amendment**

The Dan Murphy's site is in the BFO8, Area C and has a preferred maximum building height of 84 metres.

#### **(iii) Evidence and submissions**

Based on the evidence of Mr Partos, Monash Council submitted that the preferred maximum building height for the Dan Murphy's site should be reduced to 68 metres. It said this would better protect the planned open space on the Central Car Park site from overshadowing.

The Proponent did not accept this recommendation. It accepted Mr Sheppard's recommendation that the BFO8 include a control that buildings should not cast any additional shadow beyond that cast by the applicable building envelope specified in standard BF02, BF05 and BF06 in the BFO8. It said the applicable building envelopes for buildings will not unreasonably overshadow the Central Car Park plaza, while still achieving the transformational growth sought for the Glen Waverley Precinct.

#### **(iv) Discussion**

The Committee does not support reducing the height of the BFO8, Area C from 84 metres to 68 metres. It considers that there is flexibility in such a large site to accommodate buildings greater than 68 metres in height without detrimentally impacting on the Central Car Park plaza.

The designation of a particular preferred maximum building height to an area does not necessarily imply that a building can be built to that height across all the site. The design

of a building needs to consider a variety of other factors, such as shadowing controls and setbacks which may mean that the maximum height cannot be achieved on all parts of the site or area. This is subject to the detailed design of the building.

The Committee acknowledges that a preferred maximum building height of 68 metres would enable applications proposing 84-metre buildings. However, it prefers to specify the taller height combined with a shadow control seeking an intended outcome.

Shadowing controls will be an important factor in the design of the building on the Dan Murphy's site with regards to its impact on the Central Car Park plaza. The preferred shadowing controls for the Central Car Park plaza is discussed in Chapter 7.7.

#### **(v) Finding**

The Committee finds the exhibited preferred maximum building height of 84 metres for the Dan Murphy's site is appropriate.

### **5.5.6 85 and 87 Kingsway**

#### **(i) Draft Structure Plan**

The draft Structure Plan shows a preferred maximum building height of 25 metres for 85 and 87 Kingsway. The sites are on the northern corner of Kingsway and Montclair Avenue.

#### **(ii) Draft Amendment**

The draft Amendment shows these sites in the BFO9 - Main Streets (Kingsway) Area A with a preferred maximum building height of 25 metres.

#### **(iii) Evidence and submissions**

Mr Sheppard referred to modelling in his evidence that showed a reduction in height to 85 and 87 Kingsway would provide better amenity and solar access to Montclair Avenue. He recommended a preferred maximum building height of:

- 20 metres for 85 Kingsway
- 12 metres for 87 Kingsway.

Monash Council and the Proponent accepted Mr Sheppard's recommendations.

#### **(iv) Discussion**

The Committee accepts Mr Sheppard's evidence that reducing the maximum building height at 85 and 87 Kingsway would provide better amenity and solar access to Montclair Avenue. This was demonstrated through the modelling in his evidence. It supports the reduction in heights of 85 and 87 Kingsway to 20 metres and 12 metres respectively.

These changes are reflected in the Day 3 version of the BFO9.

#### **(v) Findings**

The Committee finds the preferred maximum building height for:

- 85 Kingsway should be reduced from 25 metres to 20 metres

- 87 Kingsway should be reduced from 25 metres to 12 metres.

## **5.5.7 15 – 33 Railway Parade North**

### **(i) Draft Structure Plan**

The draft Structure Plan shows 15-33 Railway Parade North with a preferred maximum building height of 25 metres. The lots are on the northern side of Railway Parade North, east of Euneva Avenue.

### **(ii) Draft Amendment**

The draft Amendment shows 15-33 Railway Parade in the BFO9, Area A and has a preferred maximum building height of 25 metres.

### **(iii) Evidence and submissions**

Mr Partos gave evidence that:

- 15-33 Railway Parade North is a group of two storey shops across eight separate titles that includes restaurants, retail, service businesses, dentist and a small grocer
- the land in the BFO9 on Railway Parade North is an 'island site' surrounded by the BFO8, Areas A and C
- the surrounding land in the BFO9 has a preferred maximum building height of 84 metres
- 15-33 Railway Parade North is "*an anomaly*" with building heights inconsistent with the heights proposed for surrounding land
- maximum building heights at 15-33 Railway Parade North should be increased in height to match the height of buildings to the east at 5-35 Kingsway
- maximum building heights at 5-33 Kingsway should be lowered to an unspecified height (subject to further modelling) having regard to the shadowing of the Central Car Park plaza
- 15-33 Railway Parade should be included in the BFO8.

Mr Sheppard said that 15-33 Railway Parade North are in the 'Main Street' place type and the proposed building envelope provisions reflect the existing conditions. He said the subdivision pattern contrasts strongly with those in the BFO8 Areas A and C. Mr Sheppard said that the BFO9 and the adjacent BFO8 Area C have the same maximum street wall height (12 metres) and this will assist the visual integration of these areas. He did not agree with modifying the maximum building height or integrating the land with the BFO8.

Monash Council and the Proponent did not support the recommendation of Mr Partos.

### **(iv) Discussion**

The Committee acknowledges that 15-33 Railway Parade North appears to be an isolated pocket surrounded by land with significantly taller built form controls. It accepts the view of Mr Sheppard that the land is appropriately classified as a Main Street place

type and that the exhibited preferred maximum building height of 25 metres is appropriate.

The existing subdivision pattern contrasts with the surrounding BFO8 land, however the proposed street wall height controls will assist in integrating these areas at street level. The Committee does not support applying the BFO8 to the land.

The proposed maximum heights are also consistent with the draft Structure Plan.

#### **(v) Finding**

The Committee finds the exhibited preferred maximum building height of 25 metres for 15-33 Railway Parade North is appropriate.

## **5.6 281 Springvale Road (Central Car Park) and 285-287 Springvale Road (Century City Walk), Glen Waverley**

#### **(i) Draft Structure Plan**

The draft Structure Plan shows both sites with a preferred maximum height of 84 metres. They are designated as strategic sites.

#### **(ii) Draft Amendment**

Both sites are in the BFO8, Area A and have a preferred maximum building height of 84 metres.

#### **(iii) Evidence and submissions**

The Proponent submitted that 281 Springvale Road and 285-287 Springvale Road are both large, strategic parcels expected to accommodate significant density for office and residential uses, consistent with the objective of achieving transformative change.

Sunkin owns both sites and referred its original submissions to the exhibited draft Amendment to the Committee. They did not appear at the Hearing; however it provided a further written submission following its review of evidence and submissions made on behalf of the Proponent and Monash Council.

Sunkin has a 'live' proposal for 281 Springvale Road in accordance with Clause 53.23 (Significant residential development with affordable housing) assessed by the State Government Development Facilitation Program. The application includes:

- 800 new dwellings
- Maximum building heights of between 22 to 35 storeys
- 30 affordable dwellings to be 'gifted' to Women's Housing Limited
- approximately 4,000 square metres of retail/commercial floor space
- more than 1,000 square metres of public realm improvements
- a range of other features, including \$5 million towards additional public realm upgrades.

Sunkin provided information about a concept for 285-287 Springvale Road that includes:

- a potential 830 new dwellings

- maximum building heights of between 26 and 32 storeys
- provision for retail/commercial floorspace, including a new cinema
- opportunities for a range of public realm upgrades.

It supported the draft Amendment and said:

- recognition should be given to existing 'live' proposals of scale and substance before the State Development Facilitation Program
- it supported discretionary maximum building heights
- strategic sites have the ability to do more 'heavy lifting' and should be able to go above the identified height controls if appropriate public benefits are delivered with no loss of amenity to the public realm and surrounding areas
- the application of a maximum height (25 storeys) across the entire 'core' of the precinct would result in a monotonous and uninteresting skyline.

Mr Sheppard gave evidence that the eastern end of 281 Springvale Road represents a *"key point in the urban structure"* and is a 'gateway' to the activity centre from Springvale Road. The UDR identifies that landmark buildings may exceed the maximum height by 20 per cent and have lesser or no tower street setbacks provided wind effects are managed and they achieve design excellence as supported by independent design review or a design competition that endorses the proposed design.

He recommended that the BFO8 be amended to give effect to this UDR recommendation by identifying the property in Map 1 and introducing a decision guideline for landmark sites.

Mr Sheppard said it is highly unlikely the proposed built form controls will result in a monotonous and uninteresting skyline because there are a range of variables that influence maximum building height including lot size and shape, land use and opportunities for public benefits. In addition, the express invitation for a landmark building at 281 Springvale Road would help to avoid this outcome.

Mr Partos generally agreed with Mr Sheppard.

Sunkin advised that it supported Mr Sheppard's recommendation to revise the BFO8 to introduce a decision guideline recognising a landmark building at the eastern end of the Central Car Park land.

Mr Bromhead said the provisions of the BFO8 allow for variation to the preferred maximum building height through:

- the discretionary Standard BF02 which provides flexibility for the arrangement of the building form to respond to its context and achieve a layout that meets the requirements of the internal amenity and floorspace requirements of the proposed land uses
- the application requirements in Clause 8.0 that include the need for an Urban Context Report and a report detailing how the proposal achieves high quality design
- the decision guidelines at Clause 10.0 include *"whether building form contributes to a varied and architecturally interesting skyline"*.

Mr Barnes agreed both sites were suitable for significant built form and scale and agreed that a preferred maximum building height of 84 metres was appropriate.

Monash Council did not object to the exhibited preferred maximum building height for either site.

In response to evidence and submissions, the Proponent submitted:

- it does not object to the current permit application regarding 281 Springvale Road and considers it to be consistent with the intent of the draft Structure Plan and draft Amendment
- the proposed 84-metre height for 285-287 Springvale Road will provide a balanced built form outcome set behind the adjacent traditional main street sites along Kingsway and Coleman Parade, which are proposed to have a lower maximum height of 25 metres
- it accepts the intent of Mr Sheppard's recommendation to identify the eastern end of 281 Springvale Road as an opportunity for a landmark building and proposed that this be addressed through a site-specific decision guideline in the BFO8 to provide direction where proposed built form exceeds specified standards.

The Day 3 version of the BFO8 included a range of modifications to the decision guidelines regarding high rise towers above 40 metres, development that exceeds preferred heights, and an additional decision guideline that states:

Whether the development at 281 Springvale Road adjoining the proposed new public open space shown on the Development framework (Map 1) demonstrates design excellence and appropriate wind response when the maximum building height specified at Standard BF02 is exceeded by up to 20 per cent, or reduces minimum setbacks above the maximum street wall height specified at Standard BF05.

#### **(iv) Discussion**

The Committee accepts that 281 Springvale Road and 285-287 Springvale Road are large centrally located sites within the core and can accommodate significant growth consistent with the direction in the draft Structure Plan. The preferred maximum building heights in the draft Amendment provide opportunities for substantial floor space and are appropriate.

The suite of proposed controls in the BFO8 ensures that future development of these and other sites in the precinct with a preferred maximum height of 84 metres are unlikely to produce a monotonous skyline. It is satisfied that the modifications by the Proponent in its Day 3 version of the BFO8 requirements, including the decision guidelines, will ensure acceptable outcomes.

The Committee has concerns regarding provisions for 'landmark' buildings. This term is difficult to interpret and can create confusion. It prefers the approach to this issue as outlined by the Proponent in its Day 3 version of the BFO8.

The Committee has not completed a detailed assessment of the proposals presented by Sunkin and makes no conclusions regarding their compliance with the draft Amendment. It is not the role of the Committee to assess these proposals and notes that the permit application for 281 Springvale Road is progressing through a separate assessment process. The proposed heights in the draft Amendment are discretionary and it is open to applicants to apply for greater heights subject to meeting other relevant provisions in

the Planning Scheme. It is not appropriate to modify the preferred heights based on the plans presented by Sunkin.

#### **(v) Finding**

The Committee finds the exhibited preferred maximum building height of 84 metres for Central Car Park and Century City Walk is appropriate.

### **5.7 Sites fronting the private road at Lakeview Court**

#### **(i) Draft Structure Plan**

The draft Structure Plan shows Lakeview Court with a preferred maximum building height of 14 metres.

#### **(ii) Draft Amendment**

As exhibited, the draft Amendment proposes to include Lakeview Court within the PRZ5 and the BFO11 (Area B).

The applied zone in the PRZ5 for this area is the RGZ.

In Area B, lots with a frontage width of less than 24 metres have a maximum discretionary building height of 11 metres. Lots with a frontage width of 24 metres or greater have a maximum discretionary height of 14 metres.

#### **(iii) Evidence and submissions**

A landowner in Lakeview Court submitted that the maximum building height in Lakeview Court should be lowered to 9 metres, consistent with the current Planning Scheme requirements in NRZ2. She said the unique circumstances of Lakeview Court make it inappropriate for more intensive development because it:

- is a narrow, private road constructed in about 2,000 with a cluster style subdivision responsive to the landscape
- includes 12 two storey houses with similar appearance
- is surrounded by a lake, Scotchman's Creek and Holmesglen TAFE
- is on the outer edge of the Structure Plan Area and distant from the core
- has a restrictive covenant that limits the scope of built form to single, two-storey dwellings on a lot.

The landowner submitted that none of the land in Lakeview Court should be within the Structure Plan Area.

The evidence of Mr Sheppard, Mr Bromhead and Mr Barnes noted that Lakeview Court was distant from the Glen Waverley core and the most direct route to the SRL station was a circuitous route outside of the Structure Plan Area.

Mr Bromhead noted that, in his view, the properties in Lakeview Court were unlikely to be developed during the draft Structure Plan timeframe due to the constraint of the restrictive covenant and the extent of land acquisition required to facilitate any change.

Mr Barnes noted that the subdivision pattern in Lakeview Court is irregular and lot sizes range from under 300 square metres to around 625 square metres. He said some lots have frontages of more than 24 metres, but the width of the frontages makes little difference to the lot sizes. Under the proposed controls different maximum building heights would apply to lots of similar sizes.

All experts agreed the land should be removed from the draft Amendment, but acknowledged that the boundaries of the six SRL East Structure Plan Areas were established by Guidelines for Preparation of Structure Plans (SRLA, November 2024) and are outside of the Committee's remit. In these circumstances they recommended lowering the maximum building heights but to retain the land in the PRZ5. Mr Sheppard, Mr Bromhead, Mr Barnes and Mr Partos all recommended that the preferred maximum building height should be lowered to 11 or 9 metres.

Ms Sheppard said a maximum building height of 11 metres is equivalent to the maximum height in the GRZ, which he considered to be an appropriate increase in height.

Monash Council submitted the status quo for the Lakeview Court properties should remain. It said there was no realistic possibility of the properties being redeveloped, and so *"they should be left alone"*. Monash Council submitted that if Lakeview Court remains in the draft Amendment then the BFO11 should be amended to identify the properties as a new Area, and make them subject to a mandatory 9 metres maximum height limit, consistent with the NRZ (Clause 32.09-11).

The Proponent did not support this idea and considered that no change to the applied zone was warranted as it would be inconsistent with the broader purpose of the PRZ that applies throughout the Structure Plan Area. It said the land should be within the PRZ5 but with a lower maximum building height (11 metres). It noted that the removal of properties from the Structure Plan Area is not a Referred Matter.

#### **(iv) Discussion**

Redevelopment of Lakeview Court is problematic having regard to the sensitive environmental constraints, the existing covenant on the land, the unique subdivision pattern, multiple ownerships and the private status of the access road. The location is distant from the core and is inappropriate for intensive redevelopment.

The variable lot frontages in Lakeview Court have potential to create unacceptable outcomes because the proposed building height controls relate to lot frontage rather than lot size. This has the potential to undermine the co-ordinated approach to this small cluster subdivision that has been carefully designed within the landscape.

Built form controls for Lakeview Court should maintain existing development expectations and should not facilitate transformational change. The preferred maximum building heights in the draft Amendment are inappropriate.

All parties and experts agreed that the maximum building heights should be lowered to either 11 or 9 metres. The Committee considers the appropriate maximum building height in Lakeview Court should be 9 metres. This is consistent with the current maximum building height in the NRZ2.

The properties in Lakeview Court are an anomaly in the Structure Plan Area. No party or expert could provide a satisfactory explanation as to why the land is in the draft Structure Plan and it appears to be an error.

The Terms of Reference make it clear that it is not open to the Committee to recommend changes to the boundary of the Structure Plan Area, however if this was not the case, the Committee would have no hesitation in recommending that Lakeview Court should be excised from the draft Amendment.

The Committee urges the Proponent to rethink the inclusion of Lakeview Court within the draft Structure Plan separate from the Standing Advisory Committee process.

The proposed applied RGZ in the PRZ5 is not appropriate for Lakeview Court and the Committee does not support modifying the applied zone to the NRZ. This is because the characteristics of the site and the purposes of the PRZ5 are fundamentally inconsistent with the appropriate development expectations for the location. The land is clearly not consistent with the purposes of the PRZ5 (and the BFO11).

The Committee considers that PRZ5 and the BFO11 should not be applied to properties in Lakeview Court. Instead, the existing NRZ2 should remain on the land so that the current planning controls continue to apply. It acknowledges this creates an unusual condition where some private land in the draft Structure Plan is not included in the PRZ, however this is preferable to the alternative option recommended by the Proponent and in circumstances where the draft Structure Plan boundary is not varied to excise the land from the draft Structure Plan.

## **(v) Findings and recommendations**

The Committee finds:

- The exhibited preferred maximum building heights for Lakeview Court are inappropriate.
- The maximum building height in Lakeview Court should be 9 metres.
- The properties in Lakeview Court should not be included in the Precinct Zone Schedule 5 and Built Form Overlay Schedule 11 and should be retained in the Neighbourhood Residential Zone Schedule 2.

The Committee recommends:

- 2. GWY R02: Amend the Precinct Zone Schedule 5 and the Built Form Overlay Schedule 11 to delete the lots fronting Lakeview Court and retain the existing zoning (Neighbourhood Residential Zone Schedule 2).**
- 3. GWY R03: If GWY R02 is not accepted then amend the Built Form Overlay Schedule 11 to change the maximum building height in Area B, land fronting Lakeview Court to 9 metres.**

## 5.8 Along Springvale Road between High Street Road and Madeline Street

This section deals with the west side of Springvale Road between High Street Road and Madeline Street. The east side of Springvale Road is the Mountain View Hotel and this site is discussed in Chapter 5.14 (Sensitive interfaces).

### (i) Draft Structure Plan

The draft Structure Plan shows the west side of Springvale Road between High Street Road and Madeline Street with a preferred maximum building height of 14 metres.

The southern portion of this section of Springvale Road includes Yanigin Drive Reserve.

### (ii) Draft Amendment

The western side of Springvale Road between High Street Road and Madeline Street is subject to the BFO11. A discretionary maximum building height of 14 metres applies to this area for lots with a frontage of 24 metres or greater. For lots with a frontage width less than 24 metres, a discretionary maximum height of 11 metres applies.

### (iii) Evidence and submissions

Mr Bromhead and Mr Barnes gave evidence that the proposed maximum building height controls in this area were appropriate.

Mr Bromhead noted the UDR identifies the residential area to the west of Springvale Road and north of High Street Road in the Urban Form Framework Plan as a *“Sensitive/constrained/isolated area”*.

Mr Barnes gave evidence that the seven residential lots north of Yanigin Drive Reserve have frontages of less than 24 metres, meaning a maximum building height of 11 metres would apply unless lots were consolidated. Adjoining land to the west has the same height controls.

Monash Council did not object to the proposed height controls for land along the west side of Springvale Road.

The Proponent submitted the scale contemplated for this area is consistent with the rest of the land to the west of Springvale Road and will provide a transition down from the more intensive built form closer to the new SRL station.

### (iv) Discussion

The Committee considers the exhibited preferred maximum building heights for land along the west side of Springvale Road between High Street Road and Madeline Street are appropriate. The proposed heights are consistent with the background material in the UDR and the draft Structure Plan.

This section of land is relatively small and is at the northern edge of the Structure Plan Area. It is separated from the central core by Yanigin Drive Reserve and High Street Road and has a different context to land along High Street Road. The west side of

Springvale Road north of High Street Road forms part of the broader residential land to the west and it is appropriate that these areas have the same maximum building height controls.

#### **(v) Finding**

The Committee finds the exhibited preferred maximum building height of 25 metres for properties fronting the west side of Springvale Road between High Street Road and Madeline Street is appropriate.

### **5.9 Along the eastern side of Kingsway between Railway Parade North and O'Sullivan Road**

#### **(i) Draft Structure Plan**

The draft Structure Plan shows the east side of Kingsway between Railway Parade North and O'Sullivan Road with a preferred maximum building height of 25 metres.

#### **(ii) Draft Amendment**

The draft Amendment includes this section of Kingsway in the BFO9 which has a preferred maximum building height of 25 metres.

#### **(iii) Evidence and submissions**

The Committee was informed by the Proponent and some experts that a submission to the exhibited draft Amendment sought an increase to the exhibited maximum building height controls for this section of Kingsway from 6-7 storeys to 25 storeys. The author of the original submission did not request to be heard by the Committee and did not refer its submission to the Committee.

Mr Sheppard gave evidence that this section of Kingsway is in the Main Street place type and the UDR provided the rationale for the proposed heights based on the future role and function of this area, which states:

Moderate intensification of built form providing space for more housing.

This urban form area has a highly valued, low-rise character and a high level of pedestrian activity, requiring a high level of public realm amenity. Together with fragmented ownership, these factors limit its development potential despite lying within the heart of the activity centre.

While there may be sporadic opportunities for more significant redevelopment through amalgamation of many lots, the likelihood this would not occur uniformly within the urban form area means that allowing such development would result in an in-cohesive built form character. It would also likely adversely affect the fine-grain character. Therefore, only a moderate level of intensification is envisaged.

Mr Sheppard noted the surrounding properties are in the Central Core place type. These properties are generally much larger and therefore more easily developed, and do not contribute to a consistent character. He did not agree that the maximum building height on the east side of Kingsway should be increased.

Mr Bromhead and Mr Barnes supported the exhibited discretionary maximum building heights for this section of Kingsway. Mr Barnes said the proposed heights were

consistent with one of the development objectives of the BFO9 that confirms the scale of development envisaged for this part of Kingsway:

To support mid-rise development that references the fine grain character of the area and provides activated commercial uses along Kingsway and Railway Parade North with a low scale street wall and recessive upper levels.

The Proponent did not support any change to the proposed maximum building heights in this location. It said moderate intensification is sought in this area, which is intended to retain a low-rise, fine-grained character with high pedestrian activity. It noted that smaller lot sizes and limited scope for large-scale lot consolidation restricted the more intensive built form outcomes sought in other parts of the Glen Waverley Precinct.

#### **(iv) Discussion**

The Committee considers the proposed discretionary maximum building height of 25 metres for properties along the east side of Kingsway between Railway Parade North and O'Sullivan Road is appropriate. It is consistent with the background assessment in the UDR and the draft Structure Plan. This has been appropriately expressed in the height controls and an objective in the BFO9.

There is no strategic justification to increase the preferred maximum building height in this location beyond what was exhibited. The sites surrounding this area have taller built form opportunities, however these have a different context and the UDR and draft Structure Plan provide the basis for this difference.

#### **(v) Finding**

The Committee finds the exhibited preferred maximum building height of 25 metres for properties fronting the east side of Kingsway between Railway Parade North and O'Sullivan Road is appropriate.

### **5.10 Along the eastern side Springvale Road to support the built environment as a gateway to Glen Waverley**

#### **(i) Draft Structure Plan**

The draft Structure Plan shows land along the east side of Springvale Road with a preferred maximum building height of 27 metres, except for the Wilson Transformer site south of Wilson Road which has a maximum height of 25 metres.

#### **(ii) Draft Amendment**

All land along the east side of Springvale Road is within the BFO10, except for the Wilson Transformer site which is in the BFO12.

The proposed maximum building heights in the draft Amendment match the heights in the draft Structure Plan.

### **(iii) Evidence and submissions**

The Proponent and some experts advised that a submission to the exhibited Amendment sought an increase to the exhibited maximum building height controls for the east side of Springvale Road from 7-8 storeys to 15 storeys or more to provide a gateway to the Structure Plan Area. The author of the original submission did not request to be heard by the Committee and did not refer its submission to the Committee.

Mr Bromhead gave evidence that:

- the 'gateway' concept has not been identified for this area in the UDR
- the strategic intent of the draft Structure Plan has been to concentrate higher scale in the highly accessible locations around the SRL station
- the east side of Springvale Road is the beginning of a transition to a lower scale development further to the east
- discretionary controls allow for taller forms to be considered
- the proposed height controls along Springvale Road are appropriate.

Mr Barnes said:

- Glen Waverley functions as a single sided activity centre, with the majority of land use, activity and tallest built form located on the west side of Springvale Road
- there is a clear focus in the draft Structure Plan to reinforce this existing land use and built form pattern
- the proposed built form scale of 27 metres (7-8 storeys) along the east side of Springvale Road will form part of a gateway to Glen Waverley
- the much taller built form west of Springvale Road will play a far more important role and function as gateway landmarks of the core of the Glen Waverley activity centre
- the maximum building heights on the east and west sides of Springvale Road in the draft Amendment are appropriate.

The Proponent submitted that taller development in the Structure Plan Area is focused on the western side of Springvale Road near the SRL station and surrounds. It said built form along the eastern side of Springvale Road at 7-8 storeys will perform a gateway function, but this height will also ensure the eastern side of Springvale Road provides a built-form transition to the residential neighbourhoods to the east. The Proponent said the exhibited preferred maximum heights were appropriate.

### **(iv) Discussion**

The Committee considers that the exhibited preferred maximum building heights along the east side of Springvale Road are appropriate. The heights are consistent with the expectations in the UDR and the draft Structure Plan, and will provide a level of development that reflects the context of the location.

Land on the east side of Springvale Road is separated from the central core of the Structure Plan Area and has a residential neighbourhood immediately to the east. These are important factors that should moderate the preferred maximum building heights along this section of Springvale Road. The draft Structure Plan and draft Amendment

strike the appropriate balance between facilitating growth and recognising the limitations of the east side of Springvale Road.

#### **(v) Finding**

The Committee finds the exhibited preferred maximum building heights along the east side of Springvale Road are appropriate.

### **5.11 Height and density in Stanfield Court**

#### **(i) Draft Structure Plan**

The draft Structure Plan shows Stanfield Court with a preferred maximum building height of 14 metres.

#### **(ii) Draft Amendment**

The draft Amendment includes Stanfield Court in the BFO11, Area B, which has a preferred maximum building height of 11 metres or 14 metres for land with frontage greater than 24 metres.

#### **(iii) Evidence and submissions**

The Committee did not receive any submissions from owners in Stanfield Court.

Mr Barnes gave evidence that Stanfield Court extends south from Madeline Street and is part of an established residential area located north of High Street Road. All lots in Stanfield Court have a frontage less than 24 metres wide, meaning a preferred maximum building height of 11 metres would apply. If lots were consolidated a preferred maximum building height of 14 metres would apply.

Mr Barnes said the maximum building heights in the BFO11 were appropriate because the peripheral location of this residential area (including Stanfield Court) and the significance of High Street Road as a barrier to pedestrian movement should limit the extent of growth in this area. He said the proposed maximum building heights were reasonable.

Mr Bromhead gave evidence that the draft Amendment was acceptable and responded to the need to facilitate modest growth in this part of the Structure Plan Area. He said the area accommodates a transition to more intensive built form to the south and there were no special circumstances that warranted Stanfield Court having different built form controls to the surrounding residential area.

The Proponent submitted Stanfield Court is near The Glen, new SRL station and existing Glen Waverley station, and is close to services. It said it was an appropriate location for built form intensification, and its lower built form relative to other parts of the Glen Waverley Precinct would provide an appropriate transition.

#### **(iv) Discussion**

The Committee is satisfied that the exhibited preferred maximum building heights are strategically justified. The heights are consistent with the UDR and the draft Structure

Plan and will facilitate a transition in built form scale to the south towards the central core.

The proposed maximum building heights in Stanfield Court are consistent with the heights in the surrounding area. There is no justification for excluding Stanfield Court from the same maximum building height controls applied to adjoining streets. The creation of an exception for Stanfield Court would create an undesirable anomaly in an otherwise uniform area.

The Committee considers the proposed maximum building heights in Stanfield Court and the surrounding area are appropriate.

#### **(v) Finding**

The Committee finds the exhibited preferred maximum building heights for Stanfield Court are appropriate.

### **5.12 Varying maximum building heights proposed along Kinnoull Grove**

#### **(i) Draft Structure Plan**

The draft Structure Plan shows the majority of Kinnoull Grove with a preferred maximum building height of 14 metres. Seven lots in the north-east have a preferred maximum building height of 21 metres.

#### **(ii) Draft Amendment**

The draft Amendment includes Kinnoull Grove in the BFO11, Area A and B. Seven lots in the north-east are in Area A. The balance of lots in Kinnoull Grove are in Area B.

Lots in Area A and B with a frontage of less than 24 metres have a preferred maximum building height of 11 metres. The preferred maximum building heights for lots with a frontage of 24 metres or greater:

- in Area A is 21 metres
- in Area B is 14 metres.

#### **(iii) Evidence and submissions**

No submissions were presented to the Committee from owners in Kinnoull Grove.

Mr Sheppard gave evidence that in circumstances where the frontage width is 24 metres or greater, the maximum building height for the seven lots in the north-east of Kinnoull Grove should be reduced to 14 metres, consistent with the other properties in the Kinnoull Grove.

In his oral evidence, Mr Barnes ultimately agreed with Mr Sheppard.

Mr Partos also supported the recommendation of Mr Sheppard.

Mr Bromhead said different maximum building heights in Kinnoull Grove could be explained by the UDR referencing 'sensitive areas' that limit the potential for greater height. He said Kinnoull Grove included land that has an interface with residential land

outside the Structure Plan Area as well as interfaces with the irregular shaped Bogong Reserve. In his evidence statement, Mr Bromhead supported the heights in the draft Amendment, however in cross-examination he conceded that it would be acceptable to lower the maximum building heights in Area A to match those in Area B.

Monash Council supported the evidence of Mr Sheppard and Mr Barnes. It said Mr Bromhead's analysis of the UDR should not be preferred over the opinions of Mr Sheppard, who was the author of the UDR.

The Proponent did not agree that the maximum building heights in Kinnoull Grove should be modified. It said a 21-metre height limit closer to Coleman Parade provided an appropriate transition away from the more intensive built form contemplated under the BFO11 to the north and east with the more sensitive interface with Bogong Reserve. The Proponent submitted the height disparity (6 storeys versus 4 storeys for properties to the south) is not large and will not result in unacceptable planning outcomes.

#### **(iv) Discussion**

There is a lack of clarity and consistency in the application of building height controls in Kinnoull Grove. No acceptable explanation was provided to the Committee to justify applying BFO11 Area A to seven lots in the north-east part of the road.

The south-east part Kinnoull Grove does not adjoin the Structure Plan Area boundary or the Bogong Reserve, however this land is in BFO11 Area B. The seven lots in the northeast are slightly closer to Coleman Parade but otherwise have similar characteristics and should be treated in the same way as the balance of Kinnoull Grove.

The Committee prefers in this instance that similar maximum building height controls should be applied to lots that are opposite each other in the same street. There is no compelling reason to have different maximum building heights in Kinnoull Grove.

The Committee considers the seven lots in the northeast of Kinnoull Grove that are proposed to be in BFO11 Area A should be included in BFO11 Area B. This will ensure a more logical and consistent approach to the application of height controls in Kinnoull Grove.

#### **(v) Findings and recommendation**

The Committee finds:

- There is a lack of clarity and consistency in the application of building height controls in Kinnoull Grove.
- Both sides of Kinnoull Grove should be treated consistently and included in the Built Form Overlay Schedule 11, Area B.

The Committee recommends:

#### **4. GWY R04: Amend the Built Form Overlay Schedule 11 to include all lots fronting Kinnoull Grove within Area B.**

## 5.13 The medium rise (4 storey) height transition adjacent to high-rise development

### (i) Draft Structure Plan

The draft Structure Plan:

- shows part of the western end of Railway Parade North and O'Sullivan Road within the Central Glen Waverley Neighbourhood and with a preferred maximum building height of 84 metres (25 storeys)
- shows part of the western end of Railway Parade North and O'Sullivan Road within the Bogong Neighbourhood and with a preferred maximum building height of 21 metres (6 storeys)
- defines:
  - low-rise to mean 1-3 storeys
  - mid-rise to mean 4-11 storeys
  - high-rise to mean 12 or more storeys
- includes a strategy to *"ensure development provides an appropriate interface with adjoining properties, based on the level of change anticipated"*.

### (ii) Draft Amendment

The draft Amendment shows part of the western end of Railway Parade North and O'Sullivan Road in:

- BFO8, Area A with a preferred maximum building height of 84 metres
- BFO11, Area A with a preferred maximum building height of 21 metres.

The BFO head provisions include an 'Outcome' in Clause 43.06-7.2 (Building heights) to:

Provide a transition in scale to adjacent areas with less intensive built form expectations.

### (iii) Evidence and submissions

Mr Bromhead gave evidence that high rise building scale is confined to the central core of the precinct and the applied maximum building heights to the balance of the area results in a 'cone shaped gradient' that achieves a transition in maximum building heights extending from the centre. With reference to the Referred Matter, he said there were no circumstances in Glen Waverley where maximum preferred heights of four storey (14 metres) were adjacent to places where high rise was preferred.

Mr Bromhead noted that the western end of Railway Parade and O'Sullivan Road has a circumstance where land with 84 metres preferred maximum building height is adjacent to land where a maximum building height of 21 metres (6 storeys) applies. He noted this results in *"a more immediate transition"* in built form scale than in the other locations within the Structure Plan Area but considered the transition from 25 storeys to 6-7 storeys was *"not dissimilar to a typical podium tower arrangement"*. Mr Bromhead said various proposed setback controls, application requirements and decision guidelines in the BFO schedules will appropriately manage the transition in building heights at the planning permit assessment stage.

Mr Barnes recommended reducing the maximum building height at the western end of the BFO8 Area A from 84 metres (25 storeys) to 33 metres (8-9 storeys) to better manage the transition in scale between the Central Core and the adjacent Residential Neighbourhood. Mr Sheppard agreed.

Monash Council agreed with Mr Barnes and Mr Sheppard and noted the existing DDO12 that applies in this area provides a transition in building heights along this interface. The transition area extends approximately 20 metres east from the western boundary of the BFO8. Monash Council considered that a maximum building height of 33 metres should apply along the western edge of the BFO8 area, for a depth of 20 metres, before the height rises to 84 metres.

The Proponent ultimately agreed to this approach and drafted site-specific controls for the western boundary of 9-11 Railway Parade North and 22-32 O'Sullivan Road in its Post Day 2 version of the BFO8.

Monash Council agreed with these controls.

#### **(iv) Discussion**

The Committee agrees that the controls in the BFO8 should provide a better transition in maximum building height at the western end of Railway Parade and O'Sullivan Road where it abuts the lower scale residential neighbourhood to the west.

The approach recommended by Mr Barnes and then drafted by the Proponent based on the input from Monash Council, is a sensible and appropriate response to managing this interface.

The Committee supports the Day 3 version of the BFO8 regarding this matter.

#### **(v) Findings**

The Committee finds the BFO8 should:

- provide a transition in maximum building height at the western end of Railway Parade and O'Sullivan Road where it abuts the lower scale residential neighbourhood to the west
- require a maximum preferred building height of 33 metres for a distance of 20 metres from the western boundary of the BFO8 in Railway Parade and O'Sullivan Road.

## **5.14 Sensitive interfaces**

### **5.14.1 South side of Waverley Road**

The Day 1 version of the BFO10 modified the preferred maximum building height for land south of Waverley Road. This land was exhibited in Area B with a maximum height of 25 metres but was changed to Area D (a new Area) with a maximum height of 21 metres. The Proponent submitted this change was necessary to correct an error and align the height controls with the draft Structure Plan. All parties and experts supported this change as providing a more appropriate transition to the residential land to the south.

The Committee accepts the change relates to an error in the exhibited draft Amendment and supports this correction as reflected in the Day 3 version of the BFO10.

### **5.14.2 Specific sites**

The urban design and planning experts identified 'sensitive interfaces' in Glen Waverley, including:

- the north side of High Street Road
- the Mountain View Hotel
- 388 Springvale Road.

### **5.14.3 North side of High Street Road**

#### **(i) Draft Structure Plan**

The draft Structure Plan shows properties on the north side of High Street Road between Yanigin Drive and Maxwell Grove with a preferred maximum height of 27 metres. The residential land to the north of these properties has a preferred maximum building height of 14 metres.

#### **(ii) Draft Amendment**

The draft Amendment includes the properties on the north side of High Street Road in the BFO10, Area A with a preferred maximum building height of 27 metres. The residential land to the north is in the BFO11, Area B and has a preferred maximum building height of 14 metres.

#### **(iii) Evidence and submissions**

Mr Barnes gave evidence that:

- the proposed maximum building height of 14 metres in the BFO11, Area B is appropriate
- the proposed maximum building height of 27 metres for properties fronting the north side of High Street Road creates an interface with the land to the north that is 'too abrupt'
- the requirement in the BFO10 for a 6-metre rear setback is insufficient to moderate the impact of development on the properties to the north
- the difference in maximum building height at this interface is inconsistent with the approach in other locations within the Structure Plan Area
- properties along the northern side of High Street Road should have a preferred maximum building height of 21 metres (6 storeys).

Mr Sheppard said the building heights and setbacks specified in the exhibited BFO schedules will achieve an acceptable transition in building height, particularly noting that the taller form is to the south.

Mr Bromhead said High Street Road is a reasonably wide boulevard that can accommodate 'additional height'. He said amenity effects such as shadow will fall south and building form will generally be pushed towards the High Street Road frontage and

recess away from the rear in line within the built form controls. He concluded that the transition between four and eight storeys was reasonable.

Monash Council agreed with Mr Barnes and noted that it was the visual bulk impacts on the residential land to the north, not shadowing, that were of concern in this location.

The Proponent submitted the exhibited height and setback controls for properties along High Street Road were appropriate and would result in an acceptable transition in maximum building height to residential land to the north.

#### **(iv) Discussion**

The Committee acknowledges the difference in height between the BFO10 and the BFO11 on the north side of High Street Road is more pronounced than in some other places in the Structure Plan Area. For example, although properties fronting the south side of High Street Road also have a preferred maximum building height of 27 metres (like the north side), land further south has a maximum height of 21 metres.

On balance, the Committee is satisfied that the exhibited heights on the north side of High Street Road are appropriate. The heights in the BFO10 are consistent with the expectations in the draft Structure Plan and the intent of Key Movement Corridors and Urban Neighbourhoods (BFO10). The BFO10 objectives include references to:

- supporting high housing growth in the form of mid-rise development, with incrementally taller built form fronting High Street Road
- creating a high-quality public realm with recessive upper levels
- prioritising dwelling orientation to the street and rear of properties with generous rear setbacks incorporating deep soil and canopy trees.

These objectives and a range of setback controls will ensure development in the BFO10 provides an acceptable transition in scale to the residential area to the north.

#### **(v) Finding**

The Committee finds the exhibited preferred maximum building heights along the north side of High Street Road between Yanigin Drive and Maxwell Grove are appropriate.

### **5.14.4 186 Springvale Road (Mountain View Hotel) and 388 Springvale Road**

#### **(i) Existing conditions**

186 Springvale Road is occupied by the Mountain View Hotel on the north-east corner of Springvale Road and High Street Road. Residential land to the north and east of the site is outside the Structure Plan Area. Land north of the site is separated by a public road (Harvie Street), is within the NRZ4 and has a maximum building height of 9 metres. Residential land to the east is within the GRZ3 and has a maximum building height of 11 metres.

388 Springvale Road is an irregular shaped lot with frontages to Springvale Road and Waverley Road but is not on the corner of those roads. The Wilson Transformer site is to

the north and to the east is residential land that is outside the Structure Plan Area with a maximum building height of 11 metres (GRZ3).

### **(ii) Draft Structure Plan**

The draft Structure Plan shows both properties with a preferred maximum building height of 27 metres.

### **(iii) Draft Amendment**

The draft Amendment shows both properties in BFO10, Area A with a preferred maximum building height of 27 metres.

### **(iv) Evidence and submissions**

Mr Sheppard gave evidence that the UDR recommended the eastern boundaries of both properties and the northern edge of 186 Springvale Road should have a reduced maximum building height of 21 metres because they abut residential land outside the Structure Plan Area. He said this has not been reflected in the draft Structure Plan or the draft Amendment and the documents should be corrected to show a reduced preferred maximum building height of 21 metres for a distance of 20 metres from the draft Structure Plan Area boundary.

Mr Partos gave evidence that, in his view, the BFO10 Area A standards should include additional setback requirements for sites abutting land outside the Structure Plan Area to:

- provide a minimum 6 metres building setback to the common boundary; and
- provide a maximum building height within 15 metres of the common boundary of 11 metres, with an additional setback of 1m for every 1m of additional height occurring beyond 15m; and
- these controls be mandatory.<sup>1</sup>

Monash Council agreed with the change recommended by Mr Sheppard, but also considered the setbacks recommended by Mr Partos were necessary to appropriately manage the transition at these interfaces. It recommended amending the BFO10 for these properties to require:

- a 6 metres rear setback;
- an additional 9 metres rear setback above a height of 11 metres; and
- an increase of 1 metre setback for every 1 metre of height beyond 15 metres to a 21 metres maximum building height.<sup>2</sup>

The Proponent did not support the recommendation of Monash Council and preferred to accept the recommendation of Mr Sheppard to amend the maximum building height to 21 metres for a depth of 20 metres from the eastern boundaries of both properties and the northern boundary of 186 Springvale Road. These changes were made in the Day 2 version of the BFO10.

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<sup>1</sup> GWY 34

<sup>2</sup> GWY 81

## **(v) Discussion**

The Committee accepts that both sites require additional controls to manage the sensitive interface with adjoining residential areas outside the Structure Plan Area. This is consistent with the assessment in the UDR.

The approach recommended by Mr Sheppard is an appropriate response and the drafting in the Day 2 (and Day 3) version of the BFO10 is acceptable. The setbacks recommended by Mr Partos or Monash Council are not necessary to achieve an appropriate transition in built form scale.

## **(vi) Findings**

The Committee finds:

- 186 and 388 Springvale Road require additional controls to manage the sensitive interfaces with adjoining residential areas outside the Structure Plan Area.
- A maximum building height of 21 metres should apply for a depth of 20 metres from the eastern boundaries of 186 and 388 Springvale Road and the northern boundary of 186 Springvale Road, with the balance of the sites to have a preferred maximum building height of 27 metres.

## 6 Floor area ratios

### 6.1 Referred Matter

The Referred Matter is:

Whether the Floor Area Ratio (FAR) controls proposed in the draft Amendment are appropriate.

### 6.2 Key Issues

Key issues specific to Glen Waverley include:

- whether the FAR controls have been calibrated appropriately.
- whether the FAR controls have been applied appropriately.

### 6.3 Background

#### (i) Draft Structure Plan

The draft Structure Plan makes no reference to FAR.

#### (ii) Draft Amendment

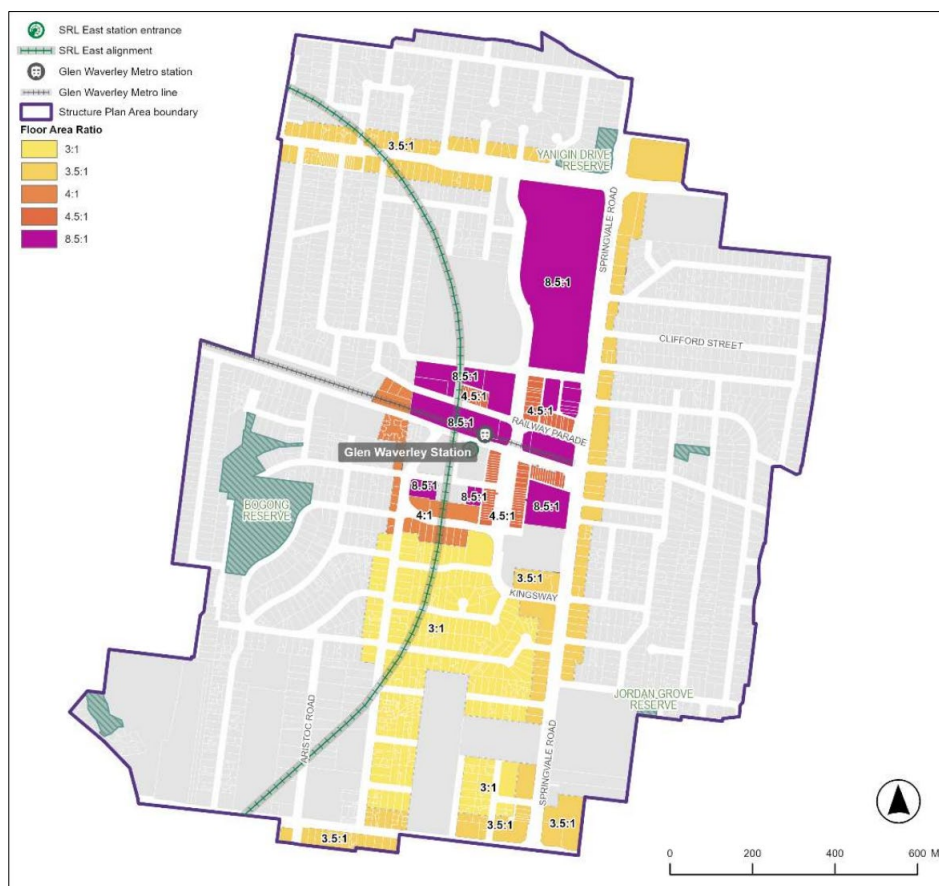
The draft Amendment proposes FAR controls as a metric for incentivising the provision of public benefits. They are not identified as a development control.

The mandatory maximum FAR specified in the PRZ5 and the PRZ6 can only be exceeded if specified public benefits are provided in accordance with the VPBUF.

FAR controls are applied to the Central Core and Key Movement Corridors and are not applied to surrounding residential neighbourhoods.

Map 2 in the PRZ5 (Figure 8) shows the FAR for land where the control applies.

**Figure 8 Extract of Map 2 within Schedule 5 to Clause 37.10**



Source: Day 1 Version of Clause 37.10

In general:

- the Central Core has a FAR of 8.5:1, 4.5:1 and 4:1
- the Key Movement Corridors have a FAR of 3.5:1 and 3:1

Applicable FAR controls for the SDA are described in Clause 5 of PRZ6. Most of the SDA has a FAR of 10:1. Land west of Myrtle Street has a FAR of 4:1.

### (iii) Common Issues conclusions

The Committee concluded in the Common Issues Report (Volume 2, Chapter 4) that the VBPUF is not appropriate and the FARs should not be included in the draft Amendments, until the further work recommended is completed (CI R01 and CI R02).

## 6.4 Calculation and application of Floor Area Ratios

### (i) Evidence and submissions

The Proponent submitted that FAR controls are deliberately set below the maximum building envelope capacity to create 'headroom' for uplift and design flexibility. It submitted that the FAR controls were tested against realistic architectural assumptions, site constraints, and parking requirements. The Proponent commissioned Hayball Architects to validate the proposed FAR controls and submitted that testing demonstrated:

- baseline FAR can be physically achieved
- uplift can be achieved on certain sites
- key factors influence uplift feasibility (such as car parking, site size and geometry).

Mr Bromhead's evidence was that the mandatory FAR controls are appropriate and necessary to implement the draft Structure Plan's vision for substantial intensification around the SRL station. He emphasised that FAR controls establish a transparent and equitable baseline yield, prevent speculative pursuit of additional floor area without public benefit, and are integral to the effective functioning of the VPBUF.

Mr Sheppard's evidence briefly considered the FAR framework. It was his evidence that built form envelopes within which FAR operates:

- can accommodate the modelled yields and that the tallest forms are appropriate closest to the SRL station
- that the broader precinct structure provides the flexibility required for uplift to be realised through high-quality design outcomes.

Mr Sheppard's evidence was that FAR controls are underpinned by capacity, housing, retail and land-use scenario testing, and align with the precinct's intended "cone-shaped gradient" of density, with higher FAR controls at the SRL station core and lower ratios toward established residential interfaces.

In cross-examination, Mr Sheppard was unable to explain why land within the PRZ6 has a preferred maximum height control of 84 metres and a FAR of 10:1, but land outside the SDA that also has a preferred maximum height of 84 metres in the BFO8 has a FAR of 8.5:1.

The Proponent explained this 'disparity':

The setting of the 'baseline' FAR and quantum of potential 'additional' FAR has been tested to ensure a generally 'loose fit' is achieved with the applicable building envelope controls.... The purpose of this 'loose fit' approach is to maintain flexibility about how the maximum permitted floor area is shaped within the overall envelope. An alternative approach has been applied to the nominated master plan sites, where the base FAR is more closely aligned to the adopted heights in the Structure Plan. This is on the basis that the scale and strategic role of these sites, coupled with the fact that they will be subject to a more detailed future master planning processes, affords greater flexibility for bespoke and innovative design responses to be considered, both in relation to how the built form architecture and public benefit outcomes are realised.<sup>3</sup>

Mr Barnes gave evidence that the spatial distribution of the FAR controls within Glen Waverley reflects the general distribution of taller built form scale as outlined within the draft Structure Plan. That essentially relates to the provision of taller built form towards the core of the centre, scaling down further away. He said this was a logical and reasonable reflection of the intent of the draft Structure Plan.

Mr Barnes noted that mandatory FAR controls are only applied in specific and targeted areas that are identified for significant growth or for prioritized land uses. He said given the extent of transformative change proposed across the Structure Plan Area all new development should be providing some degree of public benefit.

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<sup>3</sup> GWY 79, paragraph 63

Mr Barnes said that the calibration of the FAR controls appeared to be something of a "dark art".

Monash Council was not opposed to the use of FAR to support the VPBUF provided that, in accordance with its General Issues Recommendations 19-27, and 39:

- a) it is not the only mechanism for delivery of affordable housing
- b) it is *not* available for public realm improvements (including footpath widening and pedestrian links required by the planning controls, but is available for public open space) or commercial office as a strategic land use
- c) it does not mandate a supply of one type of public benefit over another
- d) Council is the only responsible authority, and maintains the discretion to determine what public benefit is allowed on any particular site, and those decisions are not reviewable.

Monash Council was concerned about the calibration of the FAR controls and submitted:

The Committee is in somewhat of a dilemma as to how to give advice about this referred issue, as no evidence has been called by the SRLA about the basis on which the FARs have been set, and whether they have been set appropriately.<sup>4</sup>

Omniworth owns land at 7 Bogong Avenue, which has a proposed FAR of 4:1. It submitted that the FAR proposed on its site is inappropriately low and inequitably applied. It noted:

- land to the north fronting Montclair Avenue has a FAR of 8.5:1
- land to the east fronting Kingsway has a FAR of 4.5:1.

Omniworth submitted that its site is at least as capable of accommodating the intensity of development similar to land in Kingsway and Montclair Avenue and a FAR of 8.5:1 should apply (or at minimum 4.5:1). It noted land fronting Kingsway comprises fine-grain holdings with questionable capacity to realise higher densities, whereas its larger, strategically located site can readily support greater density.

Omniworth submitted that the FAR:

- operates as a "hard cap" and, when combined with setbacks and height controls, results in "little uplift" for its site
- secures underdevelopment of sites in key precincts which should deliver significant housing, commercial and infrastructure growth for Melbourne
- creates a 'pay to play' system where landowners must contribute in order to achieve the development potential of their site – potential which is inherently and implicitly recognised by the 'loose fit' approach
- is inequitable and ultimately counterproductive.

## **(ii) Discussion**

The Committee has concluded that the Uplift Scheme is not appropriate, further work is required and until the further work is complete any reference to the FARs in the draft Amendment should be deleted (CI R01, CI R02).

No evidence or submissions satisfactorily explained or analysed how the FAR controls were calibrated and applied in Glen Waverley. The Committee was not presented with a clear methodology or explanation of how the FAR controls were set for specific sites.

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<sup>4</sup> Council Part B submission, para 199

According to the Proponent, the FAR controls effectively withhold a portion of developable space in the building envelope and it is not released until something is provided in return.

The Committee accepts that architectural testing of the FAR controls to various sites in Glen Waverley was undertaken and assisted to the extent of demonstrating how the ratios and the Uplift Scheme could work, however this testing provided limited understanding how the FAR controls were established. Not all sites were tested.

There was no clear framework presented to the Committee that demonstrated how sites of various attributes were selected for higher or lower FAR controls. To this extent, the calibration of the FAR controls appears to be arbitrary. Although broadly linked to intensity and transition aspirations of built form and land use outwards from the core, it is difficult to understand how a consistent approach has been applied.

The discrepancies identified by Monash Council and Omniworth are valid concerns and demonstrate the lack of clarity and consistency in applying the FAR controls. The Committee does not accept the explanation provided by the Proponent regarding the FAR applied to the SDA. It does not understand why other large sites having the same preferred maximum building height and capacity for significant development (including strategic sites) have FAR controls lower than the SDA. This is inequitable and unjustified.

Similarly, it is not clear why land on the north side of Bogong Avenue has a FAR of 4:1 when other parts of the core have higher ratios.

In the absence of a clear understanding of why these types of discrepancies are proposed, the Committee cannot determine whether the FAR controls for these sites are appropriate. More broadly, the Committee considers there is a lack of justification for the calibration and application of the FAR controls in Glen Waverley and therefore cannot support the proposed FAR controls in the Structure Plan Area.

## **6.5 Findings and conclusions**

The Committee finds that:

- The FAR controls proposed in the Glen Waverley precinct have not been justified and are not appropriate.
- The FARs should not be applied, until the further work recommended in the Common Issues Report (Volume 2) have been completed (CI R01, CI R02).

Based on the above findings, and the conclusions in the Common Issues Report (Volume 2) the Committee concludes:

- The FARs have not been justified and are not appropriate.

## 7 Public open space

### 7.1 Referred Matter

The Referred Matter is:

Whether the planning for open space in the Glen Waverley Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees to the Structure Plan Area, including with respect to:

- The open space needs of workers being considered
- Whether the reliance on future shared user agreements is appropriate
- Whether investment in creation or upgrades of larger centralised park/s should be prioritised over new smaller areas of open space that may be underutilised

### 7.2 Key issues

The key issues are whether:

- the open space needs of workers have been appropriately considered
- the reliance on future shared user agreements is appropriate
- investment in creation or upgrades of larger centralised park/s should be prioritised over new smaller areas of open space that may be underutilised
- public open space is adequately protected from overshadowing.

### 7.3 Background

#### (i) Draft Structure Plan

Objective 6 in the draft Structure Plan is to *“Create a connected and accessible open space network for those who live and work in Glen Waverley.”* It states:

Glen Waverley's growing population will need greater Access to green spaces and open spaces will be access to more open spaces with greater functionality. improved in the Structure Plan Area for residents and workers to enjoy, adding to the liveability of the area.

Strategies include:

Provide access to high-quality open spaces within a 400-metre walk for people living, working and visiting in Glen Waverley, with greater accessibility in higher density areas (see Figure 12). Locations for these potential new open spaces should align with the SRLA site selection principles.

Enhance Bogong Reserve and Jordan Grove Reserve to improve the quality, functionality and capacity of the open space network (see Figure 12).

Focus on supporting opportunities for new green and civic spaces within Central Glen Waverley (see Figure 12).

Ensure the design and programming of open spaces meets the variety of needs of people in Glen Waverley.

Supplement the open space network through increased public access to large restricted and private open spaces at schools and other institutions.

Actions include:

1. Deliver new open spaces that meet the SRLA guiding principles for site selection and in locations that improve walkable access to open space (see Figure 12).
2. Deliver enhancements to existing open space where required (see Figure 12).

3. Amend the planning scheme to encourage the delivery of new key links through private landholdings to improve walkable access to open space, where there are reasonable opportunities to fulfil the completion of the link on adjacent land over time (see Figure 12).
4. Pursue shared user agreements with local institutions to provide greater public access to restricted open space, including at Glen Waverley Secondary College, Holmesglen Institute and local primary schools, among others.

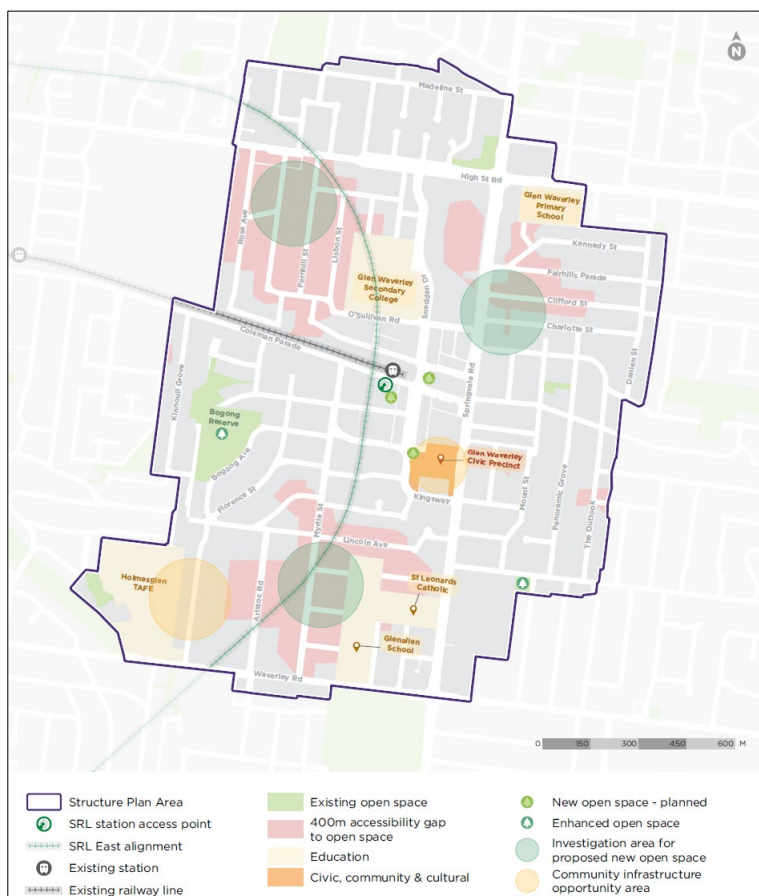
Figure 12 (Enriching community plan – Open space and community infrastructure) in the draft Structure Plan (Figure 9 in this report) shows the location of existing public open space and three large circles identified as “*investigation area for proposed new open space*” as follows:

- to the north-west of the Glen Waverley Secondary College near Fernhill Street
- east of Springvale Road near Clifford Street
- south of Lincoln Avenue near Myrtle Street.

These areas generally correspond with a shaded area that delineates a ‘400 metres accessibility gap to open space’.

The plan also shows three places in the central core designated as ‘New open space – planned’ (SRL East station forecourt plaza, Central Car Park plaza and the Library forecourt plaza) and two existing open spaces outside the core as ‘Enhanced open space’ (Bogong Reserve and Jordan Grove Reserve).

**Figure 9 Enriching Community Plan - Open space and community infrastructure**



Source: draft Structure Plan

Objective 13 is to ensure new development contributes positively to the public realm. It states:

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

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

It is a strategy to *“ensure that development maintains reasonable solar access to key streets and public open spaces and private open spaces”*.

It is an action to amend the Planning Scheme to *“ensure that new development is designed to minimise adverse overshadowing impacts to key streets and public open spaces, and private open space”*.

## **(ii) Draft Implementation Plan**

The draft Implementation Plan includes actions consistent with the draft Structure Plan.

## **(iii) Draft Amendment**

The draft Amendment shows:

- existing public open space on the map in the PRZ5 and the maps in the BFO schedules, including:
  - Bogong Reserve
  - Yanigin Drive Reserve
  - Jordan Grove Reserve
  - Mount Street Neighbourhood House Reserve
  - Lakeview Court Reserve
- *“new/upgraded public realm”* on the map in the PRZ6 and the maps in the BFO schedules, including:
  - SRL East station forecourt plaza
  - other land within the SDA
  - Central Car Park plaza
- several smaller pedestrian links (added to the PRZ5 and the relevant BFO schedules in the Day 1 version of the documents).

Maps in the PRZ5 and the BFO schedules do not show the Library forecourt plaza.

The PRZ5 does not include any requirements regarding the provision of public open space or shadowing of the public realm.

The PRZ6 includes:

- an objective to create new high amenity public realm
- a requirement for the preparation of a Public Realm Plan showing public realm improvement works including new open space

- application requirements for buildings and works that describes how a development addresses and provides high quality public realm outcomes, particularly around the stations, and appropriately ameliorates shadow and wind effects
- decision guidelines for the Master Plan and permit applications that include consideration of:  
The extent to which proposed building envelopes consider sunlight to adjacent public realm between 11am and 2pm on 22 September.

As exhibited, Clause 6 of the BFO schedules included discretionary requirements for the shadowing of 'open space or public realm' (BF04) as follows:

BFO8:

Buildings should not cast any additional shadow to public open spaces shown on the Development framework (Map 1):

- Glen Waverley Central Car Park public open space, at 46 Kingsway, between 11am and 2pm on September 22.

BFO9:

Buildings should not cast any additional shadow beyond that cast by the applicable building envelope specified in BF02, BF05 and BF06 of this schedule and existing buildings over the following nominated streets:

- Eastern footpath of Kingsway: between 11am and 3pm on 22 September.
- Western footpath of Kingsway: between 10am and 1pm on 22 September.

BFO10:

None specified

BFO11:

Buildings should not cast any additional shadow beyond that cast by the applicable building envelope specified in Standard BF02, BF05 and BF06 of this schedule over public open spaces shown on the Development framework (Map 1):

- Bogong Reserve between 10am and 2pm on 22 September.
- Mount Street Neighbourhood House Reserve between 10am and 2pm on 22 September.
- Yanigin Drive Reserve and Jordan Grove Reserve between 10am and 2pm on 22 September

BFO12:

Buildings should not cast any additional shadow beyond that cast by the applicable building envelope specified Standard BF02, BF05 and BF06 of this schedule over public open spaces shown on the Development framework (Map 1):

- Jordan Grove Reserve between 10am and 2pm on 22 September.

#### **(iv) General Issues conclusions**

The Committee has concluded in the General Issues Report (Volume 3, Chapter 9.6) that the proposed measures in the draft Structure Plan and draft Amendment are not appropriate to minimise overshadowing and maintain solar access to the public realm.

## **(v) Common Issues conclusions**

The Committee has concluded in the Common Issues Report (Volume 2, Chapter 5) that the planning for open space is not appropriate having regard to the needs of future residents, visitors and employees to the Structure Plan Area and further work is required.

## **7.4 Open space needs of workers**

### **(i) Evidence and submissions**

Ms Thompson said it was important that planning for public open space consider the needs of the residential and worker population. Research work she has undertaken as part of previous municipal open space strategies with high density precincts has confirmed that both residents and workers use public open space regularly and demonstrate:

- surveys of workers found a large proportion visited open space frequently, with more than 60 per cent visiting it daily
- although higher levels of use by workers occurs over the lunch-time period, workers also use open space before and after work and for travelling to and from work
- workers say they visit open space for a variety of reasons including to sit and relax as a break from work, socialising/meeting colleagues, eating lunch, exercising, walking dogs and visiting playgrounds
- this diversity of use reflects contemporary work/life patterns and balance.

The OSTR prepared as part of the strategic planning associated with the draft Structure Plan used a metric of 9 square metres per person as a 'secondary' measure calculating the adequacy of public open space. This assessment related to the current and future resident population in 2041 and did not include consideration of the worker population.

Ms Thompson gave evidence that the effect of not considering the worker population meant that the stated metrics in the OSTR were higher than if the worker population had been included.

That said, Ms Thompson did not support applying a metric-based approach to drive the assessment of the adequacy of the provision of open space. Other measures to be considered in conjunction with the amount of open space per capita included:

- the spatial distribution of existing open space including the walkable catchments and gap areas in the provision of public open space and presence of any physical barriers to safe access
- the quality of the existing open space network and the ability of the existing open space to accommodate additional uses and intensity of use
- the proposed urban layout and built form including consideration of proposed maximum building heights and street network in relation to the impacts on the existing open space and appropriate locations and size for new open space in the gap areas
- the diversity of the different hierarchy, sizes and character of the open space network

- existing natural features, cultural heritage and historical features to incorporate into the future public open space network
- the availability of undeveloped public and private land with potential to provide suitable additional land area as public open space where it is required.

The Proponent submitted that the draft Structure Plan identifies the benefit of open space for residents and workers. It said the OSTRs primary focus was on access, quality and diversity of open space, rather than the secondary metric of provision per capita. This showed that the draft Structure Plan has considered the use of open space by all people across the Structure Plan Area.

In response to Ms Thompson's evidence, the Proponent submitted:

- her approach involves having regard to resident and worker population projections as an indication of future conditions, but not as a 'driver' of specific recommendations
- it did not agree with accounting for worker population as wholly additive to the resident population
- there would be overlap between the resident and worker populations of the Structure Plan Area, and resident and worker demand will proportionally vary over the course of days and weeks.

Monash Council submitted:

In relation to use of open space by workers, Ms Thompson has explained that her approach was to use the combined resident and worker population figures to guide the number of people in the different areas of the SPA, and the density of buildings. She did not, and did not need to, assume a particular pattern of use by workers compared to residents in assessing open space gaps and needs. Rather, her approach was to use density of built form, and relative population, as the guide to where and what public open spaces would be needed. In this way, there is no risk of double counting, or disproportionate provision of open space by reference to differential demand. Properly considered, Ms Thompson's approach is clear, responsive to likely need, recognising that people, both residents and workers use open spaces in a multitude of different ways, and at all different times of the day.

Monash Council referred to the Panel Report for Amendment C286yara and noted that the Panel in that matter concluded the open space needs of new residents and workers can be considered as equivalent for the purpose of calculating future open space provision. The Panel report stated:

Evidence that clearly establishes whether there is a significant difference in the level of use of open space between workers and residents was not presented to the Panel. The Panel considers that a strong point was made that the worker use survey did not establish that workers' use of open space is equivalent to that of residents and the Panel is inclined to agree with Mr Gobbo that common sense suggests that the use of open space by workers will be of a different nature and probably less than that of residents.

However, it is unclear to the Panel whether any lesser use by workers would be significant and if so, how it would translate into the calculation of the overall future open space needs of workers. The Panel notes Council's submission that just because workers may use open space less often than residents, workers' need for open space is not of less importance than the need of residents and should be given equal weight. The Panel accepts the distinction between the use of and need for open space and agrees with Council that adopting need is the appropriate metric in calculating future of open space provisions. Adopting equal need and giving equal importance to the open space needs of all within the municipality underpins Council's approach and is consistent with the community focus sought by Open Space for Everyone.

...

With regard to the issue of 'double dipping', the Panel notes that undoubtedly, some people live and work in Yarra and perhaps even in the same suburb or precinct. However, an analysis to determine the potential overestimation of the need for future open space on this account would be difficult and in the Panel's view unnecessary.... In any event, the Panel considers that 'double dipping' in so far as it may occur would be inconsequential and would not materially change the amount of additional open space that should be provided to meet the needs of the new population of Yarra.

## **(ii) Discussion**

The Committee accepts that the open space needs of workers is an important factor in the planning for public open space in the Structure Plan Area. The worker population in the Structure Plan Area is expected to grow from approximately 7,800 in 2021 to 13,800 2041. This represents a 77 per cent increase (6,000 people) in the worker population from 2021 to 2041. In the same period, resident population growth is expected to increase to 11,700 people (an increase from the 2021 population of 65 per cent). Population projections therefore suggest that in the Structure Plan Area the total number of workers and the rate of worker growth is greater than for the residential population.

The needs of workers and residents should be considered together. The Committee acknowledges that workers and residents may use open space differently, however it generally accepts the approach adopted by the Panel regarding Amendment C286yara that workers' need for open space is not of less importance than the need of residents and should be given equal weight. Any 'double dipping' of counting workers who live in the Structure Plan Area is likely to be relatively small and inconsequential. At the General Issues Hearing, Mr Mc Neill gave evidence that based on some examples in NSW, he estimated up to approximately 10 per cent of workers may live in the Structure Plan Area. This is not expected to create a dramatic shift in public open space needs.

The Common Issues Report (Volume 2, Chapter 5) finds it is not necessary or appropriate to meet a 9 square metres of open space per person metric to demonstrate the adequacy of open space provision. On that basis, it is largely immaterial whether the OSTR should have included the worker population in these calculations. On the other hand, it is difficult for the Committee to understand how the needs of workers have been appropriately considered when workers were specifically not included in the assessment of the metrics established in the OSTR.

At a very basic level, the draft Structure Plan does show open space 'investigation areas' and other public realm improvements. These are generally located having regard to 'gap analysis', which the Committee accepts is also an important consideration. Areas likely to have the highest density of residents and workers (near the central core) have the least amount of new open space – labelled as public realm improvements.

It is acknowledged that the provision of large areas of open space in the core is challenging, however it is important that open spaces (including public realm improvements) in the central parts of the precinct are of high quality. This includes adequate solar protection. The Committee is not convinced that the quantity and quality of public open space in those parts of the precinct with the greatest densities adequately meets the needs of the future resident and worker populations.

The general approach to the consideration of the needs of workers outlined by Ms Thompson is reasonable. Analysing the density of resident and worker population based on the expected built form and land use controls helps to identify those parts of the precinct that have different populations. This is a useful starting point to help understand where and what type of open space may be required.

Consistent with the conclusions in the Common Issues Report (Volume 2, Chapter 5), the Committee considers further work is needed to determine the size and location of public open space required in Glen Waverley having regard to the needs of residents and workers, variable walking catchments and revised site selection criteria (GI R06).

### **(iii) Findings and conclusion**

The Committee finds:

- The open space needs of workers are an important factor in the planning for public open space in the Glen Waverley Precinct.
- The needs of workers and residents should be considered together.
- It is difficult to understand how the needs of workers have been appropriately considered in the planning for open space in Glen Waverley.
- Further work is needed to determine the size and location of public open space required in Glen Waverley having regard to the needs of residents and workers.

Based on the above findings, the Committee concludes:

- The planning for open space in Structure Plan Area has not appropriately considered the needs of workers.

## **7.5 Shared user agreements**

### **(i) Evidence and submissions**

Ms Thompson gave evidence that:

- there are four public schools/educational institutions and one private school in the Structure Plan Area
- public schools can contribute to the open space character of the area where they are visible from the adjoining streets and can also provide some informal access to the school grounds outside school hours
- public school grounds should be considered as ancillary open space, which can be used outside school hours by the community when it is available – however it does not replace the need for public open space
- the land for public education institutions is reserved primarily for education use and the future use and changes to these sites is guided by that primary use – for example, a school may decide to expand their building to better cater to their educational needs and reduce the size or remove an oval, or a school may decide they cannot accommodate informal use due to public safety and risk issues
- the outdoor sport and recreational facilities on public schools cannot be relied on to be available as ancillary open space in the future.

Ms Thompson supported the concept of shared user agreements where that can be secured, however, concluded that it was not appropriate to rely on user agreements instead of providing new public open space. She said having a core, robust and sustainable public open space network that is zoned and set aside for that purpose is an important underpinning principle of planning for new liveable and sustainable communities.

Ms Maddock noted that, in her experience, the preparation and execution of shared user agreements for recreational facilities was often uncertain and problematic. Issues around maintenance, access and responsibilities for damage to facilities were common problems with these types of agreements.

The Proponent noted action 6.5 of the draft Implementation Plan is to:

Pursue shared user agreements with local institutions to provide greater public access to restricted open space, including at Glen Waverley Secondary College, Holmesglen Institute and local primary schools, among others.

It said the draft Structure Plan and draft Implementation Plan seek to enable the benefit of shared user agreements where possible and they do not rely on them.

Monash Council submitted it is inappropriate to rely on future shared user agreements with schools to meet public open space needs because they are at the discretion of the school principal and can be withdrawn at any time.

## **(ii) Discussion**

The Committee considers it is inappropriate to rely on shared user agreements to ensure an adequate provision of open space. This is consistent with the submissions of all parties and evidence of all experts at the Hearing. Although it is reasonable to pursue shared user agreements to provide increased access to open space and recreation facilities provided by others, these arrangements should not be relied upon.

Shared user agreements lack the necessary long-term certainty for them to assure access to a particular facility or space. This is understandable because the needs of the owner of the land or facility may change over time and the provision of access to that land or facility is not the core business of the owner.

The adequate provision of public open space should be assessed and delivered having regard to a comprehensive network of public open space that is designated for that purpose. Shared user agreements should be considered the 'icing on the cake' of that network. They are not the cake.

## **(iii) Finding and conclusion**

The Committee finds:

- Shared user agreements can potentially increase access to open space and recreation facilities, however they lack long-term certainty for them to assure access to a particular facility or space.

Based on the above findings and conclusions in the Common Issues Report (Volume 2), the Committee concludes:

- The planning for open space in the Structure Plan Area is not appropriate having regard to the needs of future residents, visitors and employees to the Structure Plan Area. Further work is required. Refer to Chapter 5 in the Common Issues Report (Volume 2).

## **7.6 Larger centralised parks vs smaller areas of open space**

### **(i) Evidence and submissions**

Ms Thompson gave evidence that the creation of new small parks should be prioritised equally with new larger open spaces and improvements to existing open space. New small parks will be well-used if they are provided close to where people live and work, and if they are designed to meet the community's needs. She said large and small areas of open space were required and serve different needs.

Research completed by Ms Thompson in association with the preparation of open space strategies with high density precincts in other places confirms that communities regularly visit and use small parks when they are located nearby. She said providing open space within a safe and easy walk of everyone is a key principle that is supported by extensive research into the health and wellbeing benefits of open space.

The Proponent noted the evidence of Ms Thompson regarding the use of smaller open spaces and that it should not be assumed that smaller areas would likely be underutilised. It considered that spaces should not be prioritised for investment by sole reference to their size, but rather that the size of existing and potential future spaces is one relevant factor for consideration while planning and delivering the future open space network consistent with the relevant actions of the draft Implementation Plan.

Monash Council agreed with the evidence of Ms Thompson and said:

- it was inappropriate to give priority to larger centralised parks at the expense of smaller local parks
- large and small open spaces are important and are required as part of the network of public open spaces relied upon by the local community
- large and small open spaces serve very different functions, which largely do not overlap.

### **(ii) Discussion**

The Committee considers that investment in the creation or upgrades of larger centralised parks should not be prioritised over new smaller areas of open space. It is satisfied that large and small areas of open space are necessary and they may serve different functions. The utility of large and small open spaces is based on the accessibility and quality of the open space rather than just land size.

### **(iii) Findings and conclusion**

The Committee finds:

- Large and small areas of open space are necessary and may serve different functions.

- The utility of large and small open spaces is based on the accessibility and quality of the open space.

Based on the above finding, the Committee concludes:

- Investment in the creation or upgrades of larger centralised parks should not be prioritised over new smaller areas of open space.

## 7.7 Shadowing of public open space

### (i) Evidence and submissions

The Committee has had regard to the findings in the General Issues Report (Volume 3, Chapter 9.6) and all evidence and submissions made at the Glen Waverley Precinct Hearing.

The Proponent and Monash Council submitted final preferred versions of shadowing controls in Clause 6 (BF04) of the BFO schedules, and these are presented in Table 4.

**Table 4 Shadowing controls recommended by the Proponent and Monash Council**

| BFO  | Proponent                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Monash Council                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| BF08 | <p>Buildings should not cast any additional shadow beyond that cast by the applicable building envelope specified in standard BF02, BF05 and BF06 of this schedule and existing buildings, to public open spaces shown on the Development framework (Map 1):</p> <ul style="list-style-type: none"> <li>▪ 46 Kingsway Public Open Space, between 11:00 am and 2:00 pm on 22 September.</li> </ul> <p>Buildings should not cast additional shadow cast by an 11 metre high street wall or podium over:</p> <ul style="list-style-type: none"> <li>▪ the SRL station new public open space between 11:00 am and 2:00 pm on 21 June.</li> </ul> <p>Buildings should minimise shadows, beyond that cast by the maximum street wall, through the siting, width and spacing of upper levels above the podium and existing buildings over:</p> <ul style="list-style-type: none"> <li>▪ the southern footpath of Coleman Parade:</li> <li>▪ Between Myrtle Street and Kingsway from 10:00 am to 1:00 pm on 22 September, and</li> <li>▪ Between Kingsway and Springvale Road from 11:00 am to 2:00 pm on 22 September.</li> </ul> <p>Buildings should not cast any additional shadow beyond that cast by the applicable building envelope specified in standard BF02, BF05 and BF06 of this schedule and existing buildings over the southern footpath of:</p> <ul style="list-style-type: none"> <li>▪ Railway Parade North between Euneva Avenue and Kingsway between 11:30 am and 2:30 pm on 22 September; and</li> <li>▪ Railway Parade North between Kingsway and Springvale Road between 11:00 am and 2:00 pm on 22 September</li> </ul> | <p>Buildings must not cast additional shadow beyond that cast by an 11 metre high street wall or podium on the northern edge of Coleman Parade over:</p> <ul style="list-style-type: none"> <li>▪ the SRL station forecourt plaza between 11:00 am and 2:00 pm on 21 June.</li> </ul> <p>Buildings must not cast additional shadow beyond that cast by an 11 metre high street wall or podium on the southern boundary of 38 Kingsway over:</p> <ul style="list-style-type: none"> <li>▪ Glen Waverley Central Car Park public open space between 11:00 am and 2:00 pm on 21 June.</li> </ul> <p>Buildings must not cast additional shadow beyond that cast by an 8 metre high street wall or podium on the southern boundary of 110 Kingsway over:</p> <ul style="list-style-type: none"> <li>▪ Glen Waverley Library forecourt plaza between 11:00 am and 2:00 pm on 21 June.</li> </ul> <p><u>Buildings should minimise shadows, beyond that cast by the maximum street wall, through the siting, width and spacing of upper levels above the podium over the southern footpath of Coleman Parade:</u></p> <ul style="list-style-type: none"> <li>▪ <u>Between Myrtle Street and Kingsway from 10:00 am to 1:00 pm on 22 September, and</u></li> <li>▪ <u>Between Kingsway and Springvale Road from 11:00 am to 2:00 pm on 22 September.</u></li> </ul> <p>Buildings must not cast any additional shadow over the southern footpath of:</p> <ul style="list-style-type: none"> <li>▪ Railway Parade North east of Kingsway between 11:00 am and 2:00 pm on 22 September.</li> </ul> |

|       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| BFO9  | <p>Buildings should not cast any additional shadow beyond that cast by the applicable building envelope specified in BF02, BF05 and BF06 of this schedule and existing buildings over any nominated streets:</p> <ul style="list-style-type: none"> <li>▪ Eastern footpath of Kingsway: between 11:00 am and 3:00 pm on 22 September.</li> <li>▪ Western footpath of Kingsway: between 10:00 am and 1:00 pm on 22 September.</li> </ul> <p>Buildings should not cast any additional shadow on the Glen Waverley Library Forecourt beyond that which would be cast by an 8m high wall on the southern boundary of 110 Kingsway between 11:00 am and 2:00 pm on 21 June.</p> | <p>Kingsway</p> <p>Buildings must not cast any additional shadow beyond that cast by the applicable building envelope specified in BF02, BF05 and BF06 of this schedule and existing buildings over the following nominated streets:</p> <ul style="list-style-type: none"> <li>▪ Eastern footpath of Kingsway: between 11:00 am and 3:00 pm on 22 September.</li> <li>▪ Western footpath of Kingsway: between 10:00 am and 1:00 pm on 22 September.</li> </ul> <p>Glen Waverley Library Forecourt</p> <p>Buildings must not cast any additional shadow beyond that which would be cast by an 8m high wall on the southern boundary of 110 Kingsway over:</p> <ul style="list-style-type: none"> <li>▪ Glen Waverley Library forecourt plaza between 11:00 am and 2:00 pm on 21 June</li> </ul> <p>Buildings must not cast additional shadow beyond that cast by an 11 metre high street wall or podium on the southern boundary of 38 Kingsway over:</p> <ul style="list-style-type: none"> <li>▪ Glen Waverley Central Car Park public open space between 11:00 am and 2:00 pm on 21 June.</li> </ul> |
| BFO10 | None specified                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | None specified                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| BFO11 | <p>Buildings should not cast any additional shadow beyond that cast by the applicable building envelope specified in Standard BF02, BF05 and BF06 of this schedule over public open spaces shown on the Development framework (Map 1):</p> <ul style="list-style-type: none"> <li>▪ Bogong Reserve between 10:00 am and 2:00 pm on 21 June.</li> <li>▪ Mount Street Neighbourhood House Reserve between 10:00 am and 2:00 pm on 21 June.</li> <li>▪ Yanigin Drive Reserve and Jordan Grove Reserve between 10:00 am and 2:00 pm on 21 June.</li> </ul>                                                                                                                     | <p>Buildings must not cast any additional shadow over the following public open spaces shown on the Development framework (Map 1):</p> <ul style="list-style-type: none"> <li>▪ Bogong Reserve between 10:00 am and 3:00 pm on 21 June</li> <li>▪ Mount Street Neighbourhood House Reserve between 10:00 am and 3:00 pm on 21 June.</li> <li>▪ Yanigin Drive Reserve and Jordan Grove Reserve between 10:00 am and 3:00 pm on 21 June.</li> <li>▪ Jordan Grove Reserve between 10:00 am and 3:00 pm on 21 June.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| BFO12 | <p>Buildings should not cast any additional shadow beyond that cast by the applicable building envelope specified Standard BF02, BF05 and BF06 of this schedule over public open spaces shown on the Development framework (Map 1):</p> <ul style="list-style-type: none"> <li>▪ Jordan Grove Reserve between 10:00 am and 2:00 pm on 22 September</li> </ul>                                                                                                                                                                                                                                                                                                              | <p>Buildings must not cast any additional shadow over the following public open spaces shown on the Development framework (Map 1):</p> <ul style="list-style-type: none"> <li>▪ Jordan Grove Reserve between 10:00 am and 3:00 pm on 21 June.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

Source: Proponent GI 180j-180n; Monash Council GWY 96d-h

The underlined text above related to the Post-Day 2 version of the shadowing controls for the southern side of Coleman Parade submitted by the Proponent. In response to this wording, Monash Council submitted that it was:

Unclear what utility there is in this control where the Schedule sets side setback and tower separation requirements, and with no certainty about what “minimise shadows” means. It is difficult to see how this would have any effect in operation, or how it could be enforced. Applying a mandatory control for the SRL station forecourt plaza will also protect sunlight to

parts of the Coleman Parade footpath. If more is required, this control should be made mandatory for the proposed control period.<sup>5</sup>

## **(ii) Discussion**

The exhibited shadowing controls for designated public open spaces and footpaths provide insufficient solar protection.

The Committee supports the shadowing controls generally in accordance with the principles discussed in the General Issues Report (Volume 3, Chapter 9.6). These controls should be applied to:

- Bogong Reserve
- Yanigin Drive Reserve
- Jordan Grove Reserve
- Mount Street Neighbourhood House Reserve
- SRL Station forecourt plaza
- Glen Waverley Central Car Park plaza
- Glen Waverley Library forecourt plaza
- Coleman Parade – southern footpath
- Railway Parade North – southern footpath
- Kingsway – eastern and western footpaths.

The PRZ5 and the BFO schedules should identify these places as appropriate.

Future open space areas should also be identified on the plans once the location of these spaces is known. The shadowing controls for these open spaces should be the same as for those applied to Bogong Reserve, Yanigin Drive Reserve and Jordan Grove Reserve.

The Committee considers the shadowing controls for the Mount Street Neighbourhood House Reserve should be discretionary because this space includes an existing community facility and it is appropriate to provide greater flexibility than for other open space areas.

## **(iii) Findings, conclusions and recommendations**

The Committee finds:

- The proposed shadowing controls for public open space and footpaths provide insufficient solar protection.
- The shadowing controls should generally reflect the principles discussed in the General Issues Report (Volume 3, Chapter 9.6), with minor adjustments to reflect the local circumstances.

Based on the above findings, the Committee concludes:

- Shadowing controls should be modified to ensure the quality of identified open space areas and footpaths are protected.

The Committee recommends:

### **5. Refer to recommendations CI R01 to CI R06 (relating to public open space) in the Common Issues report (Volume 2).**

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<sup>5</sup> Document 96d

**6. Refer to recommendations GI R27 in the General Issues Report (Volume 3).**

**7. GWY R05: In the context of Recommendation GI R27, amend the Built Form Overlay Schedule 8, Built Form Overlay Schedule 9, Built Form Overlay Schedule 11 and Built Form Overlay Schedule 12 as appropriate to apply the following shadowing controls:**

**a) Open space:**

- **Bogong Reserve, Yanigin Drive Reserve and Jordan Grove Reserve:**  
Buildings must not cast additional shadow beyond that cast by an 8-metre high wall on the northern boundary of the Bogong Reserve, Yanigin Drive Reserve and Jordan Grove Reserve for at least 3 consecutive hours between 10:00 am and 3:00 pm on 21 June.
- **Mount Street Neighbourhood House Reserve:**  
Buildings should not cast additional shadow beyond that cast by an 8-metre high wall on the northern boundary of the Mount Street Neighbourhood House Reserve for at least 3 consecutive hours between 10:00 am and 3:00 pm on 21 June.
- **SRL Station forecourt plaza:**  
Buildings must not cast additional shadow beyond that cast by an 11-metre-high street wall or podium on the northern edge of Coleman Parade over the SRL Station forecourt plaza between 11:00 am and 2:00 pm on 21 June.
- **Glen Waverley Central Car Park plaza:**  
Buildings must not cast additional shadow beyond that cast by an 11-metre-high street wall or podium on the southern boundary of 38 Kingsway over Glen Waverley Central Car Park plaza between 11:00 am and 2:00 pm on 21 June.
- **Glen Waverley Library forecourt plaza:**  
Buildings must not cast additional shadow beyond that cast by an 8-metre high street wall or podium on the southern boundary of 110 Kingsway over Glen Waverley Library forecourt plaza between 11:00 am and 2:00 pm on 21 June.

**b) Footpaths:**

- **Coleman Parade – southern footpath:**  
Buildings must not cast any additional shadow over the southern footpath of Coleman Parade between Myrtle Street and Springvale Road between 11:00 am and 2:00 pm on 22 September.
- **Railway Parade North – southern footpath:**  
Buildings must not cast any additional shadow over the southern footpath of Railway Parade North, east of Kingsway between 11:00 am and 2:00 pm on 22 September.
- **Kingsway – eastern and western footpaths:**  
Buildings must not cast any additional shadow over the eastern and/or western footpaths of Kingsway between 11:00 am and 2:00 pm on 22 September.

## 8 Land use mix and capacity

### 8.1 Referred Matter

The Referred Matter is:

Whether the Land Use Plan in the draft Structure Plan and relevant planning provisions provide for an appropriate land use mix across the Glen Waverley Structure Plan Area, including with respect to:

- The areas identified in the draft Structure Plan and draft Planning Scheme Amendment having sufficient capacity to accommodate the proposed land use intensification
- Whether a greater mix of land uses should be provided for on the east side of Springvale Road
- The draft Structure Plan having appropriate regard for minimising adverse impacts to residential properties adjacent to the Aristoc Road Employment Area

### 8.2 Key issues

The key issues are whether:

- there is sufficient capacity to accommodate the proposed land use intensification in the Structure Plan Area
- the applied zone east of Springvale Road is appropriate
- adverse impacts to residential properties adjacent to the Aristoc Road Employment Area are appropriately managed.

In addition to the three specific Referred Matters regarding land use mix and capacity, the Committee heard evidence and submissions relating to the application of several applied zones in the PRZ5. These issues are relevant to whether the Land Use Plan in the draft Structure Plan and relevant planning provisions provide for an appropriate land use mix across the Structure Plan Area. The issues are whether:

- the applied C1Z should be extended on High Street Road around the Local activity centre
- the applied C1Z is appropriate along the west side of Myrtle Street and the south side of Bogong Avenue
- the applied MUZ is appropriate along parts of High Street Road west of Springvale Road and on the south side of Waverley Road
- IN3Z should require no permit to use land for an Office with no conditions.

### 8.3 Conclusion

The Land Use Plan in the draft Structure Plan and relevant planning provisions provide for an appropriate land use mix across the Structure Plan Area subject to the modifications recommended in this report.

## 8.4 Capacity to accommodate the proposed land use intensification

### (i) Draft Structure Plan

The draft Structure Plan states:

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

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

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

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

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

SRL will boost Glen Waverley's reputation as a thriving retail and hospitality centre and transform the Structure Plan Area into a highly accessible regional employment hub.

While Glen Waverley has some of the attributes needed to attract new businesses and workers (such as connectivity and amenity), it currently has a very limited office and commercial market. To compete against other centres and attract new businesses and jobs, more office and commercial spaces will be needed. New spaces will also be needed to accommodate growth in the retail, health, education and knowledge - intensive sectors.

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

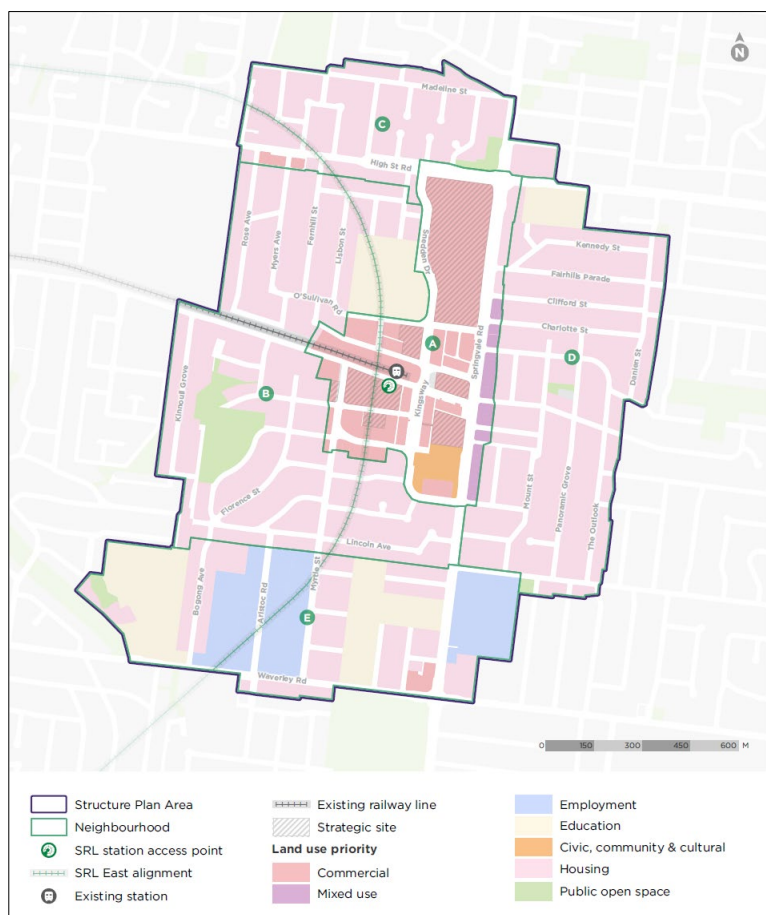
To attract and retain different types of businesses, diverse spaces will need to be offered, supported by advanced digital technologies and other design features. Striking the right balance between residential and commercial uses will be a key challenge.

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

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

The draft Structure Plan includes a Land Use Plan that shows the 'land use priority' for land in the precinct. These land uses are shown as Commercial, Mixed Use, Employment, Education, Civic, Community and cultural, Housing and Public open space.

**Figure 10 Land Use Plan**



Source: draft Structure Plan

## (ii) Draft Amendment

The PRZ5 includes a variety of applied zones to manage land use in the precinct. These include the C1Z, MUZ, RGZ, and IN3Z.

## (iii) Evidence and submissions

The Proponent submitted that the areas identified in the draft Structure Plan and draft Amendment have sufficient capacity to accommodate the proposed land use intensification. It noted that the question is whether there is sufficient capacity to accommodate growth, not whether there is excess capacity.

Mr Bromhead was satisfied that the land use mix proposed in the draft Structure Plan is reasonably informed by the technical assessments allowing for demand projections to be spatially accommodated by the zoning and built form control provisions of the draft Amendment. He noted that the draft Structure Plan was informed by a variety of technical reports including:

- UDR
- Economic Profile Glen Waverley (AJM, February 2025)
- Housing Needs Assessment Glen Waverley (AJM, February 2025)
- Retail Assessment Glen Waverley (AJM, February 2025).

These technical reports were used for the LUSCA which draws together the spatial provision and demand considerations. The principal author of this report was Mr Quick, who provided a memo included with the evidence of Mr Bromhead. Mr Quick was not called as an expert at the Glen Waverley Hearing. The memo dated 8 October 2025 stated:

- the draft Structure Plan is expected to support 11,700 residents and 13,800 jobs by 2041
- the exhibited built form controls create 3.66 million square metres of floorspace capacity
- according to the Housing Needs Assessment and Economic Profile, Glen Waverley will require 1,032,500 square metres of residential floorspace and 885,500 square metres of employment floor space (a total of approximately 1.92 million square metres of floorspace) by 2041
- the floor space demand in 2041 equates to 52 per cent of the calculated total capacity
- consistent with his evidence in the General Issues Hearing, demand less than a threshold of 65 per cent of the theoretical capacity in 2041:
  - recognises the need for ongoing growth beyond 2041
  - allows for development to occur that does not maximise the theoretical capacity of every site or on every site
  - provides incentives for investment and development in the precinct
  - encourages diversity and choice
- the draft Structure Plan and draft Amendment creates sufficient capacity to meet the population and employment growth that was previously forecast through the SRL East Business and Investment Case
- land use intensification facilitated by the draft Amendment is adequate to meet growth projections.

Mr Quick noted that the projected growth in the Housing Needs Assessment is relatively conservative in an area that has seen high density residential development in recent times. In response to concerns that there is sufficient capacity to accommodate stronger than anticipated growth, he analysed how much additional floorspace could be accommodated in Glen Waverley above what is needed to meet the SRL East Business and Investment Case projections before capacity constraints are likely to emerge (implied by floorspace demand hitting 65 per cent of floorspace capacity at 2041). He said:

- 65 per cent of the total floorspace capacity of 3.66 million square metres is around 2.38 million square metres
- the difference between 2.38 million square metres and the projected floorspace demand at 2041 (1.92 million square metres of floor space) is 460,000 square metres
- if 460,000 square metres of floor space were allocated to residential development, it could accommodate roughly an additional 4,200 dwellings (approximately 10,000 residents) and the total population in the Structure Plan Area could rise to around 21,700 by 2041 (compared to the current projection of 11,700).

Mr Quick concluded that the built form controls create sufficient capacity to accommodate the projected population and employment growth in the Structure Plan Area.

In his evidence at the General Issues Hearing, Mr McNeill gave evidence for Monash Council regarding floorspace capacity and generally agreed with the analysis of Mr Quick. He accepted that the draft Amendment provides sufficient capacity to accommodate the anticipated growth in Glen Waverley.

Mr Bromhead said the land use plans in the draft Structure Plan:

- have built on existing conditions and identified areas where consolidation and growth can reasonably be accommodated, supported by the additional infrastructure of the SRL East project
- supports significant growth of high-density buildings to accommodate residential and employment uses (such as retail, office, health, other commercial and community) in the central parts of the precinct
- been translated into the PRZ schedules which will deliver the visions of those areas.

He said the applied zones in Clause 6.0 of the PRZ5 suitably aligns with the land use outcomes sought for the location. The table of variations to the applied zones in Clause 6.0 'fine tunes' the controls to preference particular outcomes, such as the intent for medical facilities as part of mixed use development along Springvale Road or the provision of Office within the employment precincts.

Mr Bromhead was generally satisfied that the provisions of the draft Amendment appropriately aligns with the land use direction of the draft Structure Plan and provides mechanisms to guide development to achieve the preferred outcomes.

Mr Barnes broadly supported the spatial arrangement of built form scale throughout the Structure Plan Area and as expressed through the draft Amendment documentation. He took issue with some of the applied zones in parts of the precinct and the variation to the Office land use provisions in the IN3Z. These matters are discussed in further detail later in this Chapter.

Monash Council acknowledged there was sufficient capacity to accommodate anticipated growth and was generally supportive of the proposed land use mix. It considered there were locations where some adjustments to the applied zones and associated provisions were required (and these are discussed later in this chapter).

#### **(iv) Discussion**

The Committee is satisfied that the proposed built form controls provide sufficient capacity to accommodate the anticipated growth in the Structure Plan Area. The LUSCA and supplementary material prepared by Mr Quick clearly explains this and it is supported by other economic evidence presented at the General Issues Hearing.

There was no evidence or submission that challenged the veracity of the economic analysis presented to the Committee.

The sensitivity analysis completed by Mr Quick (and Mr McNeill) demonstrated that even if growth to 2041 has been underestimated, then there is still sufficient capacity to

accommodate significant additional growth before 65 per cent of the total floor space of the precinct is reached. This provides an acceptable buffer before further assessment of demand and supply is required.

Subject to some minor modifications outlined in later chapters of this report, the application of applied zones in the PRZ5 will generally facilitate the range of housing and employment outcomes sought in the draft Structure Plan.

The Committee considers any minor changes to the proposed maximum building heights or applied zones will have negligible impact on the overall total floor space capacity having regard to the substantial volume of total floor space that is facilitated by the exhibited draft Amendment.

## **(v) Findings**

The Committee finds:

- The areas identified in the draft Structure Plan and draft Amendment have sufficient capacity to accommodate the proposed land use intensification.
- If growth to 2041 has been underestimated, there is still sufficient capacity to accommodate significant additional growth before 65 per cent of the total floor space of the precinct is reached. This provides an acceptable buffer before further assessment of demand and supply is required.
- Any minor changes to the proposed maximum building heights or applied zones will have negligible impact on the overall total floor space capacity having regard to the substantial volume of total floor space that is facilitated by the exhibited Amendment.

## **8.5 Mix of land uses on the east side of Springvale Road**

### **(i) Draft Structure Plan**

The Land Use Plan in the draft Structure Plan (refer Figure 10 above) shows:

- land on the northeast corner of Springvale Road and High Street Road within an area designated as 'Housing'
- land abutting Springvale Road between High Street Road and Clifford Street within an area designated as 'Housing'
- land abutting Springvale Road between Clifford Street and Ingram Avenue within an area designated as 'Mixed use'
- land to the east of Springvale Road between Ingram Avenue and Wilson Road within an area designated as 'Housing'
- land occupied by Wilson Transformer Company at 310 Springvale Road within an area designated as 'Employment'
- land on the northeast corner of Springvale Road and Waverley Road within an area designated as 'Housing'.

A strategy in the draft Structure Plan is to:

Encourage the location of mixed-use development including health-related uses and upper-level residential uses in identified areas along Springvale Road (see Figure 13)<sup>6</sup>

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<sup>6</sup> Draft Structure Plan, Page 55

Figure 13 (Boosting the economy plan) in the draft Structure Plan shows mixed use land extending along the east side of Springvale Road between Clifford Street and Ingram Avenue.

An action in the draft Structure plan is to:

Amend the planning scheme to accommodate mixed use development along Springvale Road<sup>7</sup>

The role of 'Mixed use' in the draft Structure Plan is explained as:

Medical and allied health uses will be consolidated into a focused area along Springvale Road. Complementary uses, such as residential or office, will be encouraged at upper levels.<sup>8</sup>

## **(ii) Draft Amendment**

The draft Amendment shows land east of Springvale Road in the PRZ5.

Map 1 to Schedule 5 to Clause 37.10: Use and Development Framework Plan (Figure 11) shows:

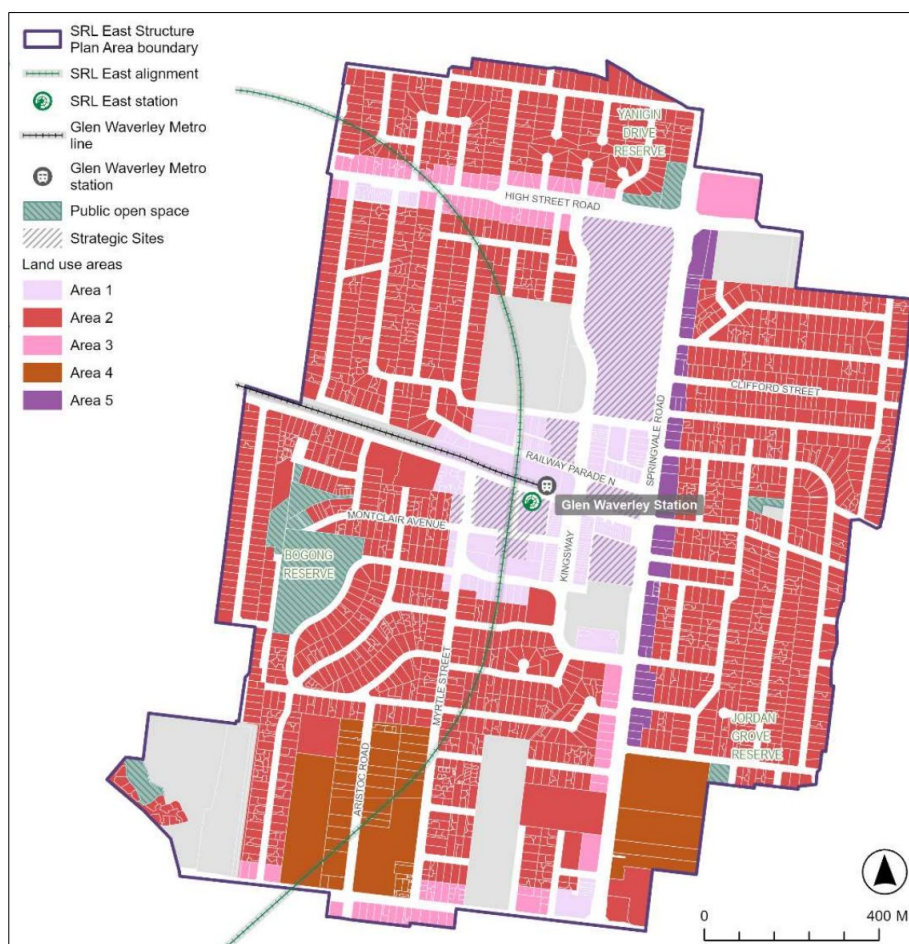
- land on the northeast corner of Springvale Road and High Street Road within Area 3, which has applied MUZ
- land abutting Springvale Road between High Street Road and Wilson Road within Area 5, which has an applied MUZ
- land occupied by Wilson Transformer Company at 310 Springvale Road within Area 4, which has applied IN3Z
- land on the northeast corner of Springvale Road and Waverley Road within Area 2, which has an applied RGZ
- land to the east of Springvale Road east of the abovementioned locations between High Street Road and Waverley Road within Area 2, which has an applied RGZ.

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<sup>7</sup> Draft Structure Plan, Page 55

<sup>8</sup> Draft Structure Plan, Page 36

**Figure 11 PRZ5 Map 1 Use and Development Framework Plan**



Source: PRZ5 Map 1

Clause 6 to the PRZ5 proposes to vary the applied MUZ in Area 5 by not requiring a permit or any condition to use land for an Emergency services facility, Hospital, Medical centre and Office.

The Use and development objectives of Clause 2.0 of the PRZ5 replicates the direction of the draft Structure Plan:

To encourage mixed- use development in Area 5 of the Use and development framework plan (Map 1) along Springvale Road, with a focus on medical and allied health uses at ground level and office and residential uses above.

### **(iii) Evidence and submissions**

Mr Bromhead observed there was a discrepancy between the extent of the 'Mixed use' designation in the draft Structure Plan and the extent of the applied MUZ in the PRZ5. He said it was appropriate for the northeast corner of Springvale Road and High Street Road to have an applied MUZ and established medical centres are located in the section of Springvale Road between High Street Road and Clifford Street. In this context, he considered the extent of the applied MUZ in the PRZ5 is acceptable and appropriate.

In his memo attached to Mr Bromhead's evidence statement, Mr Quick agreed with the extent of the applied MUZ along Springvale Road as exhibited. He noted that existing

medical uses were also present in the southern sections of Springvale Road north of Wilson Road.

Mr Barnes gave evidence that the Glen Waverley Activity Centre has historically developed over time and continues to develop as a 'single sided' activity centre. He noted that the majority of commercial and related land use and activity is located on the western side of Springvale Road, with a clear focus of the draft Structure Plan to reinforce this existing land use pattern.

Mr Barnes considered it was appropriate to maintain the existing land use pattern to focus the predominant commercial and civic role on the west side of Springvale Road, noting the significant increase in building floorspace anticipated throughout the activity centre surrounding the existing and new stations. He supported the applied MUZ on the east side of Springvale Road as expressed in the exhibited Amendment, including the proposed variations to not require a permit.

Mr Bromhead and Mr Barnes recommended the draft Structure Plan be revised to match the extent of 'Mixed use' land along Springvale as expressed in the PRZ5 to ensure there is consistency between the documents.

Monash Council and the Proponent supported the evidence of Mr Barnes and Mr Bromhead.

No expert evidence or submission objected to the applied IN3Z east of Springvale Road, or the applied RGZ on the corner of Springvale Road and Waverley Road and in the residential area further to the east.

#### **(iv) Discussion**

The draft Amendment provides an appropriate mix of land uses on the eastern side of Springvale Road. The core of the precinct is on the west side of Springvale Road where there is excellent access to the existing and proposed rail stations and a variety of community facilities and services. Springvale Road is a significant barrier and no party or expert suggested that the commercial core should extend to the east side of Springvale Road.

The Committee considers it is appropriate for the PRZ5 to apply the MUZ to land abutting Springvale Road between High Street Road and Wilson Road as exhibited. This recognises the variety of existing medical related land uses along this strip and is consistent with the intent of the draft Structure Plan to reinforce and encourage health related land uses in this part of Springvale Road.

Further, it is an objective of the PRZ5 to encourage mixed use development in this section of Springvale Road with a focus on medical and allied health uses at ground level and office and residential uses above. The applied MUZ, including the proposed variations to selected health and medical related land uses as permit not required with no conditions, will help facilitate this outcome.

The Committee supports the applied MUZ to the northeast corner of Springvale Road and High Street Road. It is appropriate for this land to be within Area 3 on the Use and Development Framework Plan in the PRZ5. The planning experts, Monash Council and the Proponent supported this approach. So does the Committee.

It is acknowledged that the extent of the 'Mixed use' land shown in the Land use Plan in the draft Structure Plan does not exactly correlate with the extent of land within the applied MUZ in the draft Amendment. Although the mapping is different, the Committee considers the intent of the draft Structure Plan to facilitate mixed use development along land abutting Springvale Road with an emphasis on health-related land uses is consistent with the exhibited Amendment.

It is desirable, but not necessary, for the maps in the draft Structure Plan to be amended to match the extent of the applied MUZ in the exhibited Amendment. As the draft Structure Plan is proposed to be included in the Planning Scheme as a Background document, the Committee makes no recommendation regarding the need to update the draft Structure Plan. This is a matter for the Proponent.

The Committee considers all of the remaining applied zones to the land east of Springvale Road are acceptable and will help facilitate the objectives of the draft Structure Plan and the PRZ5.

## **(v) Findings**

The Committee finds:

- The draft Amendment provides an appropriate mix of land uses on the eastern side of Springvale Road.
- The exhibited applied zones in the PRZ5 for land east of Springvale Road are appropriate and will facilitate a mix of land uses consistent with the intent of the draft Structure Plan.

## **8.6 Minimising impacts on residential properties adjacent to Aristoc Road Employment Area**

### **(i) Draft Structure Plan**

The draft Structure Plan describes the existing Aristoc Road Employment Area as:

... a locally significant employment hub providing light industrial, commercial and service industry uses. These uses are predominantly accommodated in large single and double storey warehouses. The area lacks worker amenity, and buildings often provide a poor interface to the public realm.<sup>9</sup>

The draft Structure Plan shows an 'Employment' area along both sides of Aristoc Road. Land surrounding the area is shown as 'Housing'.

Strategies in the draft Structure Plan include:

Retain the Aristoc Road Employment Area as employment land to provide space for a diverse range of employment-generating uses including light industrial, advanced manufacturing and service industries.

Attract and retain new business by providing more amenity for workers through hospitality, gyms and other services in Aristoc Road and through an enhanced, attractive public realm.

Support a range of industrial and commercial building typologies to support advanced manufacturers to start up and scale up, including small office spaces, small to medium workshops, warehousing, meeting facilities and low-cost spaces.<sup>10</sup>

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<sup>9</sup> Draft Structure Plan, Page 55

<sup>10</sup> Draft Structure Plan, Page 55

An action in the draft Structure Plan is to amend the Planning Scheme to:

Encourage the proposed employment land uses and intensification envisaged for the Aristoc Road Employment Area<sup>11</sup>

The draft Structure Plan does not specify a preferred land use (applied) zone for the Aristoc Road Employment Area.

## **(ii) Draft Amendment**

The draft Amendment shows an employment area centred around Aristoc Road. This is within Area 4 on the Use and Development Framework Plan (Map 1) in the PRZ5 and has an applied IN3Z.

An objective of the PRZ5 is:

To enhance the Aristoc Road and Springvale Road employment areas in Area 3, Area 4 and Area 5 of the Use and development framework plan (Map 1) with a broader mix of light industrial, commercial and office and complementary uses at higher densities.

Land surrounding Area 4 is within Area 2 with an applied RGZ and Area 3 (south of Waverley Road) with an applied MUZ.

## **(iii) Evidence and submissions**

Mr Bromhead gave evidence that the applied IN3Z was appropriate to implement the intent of the draft Structure Plan, which is to encourage employment generating activities that do not have amenity effects that require management through separation or buffer distances. He said that a range of built form controls in the BFO12 (Employment Neighbourhoods) would also manage the siting of buildings adjacent to sensitive interfaces.

Mr Barnes gave evidence that the draft Structure Plan is generally silent on protecting the amenity of residential areas surrounding the Aristoc Road Employment Area. However, he noted that the proposed draft Amendment rezones the land from IN1Z to the PRZ5 with an applied IN3Z. He said an applied IN3Z for the Aristoc Road Employment Area will improve the planning provisions regarding the relationship between surrounding land uses compared to the existing zoning.

However, Mr Barnes noted that an applied zone only relates to the requirements in the table of uses of the applied zone. It does not invoke other aspects of the IN3Z such as the Purposes of the zone or the Decision guidelines and therefore it is necessary to ensure that the PRZ5 includes appropriate amenity considerations.

Mr Barnes was generally comfortable that an objective in the PRZ5 regarding Aristoc Road Employment Area addresses the type of industrial uses envisaged in the area, including reference to 'light industrial' and other uses.

Mr Barnes said the IN3Z is designed to provide a buffer between industrial uses and more sensitive residential areas and the like. It includes the following relevant Decision guidelines:

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<sup>11</sup> Draft Structure Plan, Page 55

The effect that the use may have on nearby existing or proposed residential areas or other uses which are sensitive to industrial off-site effects, having regard to any comments or directions of the referral authorities.

The effect that nearby industries may have on the proposed use.

The PRZ5 includes the following relevant Decision guidelines:

Where an industry or warehouse use is proposed, the effect that the proposed use may have on the amenity of nearby residential areas or other uses which are sensitive to industrial off-site effects, having regard to any comments or directions of referral authorities.

...

On land shown in Area 4 on the Use and development framework plan (Map 1):

- The effect of the proposed use on nearby industries.

Mr Barnes said that an additional Decision guideline should be added for applications in Area 4 that states:

- The effect that nearby industries may have on the proposed use.

He said this would be consistent with the approach in the Decision guidelines for the IN3Z.

Monash Council supported the evidence and recommendation of Mr Barnes.

The Proponent did not support the need for an additional Decision guideline and stated:

... the use of the IN3Z as the applied zone for the Aristoc Road Employment Area appropriately manages the potential for land use conflict, including within the IN3Z.<sup>12</sup>

#### **(iv) Discussion**

The Committee has interpreted the Referred Matter to mean whether the draft Structure Plan and draft Amendment have appropriate regard for minimising adverse impacts to residential properties adjacent to the Aristoc Road Employment Area. Consideration of only the draft Structure Plan serves little purpose as it is proposed to be a Background document in the Planning Scheme. It is the draft Amendment that is of primary importance to ensure adverse impacts to residential areas adjacent to the Aristoc Road Employment Area are minimised. Although not explicitly stated, this was the approach adopted by the experts and submitters at the hearing.

The draft Structure Plan contains very little information about protecting the amenity of residential properties adjacent to the Aristoc Road Employment Area. Ideally, this could have been more explicitly stated, however, the Committee considers the Proponent has largely attempted to address amenity considerations through the applied IN3Z. This has the effect of limiting intensive industrial land uses compared to the existing IN1Z controls and is consistent with the intent of the draft Structure Plan.

In addition, a range of associated matters are addressed in the PRZ5, such as:

- an objective relates to enhancing the area *with a broader mix of light industrial, commercial, office and complementary uses*
- applications for buildings and works associated with the use of land for Accommodation, Education centre (other than Tertiary institution) or Hospital within 300 metres from land in Area 4 (which includes the Aristoc Road Employment Area) must be accompanied by an acoustic assessment report which demonstrates compliance with a range of specified noise levels

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<sup>12</sup> GWY 95

- the Decision guidelines referred to by Mr Barnes.

A range of built form controls are also included in the BFO12.

The General Issues Report (Volume 3, Chapter 9.8) deals with managing potential offsite amenity impacts including with respect to potential dust, odour, noise and vibration impacts arising from existing uses. These matters are not repeated here. The General Issues Report (Volume 3) recommended an additional decision guideline in all PRZ schedules to manage reverse amenity considerations where there is encroachment of sensitive uses into established industrial or employment areas. The Committee considers it is appropriate to consider the effect that nearby industries may have on a proposed use in the PRZ5 for use applications in Area 4. This is a good example of the broader concept discussed in the General Issues Report (Volume 3).

## **(v) Findings**

The Committee finds:

- The draft Structure Plan and draft Amendment have appropriate regard for minimising adverse impacts to residential properties adjacent to the Aristoc Road Employment Area.
- The applied IN3Z will limit intensive industrial land uses compared to the existing IN1Z controls.
- The objectives, application requirements and decision guidelines in the PRZ5 assist to minimise impacts on surrounding residential areas.
- A range of built form controls are also included in the BFO12 that assist to minimise adverse impacts.
- It is appropriate to include an additional decision guideline in the PRZ5 for use applications in Area 4 requiring consideration of the effect that nearby industries may have on the proposed use, as recommended in the General Issues Report (Volume 3, Chapter 9.8).

## **8.7 Application of applied zones**

### **8.7.1 Commercial 1 Zone**

#### **(i) Draft Structure Plan**

The Land Use Plan in the draft Structure Plan shows:

- land west of Myrtle Street and south of Bogong Avenue designated as 'Commercial'
- land on High Street Road between Rose Avenue and Myers Avenue, and the western portion of land between Myers Avenue and Fernhill Street designated as 'Commercial'.

These sections of land are also shown in the draft Structure Plan as areas of 'High' future housing growth in the Enriching community plan – Housing (Figure 11).

The Commercial land on High Street Road is designated in the draft Structure Plan as a Local activity centre with fine grain retail on the Boosting the economy plan (Figure 13).

Strategies to reinforce local activity centres to support Glen Waverley's neighbourhoods include:

Retain the fine-grain character of local activity centres along High Street Road and Springvale Road to provide access to daily needs, services and jobs for the local community (see Figure 13).

Encourage some small-scale office and commercial uses within local activity centres (see Figure 13), where they will not undermine or compete with the primary employment function of Central Glen Waverley.

Encourage ground floor activation through retail and commercial uses and community uses.

Encourage residential uses above ground level in local activity centres to support local living.<sup>13</sup>

Land on the west side of Myrtle Street and south side of Bogong Avenue form the western and southern edge of the Central Core and Central Flanks area.

## **(ii) Draft Amendment**

The draft Amendment shows the land described above in the applied C1Z.

## **(iii) Evidence and submissions**

### **Land west of Myrtle Street and south of Bogong Avenue**

Mr Barnes gave evidence that the land on the west side of Myrtle Street and the land on the south side of Bogong Avenue should be within an applied MUZ rather than C1Z because:

- the land has direct abuttal to the residential neighbourhood to the west and south
- Myrtle Street and Bogong Avenue are key access roads around the periphery of the commercial core of the centre, effectively delineating the edge of the core
- the shallow depth of lots fronting the west side of Myrtle Street (approximately 18 metres) constrains taller development
- the newly constructed multi-level car park on the north side of Bogong Avenue does not provide an activated retail / business frontage to the street which might otherwise support a Commercial 1 Zone on the opposite side of Bogong Street.

Monash Council agreed that a focus on more residential rather than commercial uses is appropriate in these locations, given their interfaces and their limited suitability and capacity to support commercial uses.

Mr Bromhead acknowledged the interface between commercial and residential uses, however said there were 'lifestyle advantages' in being close to a commercial strip and it would not result in an unacceptable outcome. He noted that in the MUZ, a Dwelling does not require a permit and could result in the loss of ground floor commercial uses. On balance, he considered the retention of the applied C1Z to be appropriate.

The Proponent considered the applied C1Z achieves the outcomes sought including promoting opportunities for commercial development in Glen Waverley. It said it was not appropriate to restrict Section 1 land uses by applying the MUZ to control office use in these locations.

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<sup>13</sup> Draft Structure Plan, Page 56

### **High Street Road Local activity centre**

Mr Barnes gave evidence that two sets of residential lots at either end of the Local activity centre on High Street Road should be within an applied C1Z. The draft Amendment included these parcels of land in an applied MUZ. He said applying the C1Z would be consistent with the existing and proposed zoning for other properties in the adjacent Local activity centre. This would mean that the C1Z strip extends from the western boundary of the Structure Plan Area (adjacent to Wesley College) to Fernhill Street and avoids isolated parcels of land in different applied zones.

Mr Bromhead, Monash Council and the Proponent agreed with this change.

## **(iv) Discussion**

### **Land west of Myrtle Street and south of Bogong Avenue**

The Committee considers the applied C1Z to land west of Myrtle Street and south of Bogong Avenue is consistent with the draft Structure Plan and it sees no compelling reason to apply the MUZ in these locations.

In response to the concerns raised by Mr Barnes, the Committee considers:

- although this land has direct abuttal to residential neighbourhoods to the west and south, any potential amenity impacts can be appropriately managed through the planning permit process and is not an unusual condition
- it is appropriate for commercial land uses along key access roads around the periphery of the commercial core of the centre and, in this instance, it will help define the edge to the core
- the depth of lots fronting the west side of Myrtle Street is not a constraint to the use of the land
- the multi-level car park on the north side of Bogong Avenue is not a significant constraint to an applied C1Z on the south side of Bogong Avenue.

The C1Z will facilitate a range of uses, including residential. Importantly, it will encourage ground floor non-residential activation in these streets which is consistent with the intended outcome for these edge roads. The Committee supports this outcome and considers the applied C1Z is appropriate.

### **High Street Road Local activity centre**

The extension of the applied C1Z to the two lots to the east and west of the existing Local activity centre is a logical and appropriate minor modification to the draft Amendment. This will result in a very modest extension to the Local activity centre and will rationalise the number of applied zones between the western boundary of the Structure Plan Area (Wesley College) and Fernhill Street. The Committee supports this approach.

This change is reflected in the Day 3 version of the PRZ5.

## **(v) Findings**

The Committee finds:

- The applied Commercial 1 Zone to land west of Myrtle Street and south of Bogong Avenue as exhibited is appropriate.

- The applied Commercial 1 Zone at the west end of High Street Road should be amended so that it extends from the western boundary of the Structure Plan Area (the boundary with Wesley College) and the western boundary of Fernhill Street.

## **8.7.2 Mixed Use Zone**

### **(i) Draft Structure Plan**

The Land Use Plan in the draft Structure Plan shows land on the north and south side of High Street Road west of Springvale Road (other than the public open space, the Glen and the Local activity centre) and land on the south side of Waverley Road designated as 'Housing'.

Areas along Springvale Road are designated as 'Mixed use'.

These 'priority land uses' are described in the draft Structure Plan<sup>14</sup> as:

Housing:

Residential growth will be encouraged throughout the Structure Plan Area, with a focus on areas near the amenity and accessibility offered by Central Glen Waverley and along key movement corridors. Some community and local population-serving uses will be supported, particularly along key movement corridors.

Mixed use:

Medical and allied health uses will be consolidated into a focused area along Springvale Road. Complementary uses, such as residential or office, will be encouraged at upper levels.

Land on the north and south side of High Street Road (as described above) is shown in the draft Structure Plan as 'High' future housing growth in the Enriching community plan – Housing (Figure 11). Land on the south side of Waverley Road is shown as 'Medium' future housing growth on the same plan.

The abovementioned land is not identified for Commercial, Mixed use, Employment or Education on the Boosting the economy plan (Figure 13) of the draft Structure Plan.

Objective 11 (Ensure the scale of built form is responsive to its context) includes a strategy to:

Facilitate continuous mid-rise buildings that support opportunities for a mix of uses along High Street Road, Waverley Road and Springvale Road to strongly frame these wide roads and provide adaptable building typologies.

The Future role and objectives for Neighbourhood C (Glen Waverley North) states:

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

### **(ii) Draft Amendment**

The draft Amendment includes the land described above on the north and south side of High Street Road and on the south side of Waverley Road in the PRZ5, Area 3 and has an applied MUZ.

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<sup>14</sup> Draft Structure Plan, Page 36

### **(iii) Evidence and submissions**

Mr Barnes recommended an applied RGZ rather than MUZ for land:

- along the north side of High Street Road, west of Springvale Road
- along the south side of High Street Road, west of Springvale Road, between Fernhill Street and Snedden Drive
- along the south side of Waverley Road.

He said the RGZ was more appropriate because:

- the draft Structure Plan identifies these locations for housing rather than mixed uses
- the applied MUZ provides the potential to scatter commercial development along arterial roads, rather than being concentrated to the commercial core of Glen Waverley
- development along High Street Road should preferentially target higher density housing and should not encourage commercial ground floor uses extending along the road
- there is no merit in establishing a partly-commercial role on the north side of High Street Road
- commercial uses on the south side of High Street Road should be concentrated around the Local activity centre at the western end to avoid diluting the focus of the retail and commercial core
- land on the southern side of Waverley Road is removed from other retail areas and directly abuts residential land outside the Structure Plan Area.

Mr Barnes said there was a distinction between the applied MUZ along the east side of Springvale Road (which he supported) because it has a different character, including a range of existing non-residential uses (predominantly medical related). Significant commercial development also extends along the west side of Springvale Road.

Mr Bromhead said he did not have a strong view on the applied zoning choice on the north side of High Street Road, west of Springvale Road.

My opinion is that the MUZ is a residential zone and the context of the northern side of High Street Road would bias towards being a predominantly residential area (the control allows Dwelling as a Section 1 use). On that basis, I think is reasonable to apply the RGZ to the north side of High Street [Road].<sup>15</sup>

With respect to the south side of High Street Road, he said:

I note that the land is between The Glen and a retail strip further to the west. My view is that the MUZ is appropriate for the location noting this will allow for residential uses as of right but also allow some alternative non-residential uses where appropriate.<sup>16</sup>

In cross-examination, Mr Bromhead acknowledged that there was not much difference between the MUZ and RGZ and that he would not "*die in a ditch*" if the land on the south side had the RGZ applied.

Mr Bromhead said the south side of Waverley Road has a more mixed-use flavour and is close to Aristoc Road, so was satisfied for the MUZ to be applied to the land.

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<sup>15</sup> GWY 43

<sup>16</sup> GWY 43

Monash Council submitted it was a better outcome to apply the RGZ to these areas in order to preference housing over mixed uses, as intended by the draft Structure Plan. It said the RGZ allows limited commercial and retail uses with a permit, and the appropriateness of those uses to serve local needs is a matter that is best left to the assessment of a particular permit application.

The Proponent submitted the applied MUZ was appropriate for land on the north and south of High Street Road and south of Waverley Road. It did not agree with the recommendation of its expert to apply the RGZ along the north side of High Street Road and in response said:

Applying the MUZ will provide an opportunity for businesses to establish to service the needs of residents in that area. SRLA supports the MUZ as being consistent with the approach to Key Movement Corridors and supporting flexibility particularly at ground level having regard to the planning horizon and the pedestrianisation of the area following intensification.<sup>17</sup>

#### **(iv) Discussion**

It is significant that the draft Structure Plan identifies land abutting High Street Road, west of Springvale Road and land south of Waverley Road as generally for housing. It is not specifically identified for mixed use, like other parts of the draft Structure Plan such as along the eastern side of Springvale Road. The Committee has difficulty in identifying a clear line of sight between the draft Structure Plan and the proposed applied MUZ for these areas in the PRZ5.

The PRZ5 objectives do not specifically identify these areas for the applied MUZ, other than the first objective, which refers to the Use and Development Framework Plan (Map 1) in the PRZ5. This is in contrast to the fifth objective which refers to a *“vibrant and activated mixed-use heart near the SRL station at Glen Waverley”* and the sixth objective which refers to *“encouraging mixed use development in Area 5 along Springvale Road, with a focus on medical, and allied health uses at ground level and office and residential uses above”*. There is no objective regarding the intent of the applied MUZ on High Street Road and the area south of Waverley Road. The objectives in the PRZ5 for these areas focus on built form and housing.

It is acknowledged that the MUZ sits within the residential suite of zones in the Victoria Planning Provisions. Within this context, there is some connection between the intent of the draft Structure Plan and the draft Amendment, however there are important differences between the non-residential land uses in the MUZ compared to the RGZ.

The land use provisions in the MUZ provide for a more diverse range of non-residential land uses with fewer limitations compared to the RGZ. This is a subtle but important difference in emphasis. Although the RGZ provides for some non-residential uses, these are generally subject to permits and with conditions.

For example, the MUZ does not require a permit for uses such as Art gallery, Food and drink premises with a floor area up to 150 square metres, Museum, Office with a floor area up to 250 square metres and Shop with a floor area up to 150 square metres. These uses require a permit in the RGZ. Office and Shop in the RGZ have a number of further

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<sup>17</sup> GWY 79

conditions which if not met make the use prohibited. There are also more prohibited uses in the RGZ compared to the MUZ.

Having regard to all these factors, on balance, the Committee prefers the applied RGZ for land along the north and south side of High Street Road (west of Springvale Road) and the area south of Waverley Road in the areas exhibited as having the applied MUZ. This aligns more consistently with the intent of the draft Structure Plan and will ensure that non-residential land uses can be more appropriately managed.

The Committee has concerns regarding the potential for retail and office uses to extend along these roads in a haphazard manner which could undermine the expressed desire in the draft Structure Plan to focus commercial activity around the existing Glen Waverley North Local activity centre on High Street Road and the Springvale Road Local activity centre on the corner of Waverley Road and Springvale Road. It also has potential to disperse retail and office use out of the central core of the Glen Waverley Precinct. These are risks that can be better managed through applying the RGZ.

#### **(v) Findings and recommendation**

The Committee finds:

- The applied Mixed Use Zone along parts of High Street Road and Waverley Road is inconsistent with the intent of the draft Structure Plan.
- The Residential Growth Zone is a more appropriate applied zone because it is consistent with the draft Structure Plan and will enable the facilitation of non-residential land uses to be better managed.
- Land abutting the north side of High Street Road west of Springvale Road should have an applied Residential Growth Zone.
- Land abutting the south side of High Street Road between Snedden Drive and Fernhill Street should have an applied Residential Growth Zone.
- Land abutting the south side of Waverley Road should have an applied Residential Growth Zone.

The Committee recommends:

#### **8. GWY R06: Amend the Use and development framework plan in Precinct Zone**

##### **Schedule 5 to change the following land designated in Area 3 to Area 2:**

- **Land fronting the north side of High Street Road west of Springvale Road**
- **Land fronting the south side of High Street Road between Snedden Drive and Fernhill Street**
- **Land fronting the south side of Waverley Road.**

### **8.7.3 Office use in the Industrial 3 Zone**

#### **(i) Draft Structure Plan**

The Land Use Plan in the draft Structure Plan includes land in the south of the precinct designated as 'Employment'. These areas are focussed around Aristoc Road and the Wilson Transformer Company on Springvale Road. The Aristoc Road Employment Area is discussed in Chapter 8.5.

Employment land is described in the draft Structure Plan as:

Key employment areas at Aristoc Road and Springvale Road will retain their employment focus, including light industrial with ancillary office space. The Aristoc Road Employment Area will continue to provide service employment opportunities as a secondary node to Central Glen Waverley.<sup>18</sup>

The future employment role of Central Glen Waverley is expressed in objective 7 (Provide for future employment growth within Central Glen Waverley):

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

Focusing employment floorspace in new developments within Central Glen Waverley will leverage the existing amenity provided by the shops, cafes and restaurants of Kingsway and The Glen Shopping Centre and allow residents to work close to their homes instead of travelling long distances each day.<sup>19</sup>

A range of Strategies for Central Glen Waverley encourage the location of office development in the central core of the precinct, and an action is to amend the Planning Scheme to encourage the delivery of office floor space within Central Glen Waverley.

Objective 9 (Diversify and strengthen Glen Waverley's local employment areas) notes:

The Aristoc Road Employment Area is a locally significant employment hub providing light industrial, commercial and service industry uses. These uses are predominantly accommodated in large single and double storey warehouses.

...

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

..

To the south, Wilson Transformer Company will remain a crucial employer for Glen Waverley.<sup>20</sup>

Strategies to implement this objective include:

Retain the Aristoc Road Employment Area as employment land to provide space for a diverse range of employment-generating uses including light industrial, advanced manufacturing and service industries.

Support a range of industrial and commercial building typologies to support advanced manufacturers to start up and scale up, including small office spaces, small to medium workshops, warehousing, meeting facilities and low-cost spaces.<sup>21</sup>

## **(ii) Draft Amendment**

The draft Amendment shows Employment land in the draft Structure Plan in PRZ5, Area 4 with an applied IN3Z.

Clause 6 in the PRZ5 states that in the applied IN3Z, land can be used for an Office without a permit or any condition. This is a variation to the 'standard' IN3Z requirements for Office, which is a permit required use and subject to a maximum floor area specified in a schedule to the zone. The IN3Z is not currently in the Monash Planning Scheme.

The relevant land use and development objective contained in the PRZ5 states:

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<sup>18</sup> Draft Structure Plan, Page 36

<sup>19</sup> Draft Structure Plan, Page 53

<sup>20</sup> Draft Structure Plan, Page 55

<sup>21</sup> Draft Structure Plan, Page 55

To enhance the Aristoc Road and Springvale Road employment areas in Area 3, Area 4 and Area 5 of the Use and development framework plan (Map 1) with a broader mix of light industrial, commercial and office and complementary uses at higher densities.

A Decision guideline (Clause 11 in PRZ5) seeks to manage the scale of Office use and states:

Where a retail or office use is proposed, the scale and intensity of the proposed use and whether it is located within the areas where a concentration of commercial activity is sought within the Structure Plan Area.

### **(iii) Evidence and submissions**

Mr Barnes gave evidence that the draft Structure Plan and the associated Economic and Technical Profile Report prepared as background to the draft Structure Plan did not support large scale office development in the identified employment areas. He said the technical report made specific recommendations in relation to the Aristoc Road area including:

- retaining a mix of employment uses (including industrial uses)
- ensuring that office development that occurs within the area should support tenants with mixed office / warehouse requirements
- office development in the Aristoc Road area should not compete with office development in the core of the activity centre.

Mr Barnes noted that the built form controls where the applied IN3Z is proposed also enable buildings with a preferred maximum building height of 25 metres (approximately 6 storeys of commercial). He said this could potentially create a significant amount of as-of-right office floorspace, more like the Commercial 1 or 2 Zones. In contrast, he said the IN3Z implies light industrial, service industry and ancillary offices rather than large scale office development.

Mr Barnes said not requiring a permit for an Office raises the prospect that the industrial components of the land use mix presently contained in the Aristoc Road area, which are on the one hand encouraged, will be difficult to maintain over time. He concluded:

I consider that for industrial and related uses and jobs to remain an 'element' of the employment mix within the Aristoc Road area, it is necessary to be able to manage the degree to which office floorspace might occur in the future. This can be done by retaining Office as a Section 2 use in the applied IN3Z, thus triggering the need for a planning permit for office developments to enable the policies, objectives and strategies for a mix of uses in the area, to be implemented through the assessment of a planning permit application.<sup>22</sup>

Mr Barnes did not specify a maximum floor space limit that should apply to Office if a permit was required.

Mr Bromhead was "*comfortable*" with not requiring a permit for an Office in the Employment areas in Glen Waverley because this land is not 'core' industrial, is subject to regeneration and close to the central core. He said offices generate more employment than warehouses and thought an 'office park' development in the Aristoc Road area would be an acceptable outcome.

Monash Council supported the evidence of Mr Barnes and noted:

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<sup>22</sup> GWY 67

... the Aristoc Road precinct is a very important local industrial area, and it would be highly undesirable for the existing uses and occupants to be pushed out over time by the introduction of 'pure' office uses, as of right. That is neither necessary nor appropriate for the future functioning of the SPA.<sup>23</sup>

Monash Council pointed to the draft Structure Plan and the Economic Profile Technical Report to support its submission. It said the Proponent's own strategic work makes it clear that the intention for Aristoc Road is for it to remain a local industrial area, though with an increasing mix of employment generating uses, and with only 'smaller', 'peripheral' or 'ancillary' office uses that do not compete with the Central Core.

Monash Council submitted there was no strategic basis for the idea that the Aristoc Road industrial precinct should transition over time into an office park or similar, at the cost of the industrial mix that is there currently and expected to remain for the foreseeable future. It said there was no proper basis to allow unregulated sized offices to be as of right in the applied IN3Z.

Consistent with this approach, Monash Council submitted that the relevant use and development objective in the PRZ5 should be modified to reflect the smaller scale expectation for offices in the specified locations:

To enhance the Aristoc Road and Springvale Road employment areas in Area 3, Area 4 and Area 5 of the Use and development framework plan (Map 1) with a broader mix of light industrial, commercial and smaller scale office and complementary uses at higher densities.

Monash Council said this was similar to a change made by the Proponent in the Day 2 version of the equivalent PRZ schedule for the Monash Precinct as follows:

To promote health, medical, advanced manufacturing, research, education and smaller scale office uses within employment areas in Area 4

Monash Council also submitted that the development objectives for the BFO12 should identify and support existing industrial uses. For example, it said Wilson Transformers had occupied its site for about 90 years, has no apparent intention to relocate and is a very important employer in the area. Monash Council said its ongoing operation should be supported by appropriate recognition in the development objectives. It said the first development objective in the BFO12 should be amended to state:

To support mid-rise development, which supports the ongoing local service function of and existing industrial uses in the employment neighbourhood.

In response, the Proponent submitted Mr Barnes's assertion that office uses may crowd out other uses, including service industry, is not supported by any economic evidence and is contrary to the flexibility that is actively encouraged by not requiring a permit for an Office. It said it was appropriate not to require a permit for an Office because:

- this is consistent with the intensity of employment generating uses sought
- it would avoid unnecessary debate about ancillary office land uses at the planning permit stage
- removal of debate as to characterisation of employment land uses is a positive and deliberate initiative
- the typologies of building supported by the built form controls avoid scale competition with the core.

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<sup>23</sup> GWY 81

The Proponent did not support any of the modifications to the PRZ5 and BFO12 objectives recommended by Monash Council.

#### **(iv) Discussion**

The Aristoc Road Employment Area is a locally significant employment hub providing light industrial, commercial and service industry uses. The intent for this area is clearly expressed in the draft Structure Plan as:

- retaining an employment focus, including light industrial with ancillary office space
- providing service employment opportunities as a secondary node to Central Glen Waverley.

Although the draft Structure Plan identifies opportunities to increase the mix and intensity of employment uses and the supply of office space to complement provision in Central Glen Waverley, the provision of new office space in the Aristoc Road area should not compete with office use in the central core.

Strategies for the Aristoc Road area in the draft Structure Plan do not include larger scale office use. Instead, the strategies refer to:

- providing for light industrial, advanced manufacturing and service industries
- supporting a range of industrial and commercial building typologies to support advanced manufacturers to start up and scale up, including small office spaces, small to medium workshops, warehousing, meeting facilities and low-cost spaces.

The objectives, strategies and actions in the draft Structure Plan are generally consistent with the background strategic assessment of the employment area in the Economic and Technical Profile Report.

Within this context, it is inappropriate to vary the applied IN3Z to include Office use as Section 1 with no conditions. The draft Structure Plan does not support the unfettered development of offices in the employment areas. Office use in the employment areas is seen as part of light industrial, manufacturing and service industries but recognises the changing operations of these types of business. Providing some additional office floor space opportunities will help to retain and encourage new light industrial, manufacturing and service industries to establish in the area.

The Committee is concerned that larger scale office development may establish in the Aristoc Road area if there is no permit requirement or condition to use land for an Office. The opportunity for large areas of office floor space in the employment areas is facilitated by large lot sizes and maximum discretionary building heights of 25 metres. Large office developments in the employment areas may compete with rather than complement the central core of Glen Waverley and risk undermining the intent for the central core to accommodate office use. The employment areas are not intended as office parks.

The Committee accepts that offices associated with light industrial or other uses can sometimes create uncertainty regarding the primary purpose of the land when assessing planning permit applications. This can lead to debate about whether an office use is an

ancillary use and can create delays and uncertainty in the planning process. The Committee supports the concept of not requiring a permit for an Office to help eliminate this uncertainty, however, it considers that this should be limited to small scale offices of up to 500 square metres in floor area. This is consistent with the general intent of the draft Structure Plan and would facilitate small scale office development in the area without the need for a planning permit. Office use greater than 500 square metres should require a permit. It is appropriate for the planning permit process to manage the development of larger scale office use in the employment area.

The Committee accepts the recommendation of Monash Council to amend the second objective in the PRZ5 to clarify that the Aristoc Road and Springvale Road employment areas should include *"a broader mix of light industrial, commercial and "small-scale" office and complimentary uses at higher densities"*. This is consistent with the discussion above and the outcomes expressed in the draft Structure Plan.

The Committee considers it is not appropriate to amend the objective in the BFO11 as suggested by Monash Council. The Built Form Overlay deals with built form and does not manage land uses. Land uses should be managed through the zone or other particular provisions.

## **(v) Findings and recommendations**

The Committee finds:

- The draft Structure Plan identifies Employment land in Glen Waverley to include light industrial land uses with ancillary office space and to provide service employment opportunities as a secondary node to Central Glen Waverley.
- There is a risk that larger scale office development may establish in the Aristoc Road area which is contrary to the intent of the draft Structure Plan and may also undermine the intent for Central Glen Waverley if there is no permit requirement or condition for Office use.
- There should be no permit required for Office use of up to 500 square metres in floor area.
- There should be a permit required for Office use greater than 500 square metres in floor area.
- The second objective in the PRZ5 should be amended to clarify that the Aristoc Road and Springvale Road employment areas should be enhanced with small scale office uses.
- It is not appropriate to amend the objectives in the BFO11 to reference protecting existing industrial land uses because the Built Form Overlay should not manage land use.

The Committee recommends:

- 9. GWY R07: Amend the second objective in the Use and development objectives in the Precinct Zone Schedule 5 to refer to "... and small-scale office ..."**
- 10. GWY R08: Amend Table 2 (Table of variations to applied zones) in the Precinct Zone Schedule 5 for Office in Area 4 to vary the applied zone to state:**
  - a) Section 1 – Permit not required. Maximum floor space 500 square metres.**
  - b) Section 2 – Permit required.**

## 9 Car parking availability and rates

### 9.1 Referred Matter

The Referred Matter is:

Whether the car parking rates as set out in the Precinct Parking Plan for Glen Waverley are appropriate, including to encourage a shift towards more sustainable transport modes.

Whether sufficient car parking availability (including on-street and public car parking availability) will be provided having regard to potential additional car parking demand.

### 9.2 Key issues

The key issues are whether:

- the proposed Parking Overlay schedules are appropriate
- sufficient on-street and public car parking will be available and able to be effectively managed in the future.

### 9.3 Background

#### (i) Draft Structure Plan

The draft Structure Plan provides the overarching framework and vision to facilitate a shift in mode share with strategies to:

Limit the supply of car parking spaces in new developments to encourage more people to reduce their private vehicle use in favour of public transport and active transport modes.

Increase the rate and standard of bicycle parking and end-of-trip facilities within new developments.

Encourage alternative and adaptable uses for car parking facilities in existing and new developments when no longer required for parking.

Encourage the integration of micro- mobility share schemes, consolidated car parking, car share and parcel delivery within new developments.

Encourage the consolidation of existing car parking facilities to reduce their visual impact, particularly in pedestrian- focused areas.

Support consolidated car parking provision along Euneva Avenue, Bogong Avenue, in The Glen Shopping Centre and other strategic site developments to make efficient use of parking for multi- purpose trips.

Improve on-street parking management to optimise streets for walking and cycling.

#### (ii) Draft Precinct Parking Plan

The draft Parking Plan provides parking management strategies to support the draft Structure Plan. The Parking Overlay schedules set minimum and maximum parking rates for the precinct core and perimeter areas, and a series of non-statutory controls such as strategies, plans and guidelines are also recommended.

Parking rates were predominately determined based on empirical parking demand within the precinct.

The draft Parking Plan also considers on-street parking management to ensure the ongoing efficient and equitable use of these spaces.

### **(iii) Draft Implementation Plan**

The draft Implementation Plan nominates several active transport initiatives and precinct upgrades to support mode shift to occur. These plans also prioritise projects and actions to be delivered in the short, medium or longer term. Relevant actions include:

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

### **(iv) Draft Amendment**

The draft Amendment proposes two Parking Overlay schedules (PO5 and PO6). PO5 relates to the central area and PO6 applies to the balance of the Structure Plan Area. The Parking Overlays apply maximum and minimum parking rates for specified uses.

The PRZ5 and PRZ6 require a Green Travel Plan to be prepared to encourage mode shift to sustainable transport modes.

The PRZ6 also requires the preparation of an Integrated Transport and Access Plan which looks at strategies to reduce car use and sustainable transport.

### **(v) Planning Scheme Amendment VC277**

The Committee in the General Issues Report (Volume 3, Chapter 9) discusses the impacts of Amendment VC277 (gazetted on 18 December 2025) on the proposed Parking Overlay schedule rates. Amendment VC277 introduced new car parking provisions in the Victoria Planning Provisions. The new rates are tailored based on the PTAL mapping for an area.

The Committee identified that while the Parking Overlay rates differ to Amendment VC277, the Committee is satisfied that the parking rates were developed based on precinct-specific assessments and were subject to peer review and critique and found to be satisfactory.

### **(vi) General Issues conclusions**

The Committee concluded in the General Issues Report (Volume 3, Chapter 8.7) that the proposed rates in the Parking Overlay schedules are satisfactory, but that the schedules must be reviewed within 5 years (as part of a broader monitoring and review strategy in relation to mode shift [GI R15]), to ensure the rates are appropriately calibrated to encourage a shift towards more sustainable transport modes.

## 9.4 Evidence and submissions

The traffic experts agreed that:

- the management and provision of car parking is a critically important travel demand management lever to encourage mode shift
- the proposed Parking Overlay schedules, with minor revisions are suitable
- the Parking Overlay schedules can be implemented immediately
- Parking Overlay schedules should be reviewed at least every five years
- parking rates could potentially be reduced in the future
- it is important for on-street car parking to be managed in parallel with the introduction of the parking overlays
- sufficient car parking availability will be provided having regard to potential additional car parking demand.

Minor changes to the parking rates in the Parking Overlay schedules were agreed by Mr De Young and Mr Walsh and are summarised in Table 5.

**Table 5 Mr De Young and Mr Walsh agreed changes to Parking Overlay schedules**

| Parking Overlay Area | Proposed change to exhibited rates                                                                                                                                                    |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A (Schedule 5)       | Increase the maximum 3 bedroom rate from 1.4 to 1.5 spaces per dwelling                                                                                                               |
| B (Schedule 6)       | Decrease the minimum:<br>1 bedroom rate from 0.5 to 0 spaces per dwelling<br>2 bedroom rate from 0.7 to 0.5 spaces per dwelling<br>3 bedroom rate from 1.4 to 1.0 spaces per dwelling |
|                      | Introduce a minimum office rate of 2.0 spaces per 100 square metres NFA                                                                                                               |

Source: Joint Expert Statement GWY 038.

Mr De Young said:

- the minor increase to the parking rate in Area A was to align more closely with the Monash LGA ABS data as there was a very small sample size for three bedroom apartments within the Structure Plan Area
- In Area B:
  - the amended parking rates represented reductions of approximately 30 per cent below existing ABS average rates
  - the draft Parking Plan proposed to provide a minimum 'floor' below current practice
  - maximum rates match existing Clause 52.06 rates
  - decreases to the minimum rates would be appropriate to further encourage mode shift towards sustainable transport modes.

In Mr De Young's opinion, the risk of reducing parking rates resulting in an adverse impact on the surrounding streets was low, given the streets in the Structure Plan Area are generally already restricted to prohibit long-term parking and residents of new developments in the Structure Plan Area would typically not be eligible for a parking permit. Further, in his opinion, sufficient car parking availability (on-street and public car

parking) will likely exist in the future. He said any adverse car parking impacts can be mitigated by enhancements to on-street parking management which is an action included in the draft Structure Plan and draft Implementation Plan.

Mr De Young proposed some minor wording changes to enhance clarity of the application requirements which was also supported by Mr Walsh.

While supporting the revised car parking rates, Mr Walsh's opinion was that, in isolation, the rates were not aggressive and will not encourage a significant mode shift.

The Proponent advised that it accepted the traffic experts' findings and recommendations regarding parking management and Parking Overlay schedules.

Monash Council submitted it was content with the traffic experts' findings and recommendations regarding parking management and Parking Overlay schedules.

## 9.5 Discussion

The Committee is satisfied the proposed Parking Overlay schedules and the approach to car park management are generally acceptable. The Parking Overlay schedules are generally consistent with the intent of the draft Structure Plan and will assist in setting a framework for a shift away from car based travel. The minor changes to the parking rates agreed by Mr De Young and Mr Walsh are appropriate and the Parking Overlay schedules should be adjusted accordingly. This is reflected in the Day 3 version of the Parking Overlay schedules.

The Committee shares Mr Walsh's concern that the parking rates are not aggressive, but accepts that a review at least every five years provides a suitable opportunity to review the parking rates should further suppression of car parking be required to achieve the desired mode shift. The proposed rates are an appropriate first step.

Sufficient car parking will be provided having regard to potential additional car parking demand.

## 9.6 Findings and conclusions

The Committee finds:

- The car parking rates in the Parking Overlay schedules are appropriate but should be reviewed as part of each five-yearly review to ensure they are set at an appropriate rate to encourage a shift towards more sustainable transport modes as noted in the General Issues Report (Volume 3 Chapter 8).
- Sufficient car parking will be provided having regard to potential additional car parking demand within the context of a public transport-oriented precinct.

Based on the above findings, the Committee concludes:

- The proposed car parking rates as set out in the Precinct Parking Plan for Glen Waverley are generally appropriate subject to the review recommended in the General Issues Report (Volume 3).
- Sufficient car parking availability will be provided having regard to potential additional parking demand.

## 10 Community infrastructure

### 10.1 Referred Matter

The Referred Matter is:

Whether the planning for community infrastructure in the Glen Waverley Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees

### 10.2 Key issues

The key issues are:

- whether the planning for community infrastructure is appropriate
- whether sites for community infrastructure should be identified on the draft Structure Plan.

### 10.3 Background

#### (i) Draft Structure Plan

The draft Structure Plan establishes the aspirations for community infrastructure provision and recognises the critical role that civic, social, educational and recreational facilities play in supporting a growing population.

Objective 5 of the draft Structure Plan is to:

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

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

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

Strategies include:

Deliver the planned Glen Waverley Civic Precinct including a new library, meeting and community spaces to support a variety of learning, cultural and community activities and foster social connectedness and community belonging.

Support the wellbeing of growing families through the provision of maternal child health services, preferably co-located with other services.

Support sport, recreation and cultural and social activities with a new multipurpose indoor court located within the Structure Plan Area.

Explore opportunities for schools and private institutions to allow public access to and use of their sporting facilities and other spaces by the Glen Waverley community.

Encourage the private market to fill the gap in recreation facilities in appropriate locations.

Ensure kindergarten and government primary and secondary school capacity meets the needs of the current and future community in Glen Waverley and the surrounding areas.

Actions include:

1. Work collaboratively to:

- Confirm the form and location of community infrastructure considering the guiding principles for site selection, district and regional opportunities, and potential delivery models

- Deliver new and enhanced community infrastructure.
- 2. Facilitate shared user agreements to allow for wider public access to sporting infrastructure on local school campuses.
- 3. Plan for additional government secondary school provision to serve the needs of the current and future community and surrounding areas.
- 4. Plan for increased capacity of new and/or expanded public, not-for-profit and for-profit kindergarten provision to serve the needs of the current and future Glen Waverley community and surrounding areas.

The draft Structure Plan shows two 'Community infrastructure opportunity areas' on Figure 12 (Enriching community plan – Open space and community infrastructure). These are broad areas near the Holmesglen TAFE and the Glen Waverley Civic Precinct.

### **(ii) Draft Implementation Plan**

The draft Implementation Plan identifies the timing, implementation pathways and responsibility for each of the actions. Monash Council is the lead responsible for actions 1 and 2. The Department of Education is the lead responsible for actions 3 and 4.

### **(iii) Draft Amendment**

The draft Amendment makes no specific provision for community infrastructure.

### **(iv) Common Issues findings**

The Committee concluded in the Common Issues Report (Volume 2, Chapter 6) that planning for community infrastructure in the Structure Plan Area is not appropriate and does not sufficiently cater for the needs of future residents, visitors or employees and recommended a further community infrastructure needs assessment (CI R11, CI R12, CI R13, CI R14).

## **10.4 Evidence and submissions**

The Proponent submitted the draft Structure Plan was informed by the Glen Waverley CINA, which evaluated current and future needs for community infrastructure in the Structure Plan Area and made recommendations to guide decisions regarding the provision of infrastructure and facilities to meet those needs.

The key directions from the Glen Waverley CINA recommendations include:

- one new library to replace the existing Glen Waverley library located within the Glen Waverley Civic Precinct
- one new multi-purpose community hub located within the Glen Waverley Civic Precinct
- the new library and the new multi-purpose community hub combined to form an integrated library and community hub within the Glen Waverley Civic Precinct
- retaining the two existing community hubs
- one or two maternal and child health services within the Glen Waverley Civic Precinct as a dedicated facility or incorporated into the existing community hubs
- a new district level indoor recreation facility of 6+ courts accommodating outdoor court and tennis court needs to be co-located with other recreational

space, civic or cultural facilities (with the Holmesglen TAFE site identified as the potential site)

- options to upgrade and enhance existing facilities for tennis courts and explore shared use agreements to accommodate any additional local need
- no additional outdoor playing fields but identification of a range of options to upgrade and enhance the existing playing fields and shared use agreements to cater for the projected additional demand.

It was agreed by all community infrastructure experts at the General Issues Hearing joint expert meeting that the CINA did not take account of early years infrastructure. This includes kindergarten demand and maternal child health services, playgroups, and consulting facilities.

Technical Note TN-G04<sup>24</sup> was submitted by the Proponent at the General Issues Hearing and dealt with planning for schools, kinders and hospitals within the SRL East Precincts. The Technical Note was prepared in conjunction with the Department of Education and the Department of Health. With respect to Glen Waverley it noted:

- for kindergartens:
  - additional kindergarten provision will likely need to be planned for to meet projected unmet demand
  - the scale of unmet demand will be reviewed and identified when Victoria In Future is updated with projected population increases from Suburban Rail Loop.
- for government schools:
  - additional site(s) for Primary Schools are not likely to be required
  - additional site(s) for Secondary School provision is likely to be required (short to medium term).

The Proponent submitted that these recommendations have been transferred into the draft Structure Plan and draft Implementation Plan.

Mr De Silva acknowledged that further work would need to be undertaken to define the community infrastructure projects in more detail. He noted that the recommendations contained within his General Issues statement are intended to enable further investigations to be undertaken to build upon the recommendations that are contained within the Glen Waverley CINA. He made additional recommendations regarding Glen Waverley to:

- include the following addition to action 5.1 of the draft Implementation Plan:
  - Identify opportunities to increase the capacity of existing playing fields.
- amend action 5.2 of the draft Implementation Plan regarding shared user agreements to change the timing from 'Medium term' to 'Short term' and to specify the Proponent as the lead agency with the City of Monash and Department of Education as partners.

The Proponent supported these changes to the draft Implementation Plan, except that it did not support the specification of the Proponent as lead agency for action 5.3.

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<sup>24</sup> GI 058

In response to questions from the Committee, the Proponent advised that no direct consultation or discussions have taken place with Holmesglen TAFE regarding the potential for part of its site to be used for a new district level indoor recreation facility.

Monash Council submitted the proposed approach to planning for community infrastructure is deficient because it has:

- failed to consider critical aspects of community infrastructure, including early years demand, worker demand, and State infrastructure needs including primary and secondary school, and emergency services
- failed to undertake a proper capacity analysis of existing community infrastructure, and has relied upon the ability to put more people into that infrastructure, in many circumstances where there is no capacity available
- applied outdated provision ratios in respect of active open space planning, which are narrow and not fit for purpose in the context of an infill, medium to high density environment
- relied on active open space infrastructure outside the Structure Plan Area for purposes of the CINAs (as part of the network of spaces used by people), but then said the use of a network approach to planning for community infrastructure is outside the scope of the Proponent's role
- relied too much, and without justification, on shared user agreements as a first line method of provision for additional community infrastructure, in circumstances where such agreements are hard to come by, and do not provide any ongoing certainty.

Monash Council noted that its plans to redevelop the existing library and surrounds are well advanced and do not include the community hub facilities described in the CINA.

Detailed plans were submitted to the Committee to demonstrate the scope of the project, estimated to cost more than \$110 million. The plans include:

- a new modern library to meet the needs of Glen Waverley's growing community
- a civic hall and community events space to host events like citizenship ceremonies, larger gatherings or groups and smaller community group meetings
- outdoor and green spaces for activation and community use
- 117 car parking spaces, complemented by nearby parking options such as Monash Council's recently extended Bogong Avenue multideck car park
- office space for Monash Council operations, removing reliance on rented office space in Glen Waverley.

Tenders for works were expected to be called in early 2026 with construction scheduled to commence later that year.

Monash Council submitted that good planning required more infrastructure, delivered earlier, and supported by a clearer and more rigorous implementation pathway. It said unless the planning framework is strengthened, the long-term liveability of Glen Waverley will be compromised.

Ms Maddock identified the following deficiencies in relation to active recreation and sport planning:

- the approach is high-level and lacks a contemporary sport and recreation planning approach

- it lacks a robust demand and supply assessment
- it uses outdated ratios and benchmarks
- it is inconsistent with industry standards for levels of service for facility catchments (local, district and regional facilities)
- it assesses a narrow number of sports and recreation facilities, omitting many major indoor and outdoor sports
- it contains limited demographic and participation (AusPlay or SSAs) analysis, and the impact of this information on future infrastructure needs
- it only provides a desktop assessment of the condition, capacity and usage of existing infrastructure
- it does not consider how people use facilities, the overall network and omits private facilities
- it does not consider challenges in providing sport and recreation facilities in the Structure Plan Area
- it does not consider innovative solutions to providing sport and recreation infrastructure in high to medium-density and mixed-use development areas
- it does not provide a funding and delivery framework.

Dr Kerkin considered the CINA underestimated the needs for community infrastructure and that:

- the age group forecasts used are inappropriate
- it failed to have regard to relevant social trends in the Structure Plan Area
- it did not assess early years services demand
- it did not consider service-based library demand benchmarks
- it did not consider worker demand
- it did not consider the needs for State infrastructure, including schools and emergency services.

Ms Maddock and Dr Kirkin identified a range of additional community facilities and services that they said were likely to be required to service the needs of the growing population, including workers. These facilities were inside and outside the Structure Plan Area depending upon the type of facility and its role and function.

## 10.5 Discussion

The provision of appropriate community infrastructure to support the growing population in the Structure Plan Area is important to ensure the vision for the precinct is achieved.

Concerns regarding the approach to community infrastructure planning have been documented in the Common Issues Report (Volume 2, Chapter 4). These concerns have been affirmed for Glen Waverley, including examples where delay in identifying the land needed for community infrastructure creates significant risk and uncertainty. Provision of the proposed community infrastructure for the Structure Plan Area lacks certainty and clarity. This is even before considering whether the proposed infrastructure is sufficient.

It is unclear why the draft Structure Plan does not identify the location for the new government Secondary School. This is poor planning in circumstances where the need

has been identified and confirmed by the Department of Education. Secondary Schools require large sites, even if vertical building typologies are applied.

Planning for schools is an essential early action that:

- prevents avoidable acquisition burdens
- protects strategic options
- ensures that future generations are not left without the education infrastructure required to support a growing and increasingly dense urban community.

Land for the new Secondary School should be identified immediately.

The Committee is perplexed that part of the Holmesglen TAFE site is identified as the main candidate for a district indoor sports facility without any detailed consideration of the practicality of achieving this on the TAFE site. This is a serious flaw in the planning for the facility because the Proponent should have consulted with Holmesglen TAFE regarding this matter before identifying this land. Further consideration of this matter by the Proponent is required and land for the indoor courts should be clearly identified on the draft Structure Plan.

Monash Council's planning for the redevelopment of its library and surrounds has been in process for some time. This has included extensive community consultation. Based on the material presented to the Committee, it is unclear how the proposed plans for that site can accommodate the community facilities proposed in the CINA and draft Structure Plan. The Proponent appears to *assume* that the redevelopment will be designed to accommodate these additional uses. This is a bold assumption that appears to be overly optimistic. Further consideration of this matter by the Proponent is required.

Good planning for kindergartens and maternal and child health centres also necessitates the identification of appropriate sites for these facilities. The need for these facilities should be confirmed and appropriate sites identified on the draft Structure Plan.

It is inappropriate to rely on shared-user agreements as a core mechanism for meeting community infrastructure needs. Shared-use agreements depend on hosts willing to offer their facilities for use by others. Hosts, however, may restrict availability and withdraw or renegotiate an agreement at any time. This creates significant uncertainty for the provision of community infrastructure through this delivery model. The Proponent has not secured any commitments, undertaken feasibility work, or demonstrated that there are hosts willing to provide their facilities under a shared use arrangement. Shared-use agreements can complement a well-designed infrastructure network, but they should not be relied upon to provide required community facilities.

The Committee has not considered in detail the additional community and recreation facilities recommended by Ms Maddock and Dr Kerkin. These are matters that should be considered as part of a more comprehensive review of community infrastructure needs as recommended in the Common Issues Report (Volume 2).

## 10.6 Findings and conclusions

The Committee finds:

- The timing proposed for the detailed planning of community infrastructure in Glen Waverley is not appropriate and risks undermining liveability and the achievement of the vision and objectives in the draft Structure Plan.
- The current planning for community infrastructure in Glen Waverley is not adequate.

Based on the findings above, and the conclusions in the Common Issues Report (Volume 2) the Committee concludes:

- The planning for community infrastructure in the Glen Waverley Structure Plan Area is insufficient having regard to the needs of future residents, visitors and employees to the Structure Plan Area.

# 11 Strategic sites

## 11.1 Referred Matter

The Referred Matter is:

Whether the identification and treatment of strategic sites in the Glen Waverley Structure Plan Area are appropriate.

## 11.2 Key issues

The key issues are:

- whether the identification of strategic sites is justified
- whether the treatment of strategic sites is appropriate.

## 11.3 Background

### (i) Draft Structure Plan

The draft Structure Plan describes the intent and location of strategic sites in Glen Waverley:

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

To capture these opportunities, strategic sites may be subject to detailed master planning in future. The master planning process allows for better management of site-specific and offsite impacts, while providing flexibility to test potential design options and fully consider matters that may only be known closer to the time of the site's development.

The strategic sites identified in the Structure Plan Area are:

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

Strategic sites are referenced in the following Strategies:

Encourage the redevelopment and intensification of strategic sites<sup>25</sup>

Encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth, in alignment with Victorian Government policy.<sup>26</sup>

Encourage the renewal and redevelopment of strategic sites including Central Car Park, the Dan Murphy's site, Century City Walk and The Glen Shopping Centre as integrated mixed-use developments that include retail and hospitality uses at ground level and a range of commercial and accommodation uses above.<sup>27</sup>

### (ii) Draft Amendment

Clause 11.03.6L-01 (SRL East Structure Plan Areas) includes strategic site strategies to:

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<sup>25</sup> Draft Structure Plan - Enriching Community, objective 2

<sup>26</sup> Draft Structure Plan - Enriching Community, objective 4

<sup>27</sup> Draft Structure Plan - Boosting the economy, objective 7

Plan strategic sites to make a significant contribution to accommodate residential and employment growth projections.

Encourage strategic sites to capitalise on their potential for redevelopment, intensification and opportunities to deliver public benefit outcomes, including public realm improvements, affordable housing, and new open space or public links.

Other strategies include:

Incentivise the provision of affordable housing on strategic sites, areas identified for significant and high preferred built form scale and areas prioritised for commercial and health uses.

Clause 11.03-6L-04 (Glen Waverley Structure Plan Area) includes strategies to:

Encourage residential growth through increased built form scale, with significant housing growth around the SRL station and on strategic sites, high housing growth along Springvale Road, High Street Road and Waverley Road with medium housing growth on residential land elsewhere.

Comprehensive redevelopment of strategic sites to deliver integrated mixed-use developments that include fine-grain retail and hospitality uses at ground level.

The Day 1 version of Clause 11.03-6L-04 included an additional strategy to:

Improve the permeability through large shopping centres and strategic sites.

Strategic sites are identified on the Glen Waverley Structure Plan Area Map in Clause 11.03-6L-04.

Strategic sites are identified on Map 1 Use and development framework in the PRZ5. Map 1 shows the SDA as a strategic site, although this land is within the PRZ6.

The PRZ5 refers to strategic sites within the decision guidelines:

The suitability of Strategic Sites identified on the Use and development framework plan (Map 1) to accommodate substantial redevelopment and intensification, including making significant contributions to the delivery of nominated public benefits.

The PRZ6 does not refer to the SDA as a strategic site. Clause 4.0 refers to the need for a Master plan for the area.

There is no reference to strategic sites in the exhibited BFO schedules.

The Day 1 version of the BFO8 proposed to introduce an application requirement under Clause 8.0 Urban Context Report:

For strategic sites, how the proposed buildings and works improve permeability through the site.

The Day 1 version of the BFO8, BFO9 and BFO10 proposed additional decision guidelines regarding Building form, including:

For strategic sites, or development that exceeds preferred building height and minimum setbacks, demonstration of design excellence through high-quality architecture, landscape architecture and urban design for the site as supported, where required, by an independent design review that endorses the proposed outcomes for the site.

For sites that are not strategic sites, or development that does not exceed preferred building height and minimum setbacks, demonstration of high-quality design through architecture, landscape architecture and urban design.

### **(iii) General Issues conclusions**

The Committee concluded in the General Issues Report (Volume 3, Chapter 9.3) that the approach to the identification of strategic sites is not appropriate. The Committee has recommended further work (GI R20, GI R21, GI R22, GI R23).

## **11.4 Evidence and submissions**

The Proponent submitted that strategic sites are large, well-located, high-opportunity parcels that can materially contribute to the delivery of the draft Structure Plan's vision, particularly regarding housing supply, employment uses, urban design outcomes, permeability, and public realm improvements. It said each strategic site is distinguished by its consolidated ownership, redevelopment readiness and capacity to make a large contribution to the precinct's growth.

The SRL East Planning Scheme Amendment Approach Report detailed the criteria for designating strategic sites, including:

Complexity of issues to resolve including land use, built form and/or movement that require a bespoke planning control or process to achieve desired outcomes

Opportunity for strategic public benefit (including significant contribution towards housing or employment growth) and/or support Victorian Government policy outcomes, that would be lost if the site was not clearly identified as a strategic site; and

Capacity and scale –the ability for significant investment or benefit to be unlocked within the lifespan of the Structure Plan (that is, by 2041).

The Proponent submitted strategies relating to strategic sites in proposed Clause 11.03-6L-01 will promote delivery of residential and employment growth, and strategic public benefits at each relevant location.

Mr Bromhead said the strategic sites identified in the draft Structure Plan and draft Amendment were appropriate and consistent with the stated criteria. He noted that the SDA is the only strategic site that has its own Schedule to the Precinct Zone (PRZ6) which requires the preparation of a master plan before development commencing on the land. He said the application of the PRZ6 allows for more effective coordination of the built form response around the SRL station where a balancing of outcomes is required to be achieved through the development approval process.

Mr Bromhead said the other strategic sites do not require a Master plan because they are largely consolidated parcels in single ownership and the design response can be managed through the normal planning permit process.

Mr Sheppard gave evidence that the UDR:

- identified the SDA as the only strategic site
- recommended bespoke planning controls for this area to provide direction for its future development.

Mr Sheppard considered it was appropriate to include the four additional locations as strategic sites, as proposed.

Mr Barnes gave evidence that, except for the SDA, there are no specific statutory controls or requirements that apply to strategic sites to differentiate them from other land. He noted:

- the PRZ5 and BFO schedules do not contain any reference to strategic sites, other than illustrating the location of strategic sites on maps
- there are no built form or land use objectives or other requirements regarding strategic sites
- the only references to strategic sites in the draft Amendment are contained within Clause 11.03-6L.01 and Clause 11.03-6L-04.

Mr Barnes said it was confusing that the draft Amendment refers to strategic sites and Master planned sites. He said the two categories should not overlap and master planned sites should be separately identified and described. Mr Barnes concluded that if the concept of strategic sites is to be pursued then they should:

- be identified in a consistent manner across all maps in the draft Structure Plan and draft Amendment documents
- be referenced in the Use and Development objectives in the PRZ5 and in the Development objectives in the relevant BFO schedules.

Monash Council submitted that the proposed approach to strategic sites is confused and inconsistent. It noted:

- strategic sites are treated differently in various background documents
- the UDR identifies only the SDA as a strategic site
- the draft Structure Plan states that strategic sites may be subject to detailed master planning in the future, but only the SDA is identified for master planning
- the expectations for strategic sites have not been translated into the proposed controls at all and have only partially been translated into the proposed policy in Clause 11.03-6L.

Monash Council concluded:

The approach to Strategic sites needs to be reconsidered and rationalised. There should be a distinction drawn between the master planned site, and the balance of the strategic sites. The local policy, strategic framework plan, and the various maps in the controls need to be updated and made consistent and the expectations for strategic sites clearly articulated in the draft Amendment.<sup>28</sup>

## 11.5 Discussion

The Committee accepts that the concept of identifying strategic sites is a valid approach in strategic and statutory planning. The UDR identified a single strategic site and it is unclear why four 'additional' strategic sites have been included. Despite this lack of clarity, the Committee considers there is reasonable justification for the potential designation of the five proposed locations as strategic sites.

The criteria for designating strategic sites outlined in the SRL East Planning Scheme Amendment Approach Report refers to circumstances where the complexity of issues to be resolved require *"a bespoke planning control or process to achieve desired outcomes"*. The SDA is the only strategic site in Glen Waverley where bespoke planning controls are proposed. The Committee supports the application of bespoke planning controls for this land. It is unclear why bespoke planning controls or processes are not

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<sup>28</sup> GWY 81

proposed for the other identified strategic sites. This is confusing and the overlap between strategic sites and sites requiring a master plan further complicates the matter.

There is no definition of a strategic site in the glossary of the draft Structure Plan, nor in the glossary of the SRL East Background Report for Glen Waverley. A strategic site was not defined as part of the hearing process.

The function of strategic sites is uncertain and ambiguous. There is a mismatch between policy expectations for these strategic sites and the statutory framework. The proposed local policies encourage strategic sites to make a 'significant' contribution to residential and employment growth, and to 'capitalise' on their potential for redevelopment and intensification. The Committee considers that the objectives in the PRZ and BFO schedules already encourage these outcomes.

The PRZ and BFO facilitate substantial change in accordance with the development frameworks set out in the draft Structure Plan. All sites will be expected to 'capitalise' on their potential and offer intensification that contributes to jobs and homes, not just strategic sites. Additionally, affordable and diverse housing types are express objectives for all land in the PRZ5, not just strategic sites.

The current designation of strategic sites serves no purpose and it is unclear how they are expected to deliver land use or built form outcomes that are otherwise provided for in policy, the PRZ5, PRZ6 and BFO schedules.

In this context, the Committee considers that, as proposed, strategic sites serve little practical purpose. Without further explanation and clarification in the Planning Scheme this designation has potential to cause confusion and uncertainty in the assessment of planning permit applications. This is important for future applicants, decision makers and community expectations.

## **11.6 Findings and conclusions**

The Committee finds:

- The identification and treatment of strategic sites in the Structure Plan Area is not appropriate, as discussed in the General Issues Report (Volume 3, Chapter 9.3).
- The Committee is therefore not in a position to reach a finding on whether any of the specific sites in the Glen Waverley Referred Matter should be identified as strategic sites.

Based on the findings above and the conclusions in the General Issues Report (Volume 3), the Committee concludes:

- The identification and treatment of strategic sites in the Glen Waverley Structure Plan Area is not appropriate.

## 12 Draft Implementation Plan

### 12.1 Referred Matter

The Referred Matter is:

Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for Glen Waverley and the timing and pathways for their implementation are appropriate.

### 12.2 Background

#### (i) Draft Structure Plan

Section 7 of the draft Structure Plan explains that the actions in the plan will be coordinated across government, calling up the actions in the draft Implementation Plan.

Section 7 states that monitoring and review of the draft Structure Plan will be required to ensure the objectives, strategies and actions reflect changing conditions and remain fit for purpose over time. The opening of the new station at Glen Waverley will be a significant point in time to review the progress of implementing the plan.

#### (ii) Draft Implementation Plan

The draft Implementation Plan sets out all actions contained within the draft Structure Plan and outlines the pathways, timing and responsibilities for delivering the actions. The draft Implementation Plan identifies key projects in each neighbourhood and outlines the timing, pathway and lead agency for each project.

Some of the actions are statutory actions (requiring a planning scheme amendment) and others are non-statutory actions delivered through a range of mechanisms and partnerships.

There is no overarching monitoring and review requirement in the draft Implementation Plan. It states:

The lead agency for each action and key project will monitor and evaluate their timing, considering strategic resource plans and development within and beyond the Structure Plan Area.

#### (iii) Draft Amendment

The draft Implementation Plan is proposed to be included in the Schedule to Clause 72.08 (Background documents).

#### (iv) Common Issues conclusions

The Committee concluded in the Common Issues Report (Volume 2, Chapter 5) that the approach to implementing the actions and projects in the draft Implementation Plans and the timing and pathways for their implementation is not appropriate, and that the draft Implementation Plans require significant amendments. Further review of the draft Implementation Plans is required once the further work recommended by the Committee is complete. The Proponent must ensure appropriate support and commitment from key

stakeholders in relation to the actions and key projects in the draft Implementation Plans.

## 12.3 Evidence and submissions

The Proponent submitted that the draft Implementation Plan was generally appropriate. It made a number of modifications in response to evidence and submissions regarding Referred Matters relating to community infrastructure, open space and transport. These changes were reflected in the Post-Day 2 version of the draft Implementation Plan (GWY 94).

Monash Council submitted that many aspects of the draft Implementation Plan relate to the planning for community infrastructure, passive open space, active open space and transport infrastructure. Its primary submission at the General Issues Hearing was that the work to identify that infrastructure, and appropriately fund it, should be completed before approving the draft Amendment. However, if the draft Amendment is approved without this work, then Monash Council recommended a range of changes to the draft Implementation Plan including:

- new objectives and actions requiring the Proponent to prepare funding plans, development contributions plan, and infrastructure plans for the Structure Plan Area
- a review of the actions to reconcile and confirm the roles for each party
- the identification and facilitation of:
  - the active recreation projects identified by Ms Maddock
  - the community infrastructure projects identified by Dr Kerkin
  - the public open space projects identified by Ms Thompson
- the listing and mapping of relevant projects and actions in the relevant neighbourhoods
- all strategic walking corridors provided with widened footpaths to encourage mode shift, with works required for these widenings to be listed in the draft Implementation Plan
- all strategic cycling corridors provided with separated bicycle lanes or shared paths as appropriate to encourage mode shift, with the necessary works to be confirmed, and typical street cross sections for the various road widths to be prepared, and included in the draft Implementation Plan
- the following changes to actions/project designations:
  - Action 5.1 (confirming form and location of community infrastructure) to be undertaken immediately, and before the draft Amendment proceeds
  - Action 5.3 (facilitating shared user agreements to allow wider public access to sporting infrastructure) should be made a short-term action, and be informed by the outcome from action 5.1
  - Action 5.4 (planning for additional government secondary school) should be made a short-term action, and be informed by the outcome from action 5.1
  - amend actions 12.1 and 12.2 to refer to: "*... street type as defined in the Structure Plan.*"
  - ensure that the Proponent is responsible for funding actions 12.1 and 12.2 (streetscape master plans and upgrades)

- Action 15.3 (wayfinding improvements) should have the Proponent/DTP as lead, and Monash Council as partner
- Action A. 8 (Main Street works) should be led by the Proponent
- Project A1 (upgrading streetscape and bus infrastructure on Railway Parade North) should be the responsibility of DTP and/or the Proponent to the extent that it relates to bus infrastructure along Railway Parade North
- specifying monitoring and review requirements.

In addition, Monash Council submitted that key infrastructure projects from the draft Implementation Plan should be listed in local policy in Clause 11.03-6L-01 under a new heading directed to infrastructure.

The Proponent did not support the majority of Monash Council's recommended changes. It supported two minor changes to the draft Implementation Plan:

- Action 5.3 (facilitating shared user agreements to allow wider public access to sporting infrastructure) – change timing from medium to short term
- Action 15.3 (wayfinding improvements) – replace Monash Council with DTP as lead and list Monash Council as partner.

## 12.4 Discussion

The Committee concluded in the Common Issues Report (Volume 2, Chapter 4) that the approach to implementing the actions and projects contained in the draft Implementation Plan and the timing and pathways for their implementation is not appropriate. Accordingly, it is not appropriate to recommend specific changes to the draft Implementation Plan for Glen Waverley.

Further work is needed to identify community infrastructure, public open space, pedestrian links and potential road network upgrades needed to address anticipated traffic issues. In the absence of this work, the Committee cannot provide recommendations about specific key projects that should (or should not) be included in the draft Implementation Plans.

Further work is required to address the range of issues referred to in the Common Issues Report (Volume 2, Chapter 5).

## 12.5 Finding and conclusion

The Committee finds:

- It is not appropriate to recommend specific changes to the draft Implementation Plan for Glen Waverley, given the recommendations in CI RXX in the Common Issues Report (Volume 2).

The Committee concludes:

- The approach to implementing the actions and projects in the draft Implementation Plan and the timing and pathways for their implementation is not appropriate. Refer to Chapter 5 in the Common Issues Report (Volume 2).

## 13 Application of the Precinct Zone to specific sites

### 13.1 Referred Matter

The Referred Matter is:

Whether the PRZ should be applied to:

- Council land in the Glen Waverley Structure Plan Area
- 3/19 Montclair Avenue
- 1/1 Richard Street
- 2/13 Panoramic Grove
- 627-629 Waverley Road
- 5 Stanfield Court

### 13.2 Key issues

The key issues are:

- whether it is appropriate to apply the PRZ5 to the properties identified in the Referred Matter
- what is the appropriate zone if the PRZ5 is not applied to any of those properties
- what is the appropriate applied zone in accordance with Clause 6.0 in the PRZ5

### 13.3 Background

#### (i) Draft Structure Plan

The draft Structure Plan notes in section 7.2.3 (Implementing the Structure Plan - Planning Scheme Amendment):

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

The draft Structure Plan does not identify any specific zones to implement the vision and objectives for Glen Waverley. The PRZ is not referred to in the draft Structure Plan.

#### (ii) Draft Implementation Plan

The draft Implementation Plan does not refer to the application of the PRZ.

#### (iii) Draft Amendment

The SRL East Planning Scheme Amendment Approach Report (GI 5) prepared by the Proponent notes that:

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

- Substantial change and public benefits within large-scale urban renewal areas

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

The draft Amendment includes most land in the Structure Plan Area within the PRZ5. Land in the SDA is within PRZ6.

## **13.4 Specific sites**

### **13.4.1 Monash Council land**

#### **(i) Draft Amendment**

The draft Amendment proposes to rezone a number of properties within the Structure Plan Area owned by Monash Council from the PUZ and PPRZ to the PRZ5. A complete list of the addresses of these properties was not presented to the Committee by the Proponent or Monash Council.

#### **(ii) Evidence and submissions**

Monash Council raised concerns in relation to the application of the PRZ5 to Monash Council land in the Structure Plan Area. This included the site occupied by the municipal offices on Springvale Road, a new multilevel car park on Bogong Avenue and a variety of other places. Monash Council submitted that the current zoning should remain for all its land holdings.

Mr Bromhead and Mr Barnes both agreed that Monash Council owned land should not be included in the PRZ5 and the current zoning should apply to these sites.

In response, the Day 1 documents removed the application of the PRZ5 from Monash Council land within the Structure Plan Area, including land that was rezoned by Monash Council to the PUZ in Amendment C157mona on 30 January 2025.

Monash Council was satisfied with the modifications proposed in the Day 1 documents.

During the Hearing, the Committee noted that although the Day 1 documents showed the removal of the PRZ from Monash Council owned sites, a number of corresponding changes to the maps associated with the BFO schedules and the VPBUF were also necessary. The Proponent agreed that all the BFO maps, Development Frameworks in the BFO schedules and all maps regarding the VPBUF should delete reference to the application of these provisions to Monash Council owned land. These changes were made in the Day 2 documents.

#### **(iii) Discussion**

The application of the PRZ5 to Monash Council owned land in the Structure Plan Area is inappropriate and is inconsistent with the approach outlined in the SRL East Planning Scheme Amendment Approach Report. It is not the intent to rezone public land in the Structure Plan Area to the PRZ5. This is evident in the approach to other land within the PUZ such as government school sites, the Holmesglen TAFE and several areas of public

open space. The Committee agrees that all Monash Council owned land should not be rezoned to the PRZ5.

With the PRZ5 no longer applying to Monash Council owned land, it is appropriate to delete all references to the BFO and VPBUF to the same sites, consistent with the approach to other land in the PUZ and PPRZ. This is reflected in the Day 3 version of the draft Amendment documents.

#### **(iv) Findings**

The Committee finds:

- The application of the PRZ5 to Monash Council owned land within the Structure Plan Area is not appropriate.
- The current application of the Public Use Zone and Public Park and Recreation Zone to Monash Council owned land in the Structure Plan Area should remain.
- The Built Form Overlay and Voluntary Public Benefit Uplift Framework should not apply to Monash Council owned land in the Structure Plan Area.

#### **13.4.2 3/19 Montclair Avenue, 1/1 Richard Street, 2/13 Panoramic Grove and 5 Stanfield Court, Glen Waverley**

##### **(i) Existing Conditions**

The referred sites are all existing residential properties in established residential areas as follows:

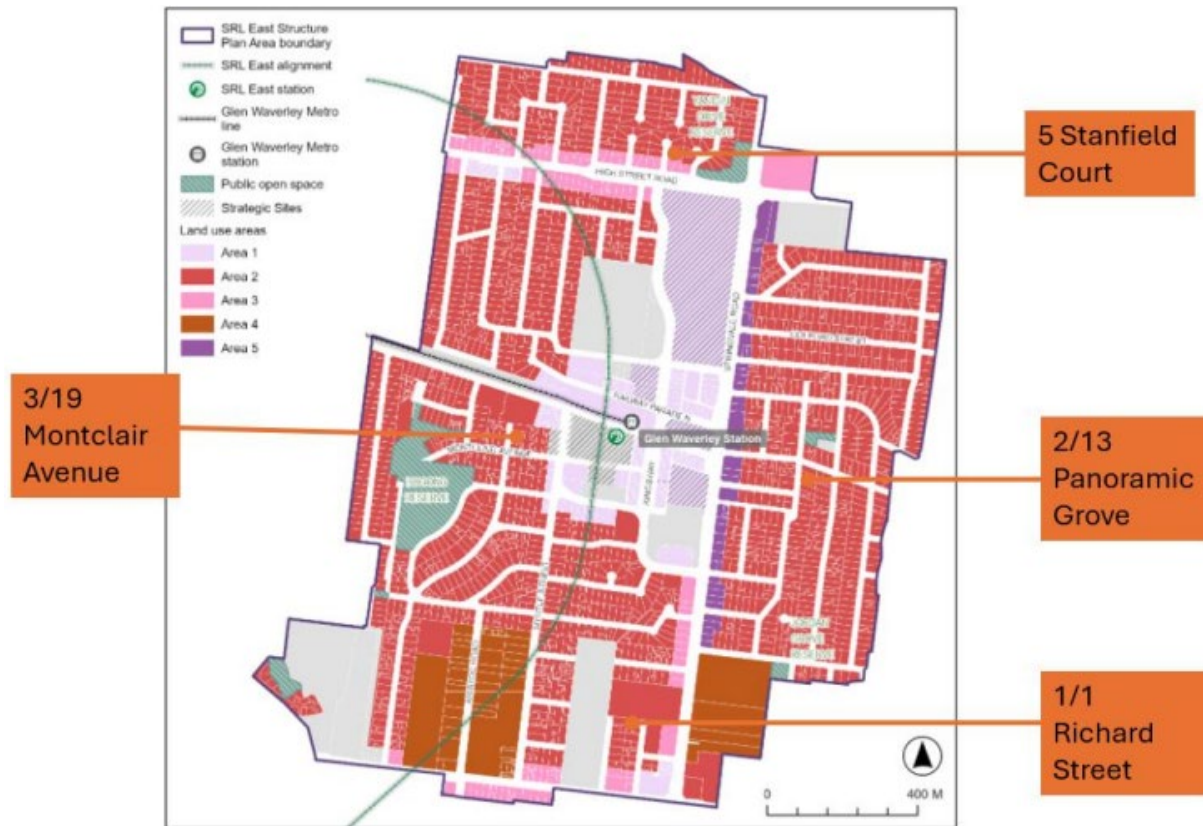
- 3/19 Montclair Avenue is a residential unit in the west of the precinct and currently in the GRZ7
- 1/1 Richard Street is a residential unit in the south of the precinct and currently in the GRZ3
- 2/13 Panoramic Grove is a residential unit in the east of the precinct and currently in the NRZ4
- 5 Stanfield Court is a house in the north of the precinct and currently in the GRZ3.

##### **(ii) Draft Amendment**

The PRZ5 applies to all the sites. Map 1 shows all the properties within Area 2 (Figure 12).

Clause 6.0 of the PRZ5 applies the RGZ to all land in Area 2.

**Figure 12 Location of 3/19 Montclair Avenue, 1/1 Richard Street, 2/13 Panoramic Grove and 5 Stanfield Court, Glen Waverley on Map 1 to the PRZ5**



Source: GWY 23, Figure 2-21

### (iii) Evidence and submissions

There were no submissions regarding these properties from any of the landowners.

Mr Bromhead and Mr Barnes supported the application of the PRZ5 to all of the properties.

Mr Bromhead could not see any compelling reason that would warrant a different zoning. He said that the RGZ was the correct applied zone within the PRZ and it provided for a transitional scale of development within the context of delivering increased housing consistent with the direction of the draft Structure Plan.

Mr Barnes generally considered the PRZ to be the appropriate tool to guide and facilitate the transformative change anticipated. He did not have any issues with applying the PRZ to the identified properties.

Monash Council supported the application of the PRZ5 to each of the four properties.

The Proponent submitted there was nothing to distinguish the four sites from surrounding properties that would warrant excluding them from the application of the PRZ5. It said it was appropriate for the sites to remain in the PRZ5 to reinforce the urban structure sought in the draft Structure Plan and to avoid *"anomalous planning outcomes"* in the precinct.

#### **(iv) Discussion**

It is unclear why these four properties have been referred to the Committee for consideration. No specific information was provided to the Committee that explained the basis of any concern or objection to applying the PRZ5 to the properties. In these circumstances, the Committee has assessed the appropriateness of applying the PRZ5 to the properties on a 'first principles' basis.

Applying the PRZ5 to each of the properties is consistent with:

- the desired level of growth for the sites and the surrounding areas outlined in the draft Structure Plan
- the use and development objectives of the PRZ5
- the detailed provisions in the PRZ5.

The applied RGZ in Clause 6 of Schedule 5 to Clause 37.10 is appropriate and consistent with the proposed approach to surrounding residential areas.

The application of the PRZ5 has also been considered having regard to the proposed BFO schedules for these areas.

The Committee is satisfied that it is appropriate to apply the PRZ5 to each of the four referred properties. If these sites were specifically excluded from the PRZ5 it would create undesirable 'holes' in the broader zoning of the area. This would be inconsistent with the orderly and proper planning of the area. In addition, there was no material presented to the Committee to suggest that larger areas around the nominated sites should be excluded from the PRZ5. In short, there is no compelling reason to not apply the PRZ5 to the sites.

#### **(v) Finding**

The Committee finds it is appropriate:

- to include 3/19 Montclair Avenue, 1/1 Richard Street, 2/13 Panoramic Grove and 5 Stanfield Court, Glen Waverley in the PRZ5
- for the Residential Growth Zone to be the applied zone in accordance with Clause 6.0 of Schedule 5 to Clause 37.10.

### **13.4.3 627-629 Waverley Road, Glen Waverley**

#### **(i) Existing conditions**

Land at 627-629 Waverley Road, Glen Waverley is located on Waverley Road to the west of Bogong Avenue and east of Montague Street. It is occupied by a three-storey residential building that provides supported accommodation for young people but forms part of the Holmesglen TAFE, which is immediately to the west of Montague Street. The PUZ2 currently applies to the site and to the balance of the Holmesglen TAFE site.

#### **(ii) Draft Amendment**

As exhibited, the draft Amendment proposed to rezone the land at 627-629 Waverley Road to the PRZ5. The balance of the Holmesglen TAFE remained in PUZ2.

### **(iii) Evidence and submissions**

No submissions were provided to the Committee from the landowner.

The Day 1 documents identified a 'mapping correction' and showed 627-629 Waverley Road in the PUZ2.

Mr Bromhead gave evidence that the site should not be included in the PRZ5 and should remain in the PUZ2. He supported the modification made to the site in the Day 1 documents.

The Proponent submitted it was appropriate to retain the existing zoning of the site having regard to its ongoing use as part of the Holmesglen Institute Campus.

### **(iv) Discussion**

The Committee agrees that 627-629 Waverley Road should be in the PUZ2. This is consistent with the use of the land as part of the operation of the Holmesglen TAFE, which is also in PUZ2.

The BFO10 should be removed from the land, consistent with the balance of the Holmesglen TAFE.

These changes are reflected in the Day 3 version of the draft Amendment documents.

### **(v) Findings**

The Committee finds:

- The land at 627-629 Waverley Road is incorrectly included in the PRZ5 and it should be within the PUZ2, consistent with its current zoning and the adjoining Holmesglen TAFE land.
- The land at 627-629 Waverley Road should be removed from the BFO10.

## **13.5 Conclusion**

The Committee concludes the application of the Precinct Zone to the referred sites is appropriate except for Monash Council owned land and land at 627-629 Waverley Road.

## 14 Road and street network

### 14.1 Referred Matter

The Referred Matter is:

Whether the road/street network shown in the draft Structure Plan and draft Planning Scheme Amendment is appropriate, including with respect to:

- The possibility of pedestrianizing Kingsway by removing car parking to provide improved areas for walking, cycling, community events and outdoor dining
- Traffic and movement in the area bound by High Street, Springvale Road, Wilson Road and Panoramic Grove
- Traffic and movement on Fernhill Street

### 14.2 Background

#### (i) Draft Structure Plan

The draft Structure Plan (Chapter 5.6 Better Connections) provides the overarching framework and vision to improve connections and provide an integrated, accessible and sustainable active and public transport system to help reduce the reliance on car journeys. Key road and street network objectives include:

- Objective 15 - creating integrated public transport networks
- Objective 16 - creating legible and safe active transport network
- Objective 17 - minimising private vehicle and freight on local streets, particularly away from priority walking and cycling routes.

It encourages a shift towards more sustainable transport modes, principally through car park supply and management and encouraging active transport modes to provide realistic, accessible and safe alternatives for everyday travel.

#### (ii) Draft Implementation Plan

The draft Implementation Plan includes a range of actions associated with the objectives referred to above.

#### (iii) Draft Amendment

The PRZ5 includes:

- application requirements regarding the preparation of a Green Travel Plan for specified developments
- decision guidelines regarding:
  - how a proposed development supports an increase in mode share for public transport, walking and cycling and seeks to reduce reliance on vehicles as a means of transport
  - bicycle parking
- bicycle parking rates for specified uses.

The PRZ6 includes:

- objectives to:

- encourage urban design outcomes that facilitate a pedestrian oriented urban environment and legible and convenient connections to the multi-modal public transport hub
- reinforce Myrtle Street, Montclair Avenue and Coleman Parade as key streets for pedestrian and cycling movement and attractive places for public life and activity
- Coleman Parade as closed on Map 1 (Use and Development Framework)
- the preparation of an Integrated Transport and Access Plan which considers movement networks, public transport access, traffic generation and impact on the broader road network
- application requirements regarding:
  - the preparation of a Green Travel Plan for specified developments
  - traffic management plans that identify any works to mitigate potential impacts on the surrounding road network
- Decision guidelines regarding:
  - the effect of traffic to be generated on roads
  - whether a proposed subdivision enables the delivery of roads and other links shown on an approved master Plan
  - how a proposed development supports an increase in mode share for public transport, walking and cycling and seeks to reduce reliance on vehicles as a means of transport
  - bicycle parking
- bicycle parking rates for specified uses.

#### **(iv) General Issues conclusions**

The Committee has concluded in the General Issues Report (Volume 3, Chapter 8.6) that given the street network in the precincts is already established, the street masterplan phase is the appropriate time to resolve and balance the competing demands of environmental and transport needs placed on each street. No general recommendations were made.

### **14.3 Conclusion**

The road and street network is generally appropriate subject to the further work recommended in this report.

### **14.4 Pedestrianising Kingsway**

#### **14.4.1 Background**

The common meaning of pedestrianisation is to convert a street into an area for pedestrian use only (the closure of a road to traffic). The Referred Matter specifies the pedestrianisation of Kingsway by removing car parking (to provide improved areas for walking, cycling, community events and outdoor dining). In this context, all parties and experts interpreted the Referred Matter to imply that Kingsway would remain open to traffic. The Committee agrees.

The vision in the draft Structure Plan indicates that *"a lively and people focussed Kingsway will be the centrepiece of Glen Waverley"*. This is supported by a range of neighbourhood guidelines including:

Interventions to the public realm along Kingsway should ensure that it is cohesive along its length and pedestrian-friendly.

The 'Kingsway activity spine' is shown on the Neighbourhood Plan from Bogong Avenue to O'Sullivan Road (Figure 13).

**Figure 13 Kingsway activity spine - between O'Sullivan Road and Bogong Avenue (shown dark blue)**

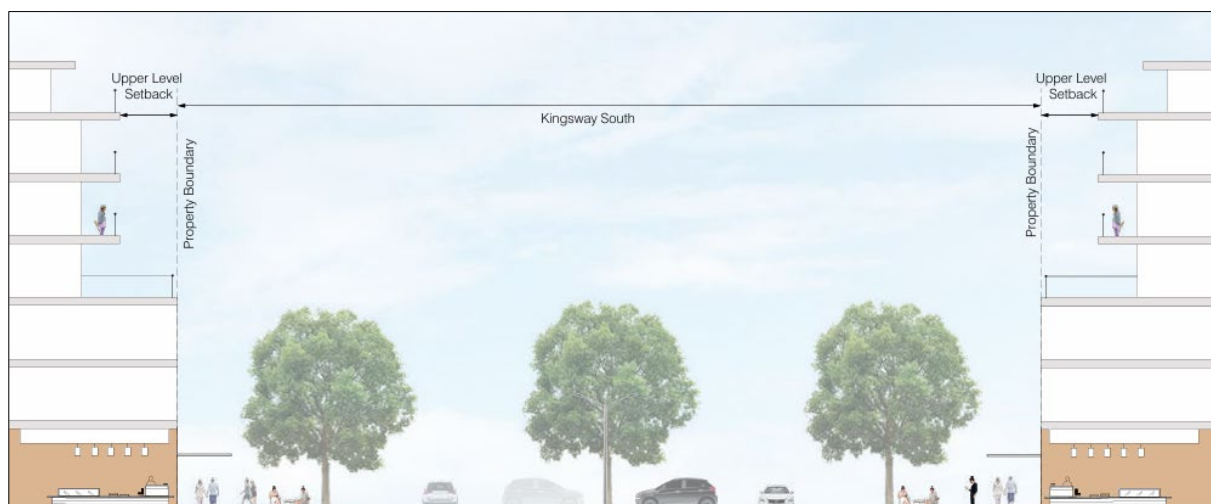


Source: draft Structure Plan - Neighbourhood framework plan

The draft Structure Plan includes two cross sections that show *"potential enhancements to Kingsway"* (refer Figure 14 and Figure 15). It notes:

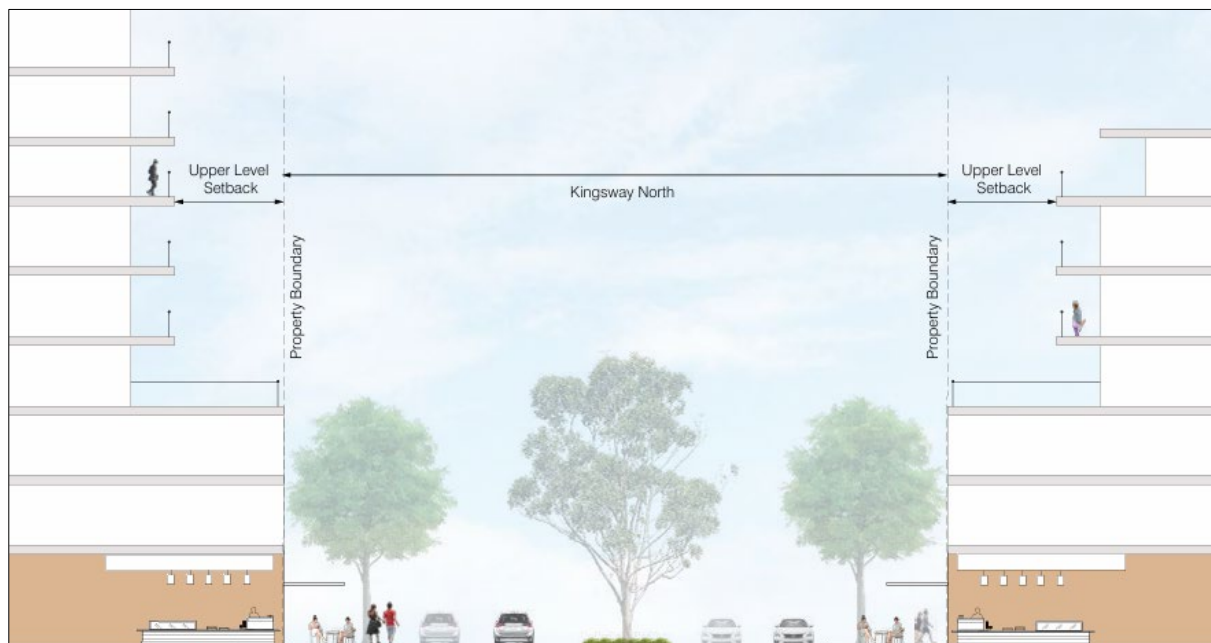
A rejuvenated Kingsway can be achieved through a variety of possible design solutions as illustrated below. SRLA will continue working with Monash City Council to refine design in the future.

**Figure 14 Potential cross section for Kingsway enhancement (south of Coleman Parade)**



Source: draft Structure Plan, page 97

**Figure 15 Potential cross section for Kingsway enhancement (north of Railway Parade North)**



Source: draft Structure Plan, page 97

As noted above, the PRZ6 shows the closure of Coleman Parade in the vicinity of the SRL East Station forecourt plaza. Although the closure of Coleman Parade is not a Referred Matter, it was discussed in the Hearing in the context of the potential pedestrianisation of Kingsway.

## **(i) Evidence and submissions**

The traffic experts agreed that Kingsway should remain open to vehicles.

Mr DeYoung outlined that a range of options would be available to further enhance pedestrian amenity and safety noting that Monash Council prepared a concept plan in 2014 showing widened footpaths and removal of the kerbside angle parking spaces (similar to the concept plan in the draft Structure Plan). He considered a loss of parking

in Kingsway was acceptable given that an additional 500 car parking spaces were recently delivered within the nearby Bogong Avenue car park.

On the other hand, Mr Walsh said Kingsway already provided generous footpaths and a pleasant pedestrian experience. He said the removal of car parking (which is well used and services the adjacent shops and restaurants) would further restrict accessibility around the centre.

Mr Walsh considered the proposed Coleman Parade road closure was a poor traffic outcome for Kingsway and said Coleman Parade should remain open. He said the closure of Coleman Parade would:

- contribute to additional traffic on Kingsway, which is a poor outcome for the street and pedestrian experience
- necessitate re-routing a local bus route and extending its travel length and time
- make pick-up, drop-off and short-term parking less accessible.

Mr DeYoung acknowledged that Coleman Parade may be closed to traffic, but he did not analyse the traffic impact of the closure in any detail other than to acknowledge it would improve pedestrian and cycling trips in the vicinity of the train stations.

Mr Bromhead gave evidence that:

- Coleman Parade vehicle and pedestrian treatments should not be at the expense of a quality public realm and pedestrian movement in Kingsway
- an increase in traffic along Kingsway would be a negative outcome
- it was premature for the PRZ6 to presume the closure of Coleman Parade.

The Proponent submitted:

- it supports the future rejuvenation and enhancement of Kingsway to improve its range of functions, including for local traffic and active transport
- there is no evidence that supports a conclusion that Kingsway should be closed to vehicular traffic.
- the potential closure of Coleman Parade is subject to a separate process, and it is not a matter for the Committee to consider.

With respect to the potential closure of Coleman Parade, it said:

- *the Suburban Rail Loop East Incorporated Document* (August 2022) provides for the Minister of Planning to decide on the potential closure of Coleman Parade
- the potential closure of Coleman Parade encompasses a range of matters, including the benefits of safe and convenient access between the SRL and Glen Waverley train stations, public realm outcomes, traffic and public transport implications
- there is an opportunity to achieve the benefits associated with the closure of Coleman Parade and enhancing the Kingsway environment.

The Proponent suggested that the PRZ6 Map 1 should include a note that the closure of Coleman Parade and the extent of the SRL station plaza are to be considered and finalised as part of a separate planning process.

Monash Council submitted:

- it supports improving the streetscape and activation with additional footpath trading along Kingsway, but this appears to be incompatible with closing Coleman Parade (which leads to additional traffic along Kingsway)
- the Proponent should have completed the work and produced evidence to demonstrate how Coleman Parade can be closed that is consistent with the draft Structure Plan intentions for Kingsway
- it noted the IAC did not support the permanent closure of Coleman Parade and this matter should be considered as part of the future precinct planning process
- the Minister required a further assessment before any decision to close Coleman Parade and required the Surface and Tunnel Plans to be amended to show the closure as indicative only
- the PRZ6 Map 1 should be amended to show Coleman Parade remaining as a two-way road.

Monash Council referred to the Minister for Planning's response to the consideration of the closure of Coleman Parade by the IAC. The Minister stated:

In regard to the operations phase, the IAC found that Coleman Parade should not be permanently closed as part of the project. It considered that pedestrian connection across Coleman Parade could be facilitated both at-grade or underground without permanently closing the road and these options should be further investigated prior to a commitment to close Coleman Parade to vehicle traffic. It also considered that future precinct planning will need to consider the whole of the activity centre and determine how best to manage vehicle and pedestrian demands to ensure a safe and accessible pedestrian environment for traders and users. In my assessment, the optimum means to deliver the urban design and pedestrian connectivity vision for the Glen Waverley SRL Station whilst minimising traffic impacts on Kingsway, is still to be determined. I note that the operational phase of SRL is some way off. I consider that the detailed design phase is the appropriate time to examine pedestrian connection and fine tune mitigation measures that could be implemented to address local transport effects. I therefore recommend that the surface and tunnel plan for the Glen Waverley SRL station be amended to show that the closure of Coleman Parade is indicative only, and for further consideration at the time of the preparation of the UDLP [Urban Design and Landscape Plan]. When the UDLP for Glen Waverley is submitted for the Minister for Planning's approval under the SCO14 Incorporated Document, I expect that it will either propose that Coleman Parade remain open in some form, and/or it will be accompanied by additional transport assessment which further examines the implications of closing Coleman Parade and proposes traffic mitigation measures for Kingsway.<sup>29</sup>

The Surface and Tunnel Plans were subsequently amended before approval to identify that Coleman Parade was subject to further investigation before closure. The Committee was advised that the UDLP has yet to be finalised.

## **(ii) Discussion**

### **Pedestrianisation of Kingsway**

As noted above, the Committee has not interpreted the Referred Matter to mean whether Kingsway should be closed to vehicular traffic. However, to avoid all doubt, the Committee agrees that Kingsway should remain open to vehicular traffic. There is no evidence to support the closure of the road to through-traffic.

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<sup>29</sup> GWY 81, paragraph 395

The Committee supports improving pedestrian amenity and activation along Kingsway and notes Monash Council was exploring options for this outcome in 2014 well before Suburban Rail Loop's inception. The aspiration to further enhance pedestrian amenity in conjunction with the Suburban Rail Loop project is still valid and worthwhile and the draft Structure Plan clearly articulates that Kingsway is to be a high pedestrian amenity environ.

Current and former options for Kingsway have considered removing kerbside parking to enhance the pedestrian realm. This is one option, but there may be other ways to improve the pedestrian amenity of Kingsway without the removal of kerbside parking. Providing safe cycling routes may also need to be considered. Other options could include the removal of some parking spaces in selected areas to create small plazas or larger areas for outdoor dining or meeting places.

The Committee agrees with Mr Walsh that current car parking arrangements are well used by customers of the shops and restaurants lining Kingsway. Some of these businesses and customers may be adversely affected if this parking is removed, but as noted by Mr DeYoung, additional off-street parking is now located nearby. With any major change to the streetscape, trades offs need to be made and balanced against competing demands.

The Committee considers that it is premature to determine what car parking (if any) should be removed on Kingsway to facilitate improved pedestrian amenity. This should be resolved when refined concept plans are developed and tested for Kingsway.

### **Coleman Parade road closure**

The Committee acknowledges that it is beyond its scope to decide whether Coleman Parade should be closed. The potential closure of Coleman Parade is subject to a separate process and the Minister for Planning will ultimately decide this matter once further investigations have been finalised.

The Committee appreciates Monash Council's frustration that this matter has not been resolved. It acknowledges the need for additional transport assessment which further examines the implications of closing Coleman Parade and what traffic mitigation measures for Kingsway may be appropriate. This work will help inform what works may be appropriate to improve the pedestrian amenity of Kingsway having regard to the expectations for this road in the draft Structure Plan.

Considering the above, the Committee agrees that the PRZ6 Map 1 should be amended to clearly show the Coleman Road closure as indicative, similar to the amended Surface and Tunnel Plans as part of the Environment Effects Statement. This is included on the Day 3 version of the PRZ6 Map 1.

### **(iii) Findings and recommendation**

The Committee finds:

- The draft Structure Plan supports the provision of a high-quality pedestrian environment on Kingsway and it is appropriate to consider a variety of measures to improve the public realm.

- Removing car parking in Kingsway to provide improved areas for walking, cycling, community events and outdoor dining may be one option to improve the public realm, however it is premature to determine what, if any, car parking should be removed.
- The removal of any car parking in Kingsway should proceed only after further detailed design and assessment, including whether Coleman Parade will be permanently closed.
- The PRZ6 Map 1 should be amended to clearly show the Coleman Road closure as indicative, similar to the Surface and Tunnel Plans.

The Committee recommends:

- 11. GWY R09: Further detailed design and assessment is required to determine whether any car parking should be removed on Kingsway to improve pedestrian amenity and this work should have regard to whether Coleman Parade will be permanently closed.**

## **14.5 Traffic and movement east of Springvale Road and on Fernhill Street**

### **(i) Evidence and submissions**

Mr De Young gave evidence that traffic movement in the area east of Springvale Road bound by High Street Road, Springvale Road, Wilson Road and Panoramic Grove will be acceptable in the future because:

- the draft Structure Plan identifies the area with 'medium' future housing growth and so there will be relatively low traffic generation growth
- the area is subject to the Parking Overlay which encourages lower car ownership
- the area has 10 existing intersections onto Springvale Road and:
  - one is signalised (Glen Road exit only onto Springvale Road)
  - one is unsignalised, accommodating all movements (Wilson Road/Springvale Road)
  - eight are left in left out only
- access to High Street Road and Waverley Road is available by filtering through the local street network
- it comprises a road network typical for an established residential area.

Mr Walsh recommended that additional traffic modelling be undertaken with the intersections along Springvale Road to establish if any mitigating works or upgrades are required to address the increased development in the area. Mr DeYoung said that traffic modelling is appropriate later when the future traffic and development conditions are more accurately known allowing for a better understanding of what interventions may be required at that time.

Mr De Young gave evidence that traffic and movement on Fernhill Street was acceptable because:

- the draft Structure Plan identifies the surrounding area with 'medium' future housing growth and so Fernhill Avenue would be subject to relatively low traffic generation growth

- the area is subject to the Parking Overlay which encourages lower car ownership
- the draft Implementation Plan (action 17.2) considers measures to discourage unnecessary through traffic and improve street safety
- Fernhill Avenue represents an example of the type of street which could be considered for traffic calming treatments, if required
- treatments such as raised thresholds at each end of the street, turn bans and/or speed humps may be appropriate.

Mr Walsh noted that Fernhill Street is used to access Glen Waverley Secondary College and the Glen Waverley Train Station. He said there were concerns traffic queues in Fernhill Street during peak hours currently make it difficult for local residents to enter and exit the area. He recommended that additional traffic modelling be undertaken to establish if any mitigating works and upgrades are required to the surrounding street network to accommodate traffic generated by future development of the area.

Mr De Young maintained that traffic modelling is appropriate later when the future traffic and development conditions are more accurately known.

The Proponent endorsed Mr DeYoung's evidence and said fundamentally it comes down to when traffic modelling should be undertaken. It said it was appropriate for this work to be carried out at a later stage, acknowledging that development will occur over the coming decades.

The Proponent said although it would be possible to undertake modelling now, it is unlikely to be representative or assist in understanding what interventions may be required. It stressed that this work can appropriately be carried out, or required, by the Road Authority or through Planning Scheme requirements for private developments.

Monash Council submitted:

- there was no modelling to help understand how residents will get in and out of the residential neighbourhoods onto the surrounding arterial road network
- the absence of modelling means there is an absence of information about what future transport projects or actions may need to be added into the draft Implementation Plan to accommodate the increased Structure Plan Area population
- modelling should occur now to ensure the timing and responsibility of projects are assigned and to ensure equitable funding across the Structure Plan Area
- if modelling occurs at a later date, it will be left to a smaller pool of contributors or perhaps an individual developer that exceeded a network or intersection capacity, which is inequitable.

## **(ii) Discussion**

The Committee accepts that the draft Structure Plan and draft Implementation Plan provides actions to address potential traffic issues associated with increased development traffic for Fernhill Street and the area bounded by High Street, Springvale Road, Wilson Road and Panoramic Grove.

Traffic movement within these areas may be generally acceptable, although this has not been assessed in any detail and the Committee cannot make a definitive conclusion on

this matter. Modelling of expected future traffic would help to better understand the functionality of the road network and the need for any upgrades or works

The Committee acknowledges that Fernhill Avenue traffic will increase as development proceeds in the local area and it appears that some congestion already is occurring with motorists accessing the nearby train station and Glen Waverley Secondary College.

Future traffic management on Fernhill Street and the surrounding area may require limiting and/or discouraging non-local traffic. A suite of traffic calming treatments (threshold treatments, speed humps) and turn bans to encourage traffic to utilise the higher order Sneddon Drive for vehicle access may be appropriate and should be assessed as part of the future traffic management of the area, consistent with the expectations in the draft Implementation Plan.

It is important to understand what traffic infrastructure upgrades may ultimately be required (and funding for these works which is outside the Committee's scope). Good planning requires that these matters should be investigated sooner rather than later.

It is not disputed that further traffic modelling of the broader precinct will be required. The draft Structure Plan and draft Implementation Plan provide some guidance and action for future work to be completed at a later stage.

### **(iii) Findings and recommendation**

The Committee finds:

- Traffic and movement on Fernhill Street and in the area bound by High Street, Springvale Road, Wilson Road and Panoramic Grove may be acceptable, however this has not been thoroughly tested.
- Further modelling is required to determine whether any works or upgrades to roads or intersections are required to accommodate future traffic volumes generated by growth in these areas.

The Committee recommends:

- 12. GWY R10: Further traffic modelling should be completed to determine whether any works or upgrades to roads or intersections are required to accommodate future traffic volumes on Fernhill Street and the area bound by High Street, Springvale Road, Wilson Road and Panoramic Grove.**

## Appendix A Parties to the hearing and parties who provided submissions

| Submitter                                | Represented by                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Suburban Rail Loop Authority (Proponent) | Chris Townshend KC, Robert Forrester and Tom Ellicott of Counsel instructed by Clayton Utz and White and Case, who called expert evidence on: <ul style="list-style-type: none"> <li>- community infrastructure from Chris De Silva of Mesh</li> <li>- planning from William Bromhead of Ratio</li> <li>- transport from Tim De Young of Eukai</li> <li>- urban design from Mark Sheppard of Urbis</li> </ul>                                                                                                                                        |
| Monash City Council                      | Susan Brennan SC and Jordan Wright of Counsel, instructed by Maddocks Lawyers, who called expert evidence on: <ul style="list-style-type: none"> <li>- active recreation and sport from Kate Maddock of Otium</li> <li>- community infrastructure from Kate Kerkin of K2 Planning</li> <li>- open space from Joanna Thompson of Thompson Berrill Landscape Design</li> <li>- planning from David Barnes of Hansen</li> <li>- urban design from Andrew Partos of Hansen Partnership</li> <li>- transport from Jason Walsh of Traffix Group</li> </ul> |
| Chang Lee (Eddie) Hu                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Jenny Maher                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Omniworth Pty Ltd                        | Scott Edwards of Planning and Property Partners                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Sunkin Property Group                    | Rory O'Connor of Hall and Wilcox                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Yuanpeng Zhuang                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

## Appendix B Document list

| No.                                                       | Date        | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Provided by            |
|-----------------------------------------------------------|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| <b>Referred documents</b>                                 |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                        |
| GI 1                                                      | 1 June 2025 | Terms of Reference                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Minister for Planning  |
| GI 2                                                      | 7 July 2025 | Referral letter with attached:<br>a) Specific matters for referral                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Minister for Planning  |
| <b>General Issues – Material sourced by the Committee</b> |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                        |
| GI 3                                                      | 7 July 2025 | Background and technical reports:<br>a) Aboriginal Cultural Heritage Technical Report<br>b) Aviation and Airspace Technical Report<br>c) Contaminated Land Memorandum and Technical Report<br>d) Engagement Report<br>e) Flooding Technical Report<br>f) Flooding Technical Report – Appendices<br>g) Historical Heritage Report<br>h) Integrated Water Management Strategy<br>i) Land Use Scenario and Capacity Assessment<br>j) Noise and Vibration Technical Report<br>k) Odour and Dust Technical Report<br>l) Open Space Technical Report: Sections 1-7<br>m) Open Space Technical Report: Sections 8-10<br>n) Open Space Technical Report: Section 11 and Appendices A-G<br>o) Open Space Technical Report: Appendix H<br>p) Open Space Technical Report: Appendices I and J<br>q) Utilities Servicing Technical Report and Appendix A<br>r) Utilities Servicing Technical Report: Appendix B part 1<br>s) Utilities Servicing Technical Report: Appendix B part 2<br>t) Utilities Servicing Technical Report: Appendices C and D<br>u) Wind Technical Report<br>v) Urban Design Framework – August 2021 | <u>Engage Victoria</u> |
| GI 4                                                      | 7 July 2025 | Architectural testing:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <u>Engage Victoria</u> |

| No.                                      | Date          | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Provided by                     |
|------------------------------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
|                                          |               | <ul style="list-style-type: none"> <li>a) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 1 Memorandum</li> <li>b) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 2</li> <li>c) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix A</li> <li>d) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix B</li> <li>e) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix C</li> <li>f) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix D</li> <li>g) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix E</li> <li>h) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix F</li> <li>i) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix G</li> <li>j) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix H</li> <li>k) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix I</li> <li>l) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix J</li> </ul> |                                 |
| GI 5                                     | 7 July 2025   | Report: Planning Scheme Amendment approach                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <a href="#">Engage Victoria</a> |
| GI 6                                     | 7 July 2025   | Public benefit uplift: <ul style="list-style-type: none"> <li>a) Voluntary Public Benefit Uplift: Framework</li> <li>b) Voluntary Public Benefit Uplift: Technical Report</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <a href="#">Engage Victoria</a> |
| <b>General Issues – Tabled documents</b> |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                 |
| GI 7                                     | 7 July 2025   | Directions Hearing notification letter                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Planning Panels Victoria (PPV)  |
| GI 10                                    | 21 July 2025  | Directions Hearing agenda and request for Pre-briefing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | PPV                             |
| GI 20                                    | 24 July 2025  | Directions for Pre-briefing, Declarations and confirmation of Members and Hearing dates                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | PPV                             |
| GI 35                                    | 7 August 2025 | Anticipated dates for Precinct Hearings                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | PPV                             |

| No.    | Date           | Description                                                                                                                                                                                                                                                                                                                                         | Provided by                   |
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| GI 40  | 8 August 2025  | List of published material                                                                                                                                                                                                                                                                                                                          | SRLA                          |
| GI 61  | 14 August 2025 | a) Pre-briefing Presentation Part 1<br>b) Pre-briefing Presentation Part 2                                                                                                                                                                                                                                                                          | SRLA                          |
| GI 83  | 20 August 2025 | Further Directions and procedural issues post Cheltenham Precinct Directions Hearing                                                                                                                                                                                                                                                                | PPV                           |
| GI 152 | 17 Sep 2025    | Urban Design Supplementary information prepared by Mark Sheppard                                                                                                                                                                                                                                                                                    | SRLA                          |
| GI 154 | 17 Sep 2025    | Letter to Committee regarding further material requests from SRLA, with attachments:<br>a) SRL Solar Access Testing – Summary table<br>b) SRL Solar Access Additional Testing<br>c) Letter to SRLA - Request for material 19 August 2025<br>d) Response to Maddocks RFI - 22 August 2025<br>e) Email to SRLA – Document request – 12 September 2025 | Councils and University Group |
| GI 170 | 27 Nov 2025    | Direction to SRLA to provide Day 2 ordinance                                                                                                                                                                                                                                                                                                        | PPV                           |
| GI 171 | 12 Dec 2025    | Amended Direction to SRLA to provide final preferred ordinance                                                                                                                                                                                                                                                                                      | PPV                           |
| GI 172 | 19 Dec 2025    | Letter to Parties regarding new car parking provisions                                                                                                                                                                                                                                                                                              | PPV                           |
| GI 173 | 5 Jan 2026     | Letter to Parties regarding State waterways policy and Significant Landscape Overlays                                                                                                                                                                                                                                                               | PPV                           |
| GI 174 | 7 Jan 2026     | Email to Parties regarding Amendment VC303 updated Clause 43.06 Built Form Overlay                                                                                                                                                                                                                                                                  | PPV                           |

***The Day 3 documents and party responses to Amendment VC277 and Amendment VC278 are listed in General Issues document list. Please refer to Volume 1 for the full list of Day 3 documents and associated correspondence***

#### **Glen Waverley – Material sourced by the Committee**

|       |             |                                                                                           |                                 |
|-------|-------------|-------------------------------------------------------------------------------------------|---------------------------------|
| GWY 1 | 7 July 2025 | Glen Waverley: Your guide to the Draft Structure Plan and Draft Planning Scheme Amendment | <a href="#">Engage Victoria</a> |
| GWY 2 | 7 July 2025 | Glen Waverley Draft Structure Plan                                                        | <a href="#">Engage Victoria</a> |
| GWY 3 | 7 July 2025 | Glen Waverley Implementation Plan                                                         | <a href="#">Engage Victoria</a> |

| No.   | Date        | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Provided by            |
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| GWY 4 | 7 July 2025 | <p>Glen Waverley Draft Structure Plan background documents:</p> <ul style="list-style-type: none"> <li>a) Background Report</li> <li>b) Climate Response Plan</li> <li>c) Community Infrastructure Needs Assessment</li> <li>d) Ecology and Arboriculture Technical Report</li> <li>e) Economic Profile</li> <li>f) Housing Needs Assessment</li> <li>g) Retail Assessment</li> <li>h) Transport Technical Report</li> <li>i) Transport Technical Report – Appendix A: Precinct Parking Plan</li> <li>j) Urban Design Report</li> <li>k) Urban Design Report – Appendices</li> <li>l) Urban Design Report – Attachment B: Gehl Public Space and Life Study Part 1</li> <li>m) Urban Design Report – Attachment B: Gehl Public Space and Life Study Part 2</li> <li>n) Urban Design Report – Attachment B: Gehl Public Space and Life Study Part 3</li> <li>o) Urban Design Report – Attachment B: Gehl Public Space and Life Study Part 4</li> <li>p) Urban Design Report – Attachment C: Assessment of Solar Access to the Public Realm</li> <li>q) Urban Design Report – Attachment A: Urban Design Supporting Research</li> </ul> | <u>Engage Victoria</u> |
| GWY 5 | 7 Jul 2025  | <p>Glen Waverley Explanatory Report and Instruction Sheet:</p> <ul style="list-style-type: none"> <li>a) Explanatory Report</li> <li>b) Instruction Sheet</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                        |
| GWY 6 | 7 Jul 2025  | <p>Glen Waverley C177mona:</p> <p>Policy:</p> <ul style="list-style-type: none"> <li>a) 02.01 Context</li> <li>b) 02.03 Strategic Directions</li> <li>c) 02.04 Strategic framework plans</li> <li>d) 11.03 Planning For Places</li> <li>e) 15.01 Built Environment</li> <li>f) 16.01 Residential Development</li> </ul> <p>Zones:</p> <ul style="list-style-type: none"> <li>g) 33.03 Industrial 3 Zone</li> <li>h) 37.10 Precinct Zone</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                        |

| No. | Date | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Provided by |
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|     |      | <ul style="list-style-type: none"> <li>i) Schedule 5 to Clause 37.10 Structure Plan area</li> <li>j) Schedule 6 to Clause 37.10 Station Development Area</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |             |
|     |      | Overlays:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |             |
|     |      | <ul style="list-style-type: none"> <li>k) Schedule 1 to Clause 43.02 Design and Development Overlay</li> <li>l) Schedule 12 to Clause 43.02 Design and Development Overlay</li> <li>m) 43.06 Built Form Overlay</li> <li>n) Schedule 8 to Clause 43.06 Central Core and Central Flanks</li> <li>o) Schedule 9 to Clause 43.06 Main Streets</li> <li>p) Schedule 10 to Clause 43.06 Key Movement Corridors &amp; Urban Neighbourhoods</li> <li>q) Schedule 11 to Clause 43.06 Residential Neighbourhoods</li> <li>r) Schedule 12 to Clause 43.06 Employment Neighbourhood</li> <li>s) 45.09 Parking Overlay</li> <li>t) Schedule 5 to Clause 45.09 Parking Overlay</li> <li>u) Schedule 6 to Clause 45.09 Parking Overlay</li> </ul> |             |
|     |      | Operational provisions:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |             |
|     |      | <ul style="list-style-type: none"> <li>v) Schedule to Clause 72.03 What Does this Planning Scheme consist of</li> <li>w) Schedule to Clause 72.08 Background documents</li> <li>x) Schedule to Clause 74.01 Application of Zones, Overlays and Provisions</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
|     |      | Maps:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |             |
|     |      | <ul style="list-style-type: none"> <li>y) Precinct Zone – 005znMaps03_04_09_10</li> <li>z) Built Form Overlay – 004bfoMaps03_04_09_10</li> <li>aa) Parking Overlay – 003poMaps03_04_09_10</li> <li>bb) Removed Overlays (DDO) – 001d-ddoMaps03_04_09_10</li> <li>cc) Removed Overlays (VPO) – 002d-vpoMaps04_10</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                          |             |

#### Glen Waverley – Tabled documents

|       |              |                                                                    |                                 |
|-------|--------------|--------------------------------------------------------------------|---------------------------------|
| GWY 7 | 23 July 2025 | Monash City Council Submission to SRLA                             | <a href="#">Engage Victoria</a> |
| GWY 8 | 30 July 2025 | Sunkin Property Group Submission to SRLA (281 Springvale Road)     | <a href="#">Engage Victoria</a> |
| GWY 9 | 30 July 2025 | Sunkin Property Group Submission to SRLA (285-287 Springvale Road) | <a href="#">Engage Victoria</a> |

| No.    | Date        | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Provided by                  |
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| GWY 10 | 8 Aug 2025  | Background submission – Glen Waverley                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SRLA                         |
| GWY 11 | 9 Sep 2025  | Committee Directions, distribution list and timetable                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | PPV                          |
| GWY 12 | 23 Sep 2025 | Email to Committee requesting extension of time to file expert evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Monash City Council (Monash) |
| GWY 13 | 23 Sep 2025 | Email to Parties regarding extension of time request to file expert evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | PPV                          |
| GWY 14 | 6 Oct 2025  | Glen Waverley Day 1 version of the Amendment: <ul style="list-style-type: none"> <li>a) Clause 11.03 Planning for Places Policy</li> <li>b) Schedule 5 to Clause 37.10 Structure Plan Area</li> <li>c) Schedule 6 to Clause 37.10 Station Development Area</li> <li>d) Schedule 8 to Clause 43.06 Central Core and Central Flanks</li> <li>e) Schedule 9 to Clause 43.06 Main Streets (Kingsway)</li> <li>f) Schedule 10 to Clause 43.06 Key Movement Corridors and Urban Neighbourhoods</li> <li>g) Schedule 11 to Clause 43.06 Residential Neighbourhoods</li> <li>h) Schedule 12 to Clause 43.06 Employment Neighbourhoods</li> <li>i) Schedule 5 to Clause 45.09 Parking Overlay</li> <li>j) Schedule 6 to Clause 45.09 Parking Overlay</li> </ul> | SRLA                         |
| GWY 15 | 6 Oct 2025  | Day 1 version – Maps: <ul style="list-style-type: none"> <li>a) Glen Waverley C177mona – Precinct Zone map – mock up</li> <li>b) Glen Waverley C177mona – Built Form Overlay map – mock up</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SRLA                         |
| GWY 16 | 6 Oct 2025  | Day 1 version – Structure Plan and Implementation Plan: <ul style="list-style-type: none"> <li>a) Draft Structure Plan</li> <li>b) Draft Implementation Plan</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SRLA                         |
| GWY 17 | 6 Oct 2025  | Consolidated tables: <ul style="list-style-type: none"> <li>a) Consolidated table of PSA changes</li> <li>b) Consolidated table of Structure Plan / Implementation Plan changes</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SRLA                         |
| GWY 18 | 7 Oct 2025  | Technical Note TN-GWY01 – Pedestrian Connections                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SRLA                         |

| No.    | Date        | Description                                                                                                           | Provided by                                                     |
|--------|-------------|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|
| GWY 19 | 8 Oct 2025  | Timetable (version 2)                                                                                                 | PPV                                                             |
| GWY 20 | 10 Oct      | Site inspection Itinerary and Map (provided to the Committee only)                                                    | SRLA                                                            |
| GWY 21 | 13 Oct 2025 | Expert Report of Chris De Silva (Community Infrastructure)                                                            | SRLA                                                            |
| GWY 22 | 13 Oct 2025 | Expert Report of Tim de Young (Transport)                                                                             | SRLA                                                            |
| GWY 23 | 13 Oct 2025 | Expert Report of William Bromhead (Planning)                                                                          | SRLA                                                            |
| GWY 24 | 13 Oct 2025 | Urban Design Supplementary information prepared by Mark Sheppard                                                      | SRLA                                                            |
| GWY 25 | 13 Oct 2025 | Urban Design Supplementary Information prepared by Mark Sheppard (Public Realm Shadow Analysis – North-South Streets) | SRLA                                                            |
| GWY 26 | 14 Oct 2025 | Expert Report of Mark Sheppard (Urban Design):<br>a) Part 1<br>b) Part 2                                              | SRLA                                                            |
| GWY 27 | 17 Oct 2025 | Written submission                                                                                                    | Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation |
| GWY 28 | 20 Oct 2025 | Email to Committee requesting abandonment of expert joint meeting in community infrastructure (Direction 15b)         | SRLA                                                            |
| GWY 29 | 21 Oct 2025 | Email to parties confirming abandonment of expert joint meeting in community infrastructure (Direction 15b)           | PPV                                                             |
| GWY 30 | 21 Oct 2025 | Expert Report of Kate Maddock (Sport and active recreation)                                                           | Monash                                                          |
| GWY 31 | 21 Oct 2025 | Expert Report of Dr Kate Kerkin (Community infrastructure)                                                            | Monash                                                          |
| GWY 32 | 21 Oct 2025 | Expert Report of Jason Walsh (Traffic)                                                                                | Monash                                                          |
| GWY 33 | 21 Oct 2025 | Expert Report of Joanna Thompson (Public open space)                                                                  | Monash                                                          |
| GWY 34 | 22 Oct 2025 | Expert Report of Andrew Partos (Urban design)                                                                         | Monash                                                          |

| No.    | Date        | Description                                                                                   | Provided by |
|--------|-------------|-----------------------------------------------------------------------------------------------|-------------|
| GWY 35 | 23 Oct 2025 | Expert Report of David Barnes (Planning)                                                      | Monash      |
| GWY 36 | 23 Oct 2025 | Email to Committee requesting extension of time to file Joint Transport Expert Statement      | SRLA        |
| GWY 37 | 23 Oct 2025 | Email to parties granting extension request to file Joint Transport Expert Statement          | PPV         |
| GWY 38 | 24 Oct 2025 | Joint Expert Statement of Tim De Young and Jason Walsh (Transport)                            | SRLA        |
| GWY 39 | 24 Oct 2025 | Hearing submission (Transport)                                                                | SRLA        |
| GWY 40 | 24 Oct 2025 | Addendum evidence of Chris De Silva (Community infrastructure)                                | SRLA        |
| GWY 41 | 24 Oct 2025 | Addendum evidence of Mark Sheppard (Urban Design)                                             | SRLA        |
| GWY 42 | 24 Oct 2025 | Addendum evidence of David Barnes (Planning)                                                  | Monash      |
| GWY 43 | 24 Oct 2025 | Addendum evidence of William Bromhead (Planning)                                              | SRLA        |
| GWY 44 | 24 Oct 2025 | Addendum evidence of Andrew Partos (Urban Design)                                             | Monash      |
| GWY 45 | 24 Oct 2025 | Position paper PP-GWY01 (Community Infrastructure)                                            | SRLA        |
| GWY 46 | 25 Oct 2025 | Presentation of Tim DeYoung (Transport)                                                       | SRLA        |
| GWY 47 | 27 Oct 2025 | Hearing submissions (Urban Design)                                                            | SRLA        |
| GWY 48 | 27 Oct 2025 | Presentation of Mark Sheppard (Urban Design)                                                  | SRLA        |
| GWY 49 | 27 Oct 2025 | Combined Day 1 and Day 2 consolidated table of PSA changes                                    | SRLA        |
| GWY 50 | 27 Oct 2025 | Combined Day 1 and Day 2 consolidated table of Structure Plan and Implementation Plan changes | SRLA        |
| GWY 51 | 27 Oct 2025 | Response to recommendations in expert evidence                                                | SRLA        |
| GWY 52 | 27 Oct 2025 | Presentation of Andrew Partos (Urban Design)                                                  | Monash      |
| GWY 53 | 28 Oct 2025 | SRL East EES IAC Report                                                                       | Monash      |
| GWY 54 | 28 Oct 2025 | Minister's Assessment of SRL East under the Environment Affects Act 1978                      | Monash      |

| No.    | Date        | Description                                                                                                     | Provided by |
|--------|-------------|-----------------------------------------------------------------------------------------------------------------|-------------|
| GWY 55 | 28 Oct 2025 | Coleman Parade Multi-Criteria Assessment Summary Report May 2024                                                | Monash      |
| GWY 56 | 28 Oct 2025 | Clause 43.06 (BFO) to the Monash Planning Scheme                                                                | Monash      |
| GWY 57 | 28 Oct 2025 | Further solar information provided by SRLA in response to Monash City Council's request for further information | Monash      |
| GWY 58 | 28 Oct 2025 | Schedule 10 to Clause 43.02 (DDO10) to the Melbourne Planning Scheme                                            | Monash      |
| GWY 59 | 28 Oct 2025 | Schedule 80 to Clause 43.02 (DDO80) to the Melbourne Planning Scheme                                            | Monash      |
| GWY 60 | 28 Oct 2025 | Melbourne Amendment C270 Explanatory Report                                                                     | Monash      |
| GWY 61 | 28 Oct 2025 | Expert evidence of Mr Sheppard in Amendment C407 to the Melbourne Planning Scheme                               | Monash      |
| GWY 62 | 28 Oct 2025 | Arden Structure Plan July 2022                                                                                  | Monash      |
| GWY 63 | 31 Oct 2025 | Supplementary information prepared by Mark Sheppard (Urban Design)                                              | SRLA        |
| GWY 64 | 31 Oct 2025 | Letter to Committee regarding Committee's queries on the redevelopment of the Glen Waverley Civic Precinct      | Monash      |
| GWY 65 | 31 Oct 2025 | Council Meeting Agenda – 27 May 2025                                                                            | Monash      |
| GWY 66 | 31 Oct 2025 | Council Meeting Report – 25 August 2025                                                                         | Monash      |
| GWY 67 | 3 Nov 2025  | Supplementary evidence of David Barnes                                                                          | Monash      |
| GWY 68 | 3 Nov 2025  | Presentation of Joanna Thompson (Public open space)                                                             | Monash      |
| GWY 69 | 3 Nov 2025  | Presentation of Kate Maddock (Sport and recreation)                                                             | Monash      |
| GWY 70 | 5 Nov 2025  | Hearing submissions (Planning)                                                                                  | SRLA        |
| GWY 71 | 5 Nov 2025  | Presentation of William Bromhead (Planning)                                                                     | SRLA        |
| GWY 72 | 5 Nov 2025  | Presentation of David Barnes (Planning)                                                                         | Monash      |
| GWY 73 | 6 Nov 2025  | Draft Greener Places Design Guide                                                                               | SRLA        |
| GWY 74 | 7 Nov 2025  | Hearing submissions (Community infrastructure)                                                                  | SRLA        |

| No.    | Date        | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Provided by           |
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| GWY 75 | 7 Nov 2025  | Presentation of Chris De Silva (Community infrastructure)                                                                                                                                                                                                                                                                                                                                                                                                                                          | SRLA                  |
| GWY 76 | 7 Nov 2025  | Tree canopy table                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Monash                |
| GWY 77 | 9 Nov 2025  | Presentation of Kate Kerkin                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monash                |
| GWY 78 | 9 Nov 2025  | Additional information from Joanna Thompson in response to questions in cross examination                                                                                                                                                                                                                                                                                                                                                                                                          | Monash                |
| GWY 79 | 10 Nov 2025 | Part B submission                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SRLA                  |
| GWY 80 | 10 Nov 2025 | Presentation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Individual submitter  |
| GWY 81 | 11 Nov 2025 | Hearing submission, with attachments:<br>A) Melbourne Amendment C209 Panel Report<br>B) Yarra Amendment C286 Interim Panel Report<br>C) Guide for Open Space Strategies prepared by DEECA – October 2025<br>D) Fishermans Bend Community Infrastructure Plan prepared by DELWP – September 2017                                                                                                                                                                                                    | Monash                |
| GWY 82 | 11 Nov 2025 | Hearing presentation                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Individual submitter  |
| GWY 83 | 11 Nov 2025 | Letter to Committee advising it no longer intends to appear at the hearing                                                                                                                                                                                                                                                                                                                                                                                                                         | Sunkin Property Group |
| GWY 84 | 12 Nov 2025 | Hearing Submission                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Omniworth Pty Ltd     |
| GWY 85 | 12 Nov 2025 | Timetable (version 3)                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | PPV                   |
| GWY 86 | 12 Nov 2025 | Day 2 version – Draft Planning Scheme Amendment Monash C177:<br>a) Clause 11.03 Planning for Places Policy<br>b) Schedule 5 to Clause 37.10 Structure Plan area<br>c) Schedule 6 to Clause 37.10 Station Development Area<br>d) Schedule 8 to Clause 43.06 Central Core and Central Flanks<br>e) Schedule 9 to Clause 43.06 Main Streets (Kingsway)<br>f) Schedule 10 to Clause 43.06 Key Movement Corridors and Urban Neighbourhoods<br>g) Schedule 11 to Clause 43.06 Residential Neighbourhoods | SRLA                  |

| No.    | Date        | Description                                                                                                                                                                                                                                                                                                                                                                                            | Provided by |
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|        |             | h) Schedule 12 to Clause 43.06 Employment Neighbourhoods<br>i) Schedule 5 to Clause 45.09 Parking Overlay<br>j) Schedule 6 to Clause 45.09 Parking Overlay                                                                                                                                                                                                                                             |             |
| GWY 87 | 12 Nov 2025 | Day 2 version – Maps:<br>a) C177mona – Precinct Zone map – mock up<br>b) C177mona – Built Form Overlay map – mock up                                                                                                                                                                                                                                                                                   | SRLA        |
| GWY 88 | 12 Nov 2025 | Day 2 version – Structure Plan and Implementation Plan<br>a) Draft Structure Plan<br>b) Draft Implementation Plan                                                                                                                                                                                                                                                                                      | SRLA        |
| GWY 89 | 12 Nov 2025 | Consolidated tables:<br>a) Consolidated table of PSA changes (updated Day 2)<br>b) Consolidated table of Structure Plan/Implementation Plan changes (Updated Day 2)                                                                                                                                                                                                                                    | SRLA        |
| GWY 90 | 12 Nov 2025 | Permit application 281 Springvale Road – Architectural Plans                                                                                                                                                                                                                                                                                                                                           | Monash      |
| GWY 91 | 13 Nov 2025 | Council Recommendations (GWY 081) – highlighted to identify whether the recommendations are specific to Glen Waverley or relate to line wide issues                                                                                                                                                                                                                                                    | Monash      |
| GWY 92 | 13 Nov 2025 | Draft Implementation Plan – marked up version                                                                                                                                                                                                                                                                                                                                                          | Monash      |
| GWY 93 | 19 Nov 2025 | Final version – Draft Planning Scheme Amendment:<br>a) Schedule 5 to Clause 37.10 - Structure Plan area<br>b) Schedule 8 to Clause 43.06 - Central core and central flanks<br>c) Schedule 9 to Clause 43.06 - Main Streets<br>d) Schedule 10 to Clause 43.06 - KMC and UN<br>e) Schedule 11 to Clause 43.06 - Residential neighbourhoods<br>f) Schedule 12 to Clause 43.06 - Employment neighbourhoods |             |
| GWY 94 | 19 Nov 2025 | Final version – Implementation Plan                                                                                                                                                                                                                                                                                                                                                                    | SRLA        |
| GWY 95 | 19 Nov 2025 | Written Reply and Response to Monash City Council Recommendations                                                                                                                                                                                                                                                                                                                                      | SRLA        |
| GWY 96 | 26 Nov 2025 | Response to SRLA's Post Day 2 documents, enclosing attachments:<br>a) Clause 11.03 Planning for Places<br>b) Schedule 5 to Clause 37.10 Precinct Zone                                                                                                                                                                                                                                                  | Monash      |

| No.    | Date        | Description                                                                  | Provided by |
|--------|-------------|------------------------------------------------------------------------------|-------------|
|        |             | c) Schedule 6 to Clause 37.10 Precinct Zone                                  |             |
|        |             | d) Schedule 8 to Clause 43.06 Built Form Overlay                             |             |
|        |             | e) Schedule 9 to Clause 43.06 Built Form Overlay                             |             |
|        |             | f) Schedule 10 to Clause 43.06 Built Form Overlay                            |             |
|        |             | g) Schedule 11 to Clause 43.06 Built Form Overlay                            |             |
|        |             | h) Schedule 12 to Clause 43.06 Built Form Overlay                            |             |
| GWY 97 | 26 Nov 2025 | Post Day 2 – Consolidated table of Structure Plan and Implementation changes | SRLA        |
| GWY 98 | 26 Nov 2025 | Post Day 2 – Combined consolidated table of Planning Scheme Amendment        | SRLA        |