

7.1.5 SUBURBAN RAIL LOOP PRECINCT PLANNING UPDATE

Responsible Manager:	Sean McNamee, Manager Strategic Planning
Responsible Director:	Peter Panagakos, Director City Development

RECOMMENDATION

That Council:

1. Notes the release of the Phase Two – Shaping the Plans engagement document package for each Station Precinct area and that the information contained in these plans remains at a conceptual and principle level rather than providing specific direction.
2. Notes that as part of this Phase the Structure Plan boundaries for each Station Precinct have been finalised, but there remains an absence of detail on how these boundaries were determined.
3. Notes that significant increases in allowable building height is proposed in each of the Structure Plan areas, including the nomination of existing conventional 2 storey suburban areas to 6 storeys areas.
4. Notes that the building heights proposed for the commercial core areas of each precinct appear to have been developed based on development heights that are currently occurring, and that basing building heights in commercial core areas on current development approvals appears to be contrary to the overall objective of the SRL project and may result in a loss of development potential and under development in these precincts, which in turn is likely to place additional development pressure in surrounding suburban areas.
5. Notes that achieving the proposed building heights across each precinct will require significant changes to current planning controls. This will require planning controls designed to a more Central Business District standard with a greater emphasis on building height, assessing solar access protections to key public spaces, rather than across pedestrian corridors (as currently included in Council’s Glen Waverley and Clayton Structure Plans) and stronger requirements around wind modelling.
6. Notes that the change in emphasis likely for planning controls described in Point 5, will have the biggest impact on the existing planning controls for Clayton and Glen Waverley Activity Centres.
7. Notes that there remains a significant gap in the provision of information on community and civic infrastructure and there appears to be an underlying assumption that existing Council facilities will be expanded or upgraded to meet future need generated by the SRL and that in the absence of any value capture or development contribution mechanism there is the potential for future financial risks and pressure on Council to deliver community and civic infrastructure alluded to in the SRLA plans.
8. Notes that the Structure Plan material prepared by the SRLA will take precedence over Council’s Structure Plans (except where current zoning limits heights in the residential areas). This SRLA work, once complete, will likely formally replace existing zones and structure plans within Council’s Planning Scheme.
9. Notes that a further, more detailed report on the current engagement process and issues will be presented to a future Council meeting.

INTRODUCTION

The purpose of this report is to update Council on activities associated with the Suburban Rail Loop project since the last report to Council in February 2024 and to call out a range of planning, emerging financial and community awareness issues arising from the next steps of the planning phase for the Suburban Rail Loop precincts proposed by the Suburban Rail Loop Authority.

This report includes discussion on:

- the SRLA's finalisation of the precinct boundaries for each of the Station precincts
- 5 key Precinct Directions (for each station precinct.)
- impacts and likely changes required to the existing planning control framework; particularly for Clayton and Glen Waverley; and
- the potential for future significant financial impact on Councils operations and infrastructure provision arising directly from the community and other infrastructure improvements flagged but not funded by the SRLA or State Government in this current planning stage.

COUNCIL PLAN STRATEGIC OBJECTIVES

Sustainable City

Ensure an economically, socially, and environmentally sustainable municipality.

Prioritise sustainable transport options, including walking/ cycling paths and public transport.

Inclusive Services

Advocate and partner to deliver social and affordable housing in Monash.

Enhanced Places

Improve public spaces and local employment by revitalising our employment hubs, activity centres and neighbourhood shops.

Prioritisation of pedestrians and active transport over vehicles.

Pursue a planning framework that meets Monash needs.

Good Governance

Ensure a financially, socially and environmentally sustainable organisation.

BACKGROUND

Suburban Rail Loop Project update.

At the meeting of 26 February 2024 Council considered an update on activities associated with the Suburban Rail Loop project and adopted a response to the SRL East Draft Precinct Visions.

The report included discussion on the:

- Suburban Rail Loop (SRL) planning area declaration that was published in the Victoria Government Gazette on 7 December 2023.

- Draft Precinct Visions for Burwood, Clayton, Glen Waverley and Monash SRL Precincts.

Overall, the draft Precinct Plans were supported. There were some specific issues that were suggested for attention or changes. In particular, these related to precinct boundaries including more conventional residential areas and the potential to expand the boundaries in some location.

Draft Precinct Visions, December 2023

The high-level principles and outcomes as set out within the Vision documents were noted to generally align with the key objectives of Council's relevant structure plans and precinct plans.

The Vision Papers set the aspirations for strategic planning across the each of the precincts to build on the ambitions first set out in the SRL Business and Investment Case, which is part of the coordinated Victorian Government Plan to manage growth and change across Melbourne and Victoria by focussing growth within a 'city of centres'.

The planning process aims to build on previous strategic planning work undertaken in the past to develop new structure plans around the station precincts.

As part of the report, Council resolved the following:

That Council:

- 1. Notes the contents of the Suburban Rail Loop East Draft Precincts Visions documents released by the Suburban Rail Loop Authority (SRLA) for: Clayton, Monash, Glen Waverley and Burwood SRL Precincts.*
- 2. Endorses the submission to the SRL East Draft Precincts Visions in accordance with this report.*
- 3. Request that the SRLA clarify the Precinct Planning process and develop a Terms of Reference that commits to including Monash City Council as a key stakeholder of the Precinct Planning process.*

The full report can be found at www.monash.vic.gov.au/files/assets/public/v/1/about-us/council/agendas/2024/27-february/7.1.6-srl_east_update-precinct.pdf

DISCUSSION

Since the last report in February this year the SRLA has released a number of project updates that will have a significant influence in the balance of the Precinct Planning for each of the station precinct.

Precinct Planning Process

Despite our request of February for a more detailed project outline and a terms of reference the level of detail for the structure plan planning process remains at a high level and set out the diagram below taken from the SRLA website.

Diagram 1. Structure Plan engagement phases



Precinct Plan Boundaries finalised.

As part of the Draft Precinct Vision planning phase of the project the SRLA consulted on draft precinct planning boundaries.

These boundaries have now been set by the recent release and commencement of this current stage of SRLA planning for the station areas.

It is important to highlight that since the lodgement of Councils submission arising from the February 2024 report officers have received little in the way of feedback questions of clarification or requests for further information on Councils submissions or the issues raised in those submissions.

An example of this is the finalisation of each precinct structure plan boundary. Council's submission highlighted a range of issues or potential challenges based on the ground issues with the draft precinct structure boundaries, including:

- the significant benefits of adding areas to some of the precinct areas such as increased residential areas to the western area of the Monash Unis SRL Station; and
- the overextension of the northern and eastern boundaries of the Glen Waverley precinct boundary due to steep unfavourable topography, existing low rise, fragmented development and east of Springvale Road having a strong emergent character of knock down rebuilds throughout a significant proportion of that area making apartment scale development extremely unlikely due to topographic, land assembly and financial constraints.

Whilst the new material on the SRLA website acknowledges consultation with Councils on the structure plan boundaries, it does not provide any information on the form or content of this consultation, nor any explanation of the rationale for changes made.

This is disappointing as it gives the impression that the boundaries have the endorsement of Councils.

The current planning phase

As part of the Phase Two officers were invited to participate in a series of workshops across each of the theme throughout May this year. The themes are as shown in the diagram below.

It is important to note that each theme session covers the 4 station precinct areas in Monash and as such were timed constrained given the challenges in discussing 4 station precincts in such a short period of time. *(Note: due to Council report deadlines this report has been prepared prior to these sessions. A report on this engagement will be presented to a future Council meeting)*

Neighbourhoods Plan and Framework Plans	Precinct Key Directions (summary for each theme)				
	Boosting the Economy	Enriching Community	Better Connections	Enhancing Place	Empowering Sustainability
<ul style="list-style-type: none"> • Neighbourhoods Plan • Land Use Framework • Built Form 	<ul style="list-style-type: none"> • Jobs and economic growth • Retail provision and activity centres • Major health and education areas 	<ul style="list-style-type: none"> • Housing diversity and inclusion • Opportunities for community infrastructure 	<ul style="list-style-type: none"> • Key movement corridors • Local movement networks • Public transport upgrades • Car parking 	<ul style="list-style-type: none"> • Maximising change in targeted locations • Managing change in local areas • High quality built form • Accessible open space 	<ul style="list-style-type: none"> • Low carbon precincts • New energy technologies • Cool and green environment • Sustainable water management

The Precinct Key Directions

There are 5 Key directions for each station precinct across Monash. The Empowering Sustainability are generic across each precinct.

The pack for each Station Precinct is provided at Attachment 1.

Whilst these Precinct Key Directions represent an advancement on the initial Draft Precinct Visions of Phase One and the subject of the February 2024 Council report, they do not provide a great level of detail and remain at a high-level conceptual plan stage.

The notable exception to this is the theme of Enhancing Place.

The Enhancing Place themes for each of the Station precincts sets out building heights across each precinct. The height limits or guidance proposed in each of the precincts is greater than currently provided for under the Monash Planning Scheme.

In the case of Clayton and Glen Waverley station precincts, there are significant differences in some locations, mainly the residential areas, between the SRLA building heights and what is envisaged under the Activity Centre Structure Plans and the related planning scheme provisions designed to give effect to Councils structure plans.

Material released support of this current phase by the State Government states that:

“Proposals are proportionate to what’s happening on the ground now: there are already tall buildings rising above precinct cores and there are already mid-rise apartments alongside existing homes in many residential pockets.” Premiers media release, 28 April 2024

Basing building heights in commercial core areas on current development approvals appears to be contrary to the overall objective of the SRL project to create uplift and greater opportunity for jobs and housing.

This approach is effectively “business as usual” in the core areas and provides no link to the benefits the SRL is proposed to deliver in these key locations.

It is also likely to result in a loss of development potential and under development in these core commercial precincts. This will in turn likely to place additional development pressure in surrounding suburban areas in order to meet the housing numbers forecast for each SRLA precinct.

Given that the SRL project is promoted as a “city shaping” project, basing commercial core development heights on pre-SRL strategic work is a significant shortcoming of the current plans and should be addressed in detail by the SRLA.

Attachment 3 contains the series of tables that set out the current and proposed heights in each Station precinct.

Glen Waverley Activity Centre Structure Plan & existing planning controls

Of the four Station precincts in Monash, only the Glen Waverley precinct currently has planning controls in place. These controls are derived from the 2014 Glen Waverley Activity Centre Structure Plan and consequently pre-date the SRL project.

The GWAC Structure Plan was developed in 2013/14 under a significantly different local and metropolitan planning context.

The identification of Glen Waverley AC (GWCAC) as an SRL Station is a significant, step change to that context and the future role of the GWAC.

A significant difference is the intensity of development and consequent urban amenity expectations and outcomes arising from the SRLA planned building heights.

The GWAC structure plan was predicated on a lower built form, in a more open setting.

Growth in the surrounding residential areas was limited or tempered based on topography and Glen Waverley being a traditional, middle to outer suburban activity centre. This contributed to the development of planning controls reflective of the balance between increased density and middle ring suburb amenity expectation.

The location of the GWAC along the SRL network, the related increase in building heights and the expansion of those heights into the residential hinterland point to a much more intensely urban built form outcome than envisaged in 2014.

The SRL designation and role means that for GWAC, and other station core areas along the SRL, increased development intensity and yield is likely to be given precedence over a more open mixed urban/suburban amenity. This means that urban design and planning controls will be more aligned with central Melbourne style controls than is currently the case for stand alone middle ring activity centres.

Whilst the SRLA have not provided any detail on likely planning controls to facilitate their proposed building heights, the significant increase in building height proposed for Glen Waverley means that there will be the need for equally significant changes to the existing planning controls.

In particular changes to the Design and Development Overlay 12 for Glen Waverley are likely to be required. These changes would in the main be in response to the SRLA project and to a lesser extent due to changes in Council civic facility direction since 2014.

In particular the design or urban form structural changes from the 2014 GWAC Structure plan include:

- the Civic Precinct Hub being relocated from the Central Car Park site to the existing library site,
- significant apartment development at The Glen and immediately adjacent areas,
- the change to the format of the central plaza at the central car park opposite the Ikon building; and
- the SRLA closure of Coleman Parade at Kingsway.

These structural changes to the overall activity centre and the significantly increased building heights mean that the existing planning provisions will require changes to accommodate the future SRLA vision.

One of the main changes likely to be required is to the built form or Design and Development Overlay controls. As noted earlier in this report these controls are a product of the GWAC 2014 and were designed to provide a more “open” street environment throughout the GWAC street network

Whilst not mirroring the shadow and wind controls applicable to the Hoddle Grid in the City of Melbourne it is likely that updated and appropriate controls would be closer to the Hoddle Grid rather than minor variations to the existing GWAC provisions. Refer to Attachment 2 – Hoddle Grid Design and Development Overlay.

These changes would likely appropriately include:

- changes to overshadowing provisions that better reflect a more highly urbanised environment in the activity centre, whilst maintaining solar access to the priority section along Kingsway
- shadowing provisions set at the more urbanised time frames of 10am to 2pm, rather than the current 9.00am to 3pm
- reduction or removal of shadowing provisions outside of the main Kingsway activity spine, including areas north of the Coleman/Kingsway intersection and east/west streets
- Shadowing provisions protecting key public and civic spaces, rather than all footpaths throughout the centre
- Revisions to building setbacks and shadowing provisions for east/west streets such as Railway Parade North and Coleman Parade and for Kingsway north of the Coleman Parade intersection.

Phase Two – Key Direction themes.

As noted earlier, this Phase includes the 5 Key Direction Themes, although they remain a conceptual level and lack detail.

The following is a brief summary of each Theme and calls out common or any specific precinct-based issues. The plans for each of the Themes are provided at Attachment 1.

Boosting Economy

There is a common reference to growing employment in high value knowledge jobs across each of the 5 SRL precincts.

The only specific issue is the statement for promoting Clayton Road and Kingsway as “high street” destinations in the respective activity centres.

Enriching Community

This theme includes statements to provide for:

- increasing housing diversity, including low, mid and high-rise development
- ensure community infrastructure supports new population, with libraries, maternal and child health.

Additional each SRL precinct plan includes a series of large circles that appear to imply a general location for community infrastructure.

Whilst the plans are very general, of some concern, are statements about existing Council infrastructure such as for the Clayton Community Centre which says:

Ensure community infrastructure supports the resident and worker population, including upgrading the Clayton Community Centre.

There is currently no information provided by the SRLA as to infrastructure needs, capacity or funding.

Officers are seeking more information on these statements.

Better connections

This theme carries across general statements to:

- Prioritise public and active transport to reduce reliance on private vehicles.
- Support public transport and active travel options to reduce reliance on private vehicles

Where there is specific reference to existing road network, they continue with the aspirational approach as set out in the following: *Rethink this section of Springvale Road to make it better for all types of transport, including walking, cycling, public transport and cars*

Whilst these are worthy aspirations, they can only be achieved by real world improvements and changes to the transport network as highlighted in Councils submission to the draft precinct visions earlier this year.

It is important that this next phase identifies what actually need to be done to allow for pedestrians to use Springvale Road and Clayton Road in the manner promoted by the SRLA.

In the case of Clayton, the most significant catalyst for such a facilitating change is the construction of Westall Road extension, rather than any precinct planning statements.

In the absence of calling out these supporting projects there remains a disconnect between the visions of the SRLA and the infrastructure changes required to release these visions.

Enhancing Place

Whilst the main issue of the enhancing place is identification of increased building heights through the precincts and has been discussed elsewhere in this report, this theme also contains other statements with implications for Council.

Each of the Enhancing Place plans contain a series of circles, that “*Identify opportunities for enhanced and new open space*”.

However, there is no explanation as to what this open space will be, who funds it, or is it practical to achieve in the identified locations.

Officers are seeking more information on this issue.

FINANCIAL IMPLICATIONS

Whilst there are no immediate financial implications arising from this report given the high-level conceptual nature of the SRLA material, there are some pointers in that material to the potential for significant financial implication for Council as the project progresses and development of the intensity envisaged commences.

Of particular concern is the reliance of the SRLA planning documents on existing Council infrastructure across all of the SRLA precincts. Including instances where the current documentation appears to commit Council to upgrading existing infrastructure. An example of this can be found in the Clayton – Enriching Community theme which includes the specific statement of “*Ensure community infrastructure supports the resident and worker population, including upgrading the Clayton Community Centre*”

The SRLA have provided nothing in the current documentation to indicate what capacity community infrastructure is at, what upgrades are required, how funding for these upgrades will be sourced and ultimately who will bear responsibility for these upgrades.

Whilst the SRLA do have planning authority status for the precincts they do not have authority over Council community assets and more detailed planning and costings are required before the SRLA move to uplift planning controls across these precincts.

Initial discussion with the SRLA have indicated the potential for the introduction of a Development Contribution. However, the current development contribution framework in Victoria was designed for use in growth areas and green field development, where development was effectively the conversion of paddocks to residential estate. This development contribution framework is entirely inappropriate for significant urban renewal development such as envisaged in the SRL precincts given the requirement for existing ratepayer, via Council, to meet the majority of the costs and certainly do not take into account “throw away” costs of demolishing existing infrastructure.

This situation exists despite the VAGO – Managing Development Contributions report of 2020 calling on the State to reform the system and the State conducting reviews in 2012

POLICY IMPLICATIONS

Overall, the current thematic issues align with Council policy for activity centres.

The significant increase in heights in residential areas is contrary to the existing planning controls and policy settings for the activity centres and surrounding residential areas.

CONSULTATION

Community consultation was not undertaken as part of the report.

Whilst the SRLA are currently undertaking community consultation it is unclear how they are communicating with residents across the precincts.

Additionally, officers experience with the consultation material and website of the SRLA has proved somewhat difficult to navigate through in order to access relevant information

SOCIAL IMPLICATIONS

In developing this report to Council, it is considered that the report does not raise any unintended social implications. However, it should be noted that the report does raise issue that, if not adequately addressed by the State Government and the SRLA could present significant negative social implications in the future.

HUMAN RIGHTS CONSIDERATIONS

There are no human rights implications to this report.

GENDER IMPACT ASSESSMENT

A GIA was not completed because this agenda item is not a 'policy', 'program' or 'service'.

CONCLUSION

This next Phase of the SRL planning process, with the exception of releasing building heights, continues a focus on high level concepts and broad statements. As result it has not really advanced the detailed planning process beyond the initial Draft Precinct Visions reported to Council in February of this year.

At the time of writing and consideration of this report officers are participating in workshops with the SRLA that will hopefully result in the development of more detail across each of the thematic issues.

The release of the building heights provides some clear direction in terms of development intensity envisaged and also changes likely to be required in the form and content of planning controls. In particular there are likely to be the need for significant changes to planning controls for Clayton and Glen Waverley to achieve the SRL visions.

In accordance with previous submissions to the SRLA officers will continue to stress the importance and interdependency of supporting infrastructure projects such as Westall Road, as critical to the realisation of the SRLA visions for these precincts.

It is also important that as the project moves forwards that the SRLA undertake detailed work on community infrastructure needs, locations and funding.

ATTACHMENT LIST

1. Attachment 1 SRLA Precinct Key Directions by theme (1) [**7.1.5.1** - 17 pages]
2. Attachment 2 Hoddle Grid melb 43 02-s 2 [**7.1.5.2** - 9 pages]
3. Attachment 3 Comparison of building heights around SRL precincts (2) [**7.1.5.3** - 6 pages]

Boosting the economy

Clayton

- Grow the Monash Health Precinct
- Prioritise Clayton Road as a vibrant high street
- Rejuvenate and intensify the Audsley Street Employment Area



Glen Waverley

- Further enhance Kingsway as an active economic retail and dining area with more offices and community spaces
- Encourage commercial office space in the Precinct Centre to support high-valued knowledge jobs
- Extend the precinct centre along Springvale Road
- Support the growth of Aristoc and Springvale roads as local employment areas



Monash

- Strengthen Monash as the innovation precinct of global significance
- Establish a Town Centre in Monash
- Support a transition to knowledge-based businesses
- Grow and strengthen the research, science and medical technology sectors
- Support the growth of anchor institutions and attract new businesses



Burwood

- Support and facilitate the growth of Deakin University's Burwood Campus
- Create a mixed-use Precinct Centre around the SRL train station
- Transform Burwood Highway and Highbury Road into areas with more retail and businesses
- Create a network of high-amenity knowledge-based employment areas



Enriching community

Clayton

- Provide a diversity of housing to support local living, such as different dwelling types including low, mid and high-rise apartments
- Ensure community infrastructure supports the resident and worker population, including upgrading the Clayton Community Centre



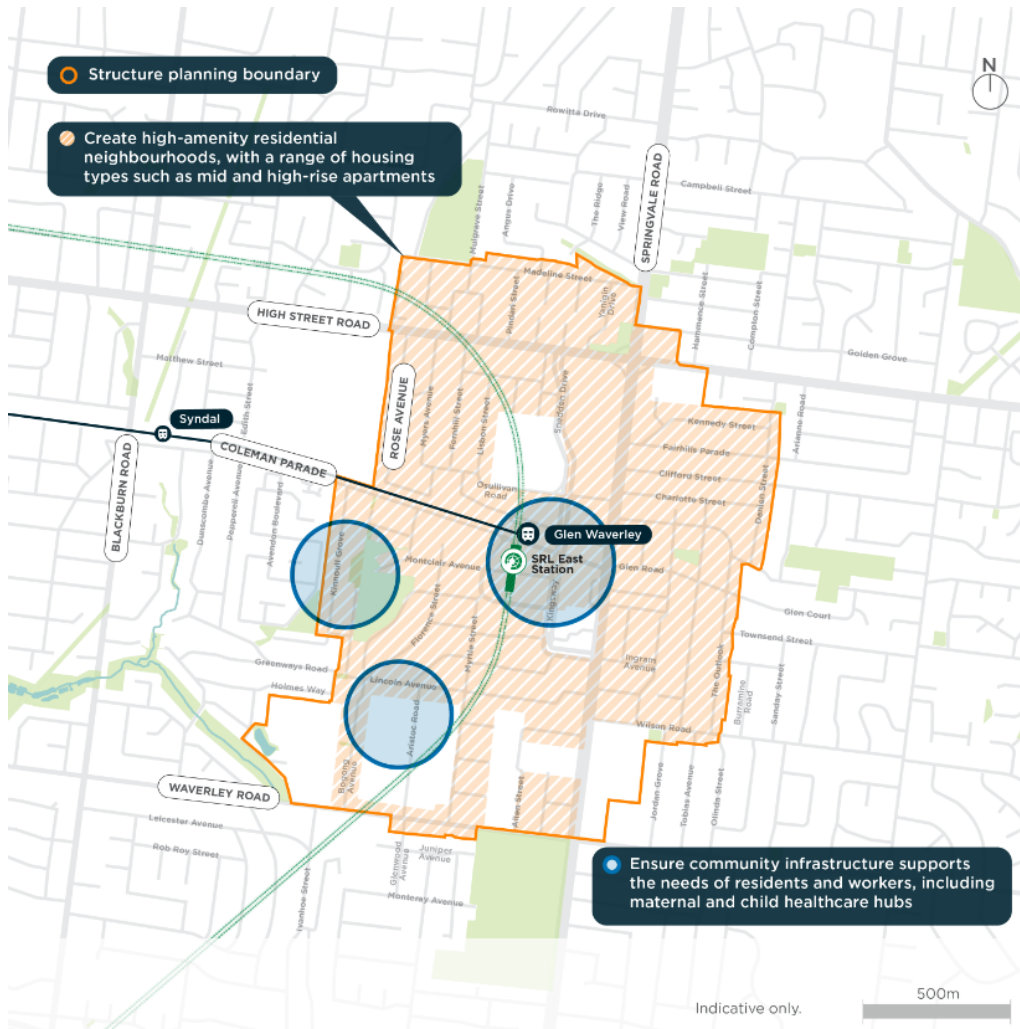
Monash

- Ensure community infrastructure supports resident and worker populations including libraries and co-working spaces
- Encourage housing growth and diversity in residential areas
- Introduce new housing options to help create the Monash Town Centre



Glen Waverley

- Ensure community infrastructure supports the needs of residents and workers, including maternal and child healthcare hubs
- Create high-amenity residential neighbourhoods, with a range of housing types such as mid- and high-rise apartments



Burwood

- Ensure community infrastructure supports the needs of residents and workers, including multi-purpose hubs
- Introduce greater housing diversity



Better connections

Clayton

- Reimagine Clayton Road as a high quality, accessible transport corridor, which prioritises pedestrians and buses
- Connect a network of strategic corridors that link to employment opportunities, encouraging walking and cycling
- Prioritise public and active transport to reduce reliance on private vehicles



Glen Waverley

- Rethink this section of Springvale Road to make it better for all types of transport, including walking, cycling, public transport and cars
- Redirect private vehicles away from the Precinct Centre
- Support public transport and active travel options to reduce reliance on private vehicles
- Provide a network of safe and convenient walking and cycling paths



Monash

- Create high-quality public transport routes
- Create a new street grid to improve east-west connections
- Link the Monash and Clayton precincts
- Provide a network of safe and convenient walking and cycling paths
- Prioritise public and active transport to reduce reliance on private vehicles



Burwood

- Investigate improving walking, cycling and biodiversity connections along Gardiners Creek (KooyongKoot)
- Create a world class and well-integrated public transport interchange
- Upgrade and connect transport routes, as well as improve walking and cycling paths
- Support public transport and active travel choices to reduce reliance on private vehicles



Enhancing place

Clayton

- Identify opportunities for enhanced and new open space
- Support growth by encouraging change in targeted locations



Glen Waverley

- Identify opportunities for enhanced and new open space
- Support growth by encouraging change in targeted locations
- Ensure Kingsway remains a key part of social connections with appropriate buildings and public spaces



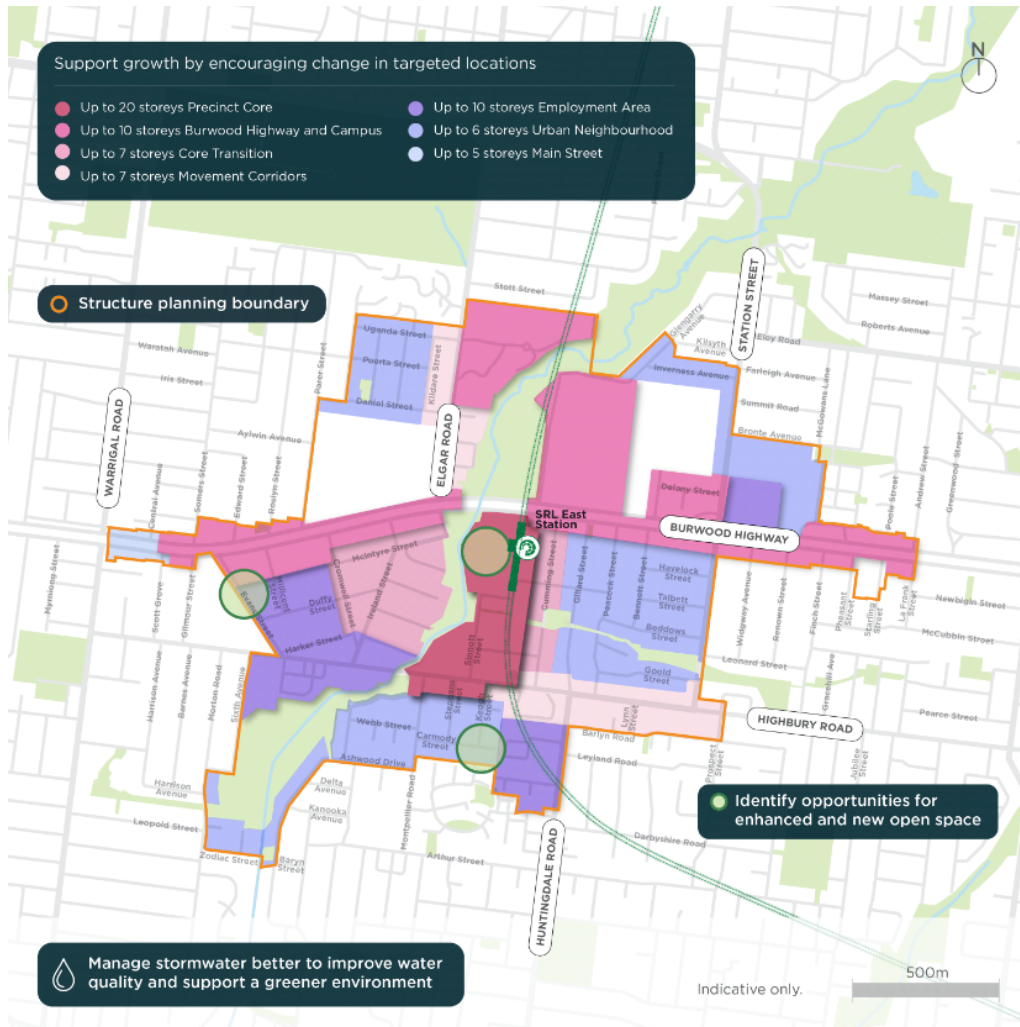
Monash

- Identify opportunities for enhanced and new open space
- Support growth by encouraging change in targeted locations
- Introduce new building types and mixed-use spaces to attract jobs growth
- Deliver high quality and sustainable buildings
- Create well-connected and active streetscapes



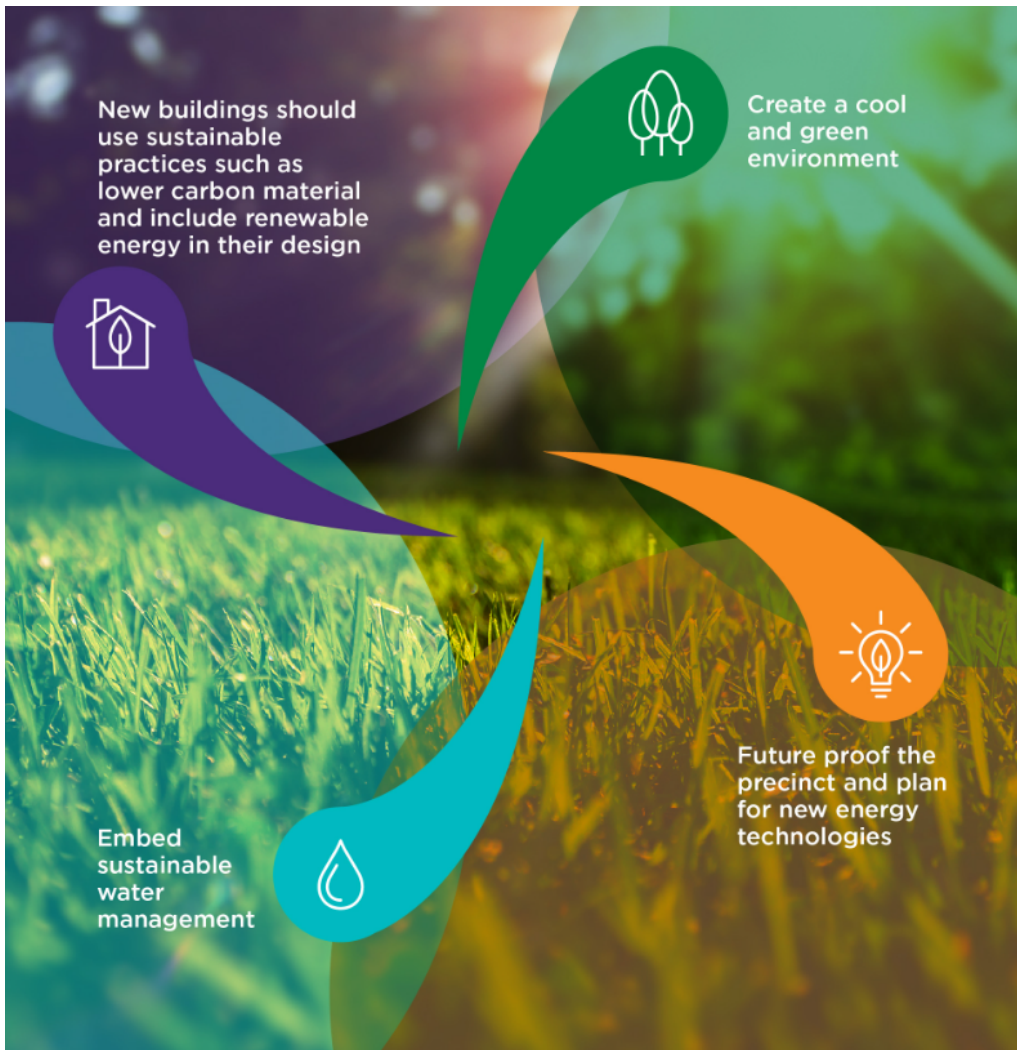
Burwood

- Identify opportunities for enhanced and new open space
- Support growth by encouraging change in targeted locations
- Manage stormwater better to improve water quality and support a greener environment



Empowering sustainability – All Precincts

- New buildings should use sustainable practices such as lower carbon material and include renewable energy in their design
- Future proof the precinct and plan for new energy technologies
- Create a cool and green environment
- Embed sustainable water management



MELBOURNE PLANNING SCHEME

13/07/2017
C311**SCHEDULE 2 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY**Shown on the planning scheme map as **DDO2**.**SPECIAL CHARACTER AREAS- BUILT FORM (HODDLE GRID)**1.0
23/11/2016
C270**Design objectives**

- To protect sunlight access to key public places and open space areas so as to provide a comfortable, pedestrian-friendly urban environment.
- To ensure that the height of new buildings reinforces the built form character of unique areas.
- To maintain the visual dominance of prominent landmarks.
- To protect the unique built form and public realm amenity.

2.0
13/07/2017
C311**Buildings and works**2.1
13/07/2017
C311**Definitions****For the purpose of this schedule:**

- **street** means a road reserve of a public highway more than 9 metres wide.
- **laneway** means a road reserve of a public highway 9 metres or less wide.
- **street wall** means any part of the building constructed within 0.3 metres of a lot boundary fronting the street.
- **street wall height** means the vertical distance between the footpath or natural surface level at the centre of the site frontage and the highest point of the street wall, with the exception of non-habitable architectural features not more than 3.0 metres in height and building services setback at least 3.0 metres behind the street wall.
- **total building height** means the vertical distance between the footpath or natural surface level at the centre of the site frontage and the highest point of the building, with the exception of non-habitable architectural features not more than 3.0 metres in height and building services setback at least 3.0 metres behind the façade.
- **setback** is the shortest horizontal distance from a building façade, including projections such as balconies, building services and architectural features greater than 300mm, to the boundary.
- **floor area ratio** means the gross floor area above ground of all buildings on a site, including all enclosed areas, services, lifts, car stackers and covered balconies, divided by the area of the site. Voids associated with lifts, car stackers and similar service elements should be considered as multiple floors of the same height as adjacent floors or 3.0 metres if there is no adjacent floor.
- **unsafe wind conditions** means the hourly maximum 3 second gust which exceeds 20 metres/second from any wind direction considering at least 16 wind directions with the corresponding probability of exceedance percentage.
- **comfortable wind conditions** means a mean wind speed from any wind direction with probability of exceedance less than 20% of the time, equal to or less than:
 - 3 metres/second for sitting areas
 - 4 metres/second for standing areas
 - 5 metres/second for walking areas.
- **mean wind speed** means the maximum of:
 - Hourly mean wind speed, or
 - Gust equivalent mean speed (3 second gust wind speed divided by 1.85).

MELBOURNE PLANNING SCHEME

- **additional shadow** means any shadow cast outside any existing shadow from buildings or works, but not a shadow cast by incidental elements such as canopies, kiosks, artworks, screens or trees.

2.2
23/11/2016
C270

Buildings and works for which no permit is required

A permit is not required for:

- Buildings and works at ground level, including external works to provide access for persons with disabilities that comply with all legislative requirements.
- Buildings and works to install or modify plant and service fixtures to an existing building.
- Buildings and works to an existing building(s) which do not alter the height or setback of any part of the existing building or result in any additional habitable or occupiable floor area.
- Buildings and works which would cast a shadow across the Yarra River Corridor between 11.00am and 2.00pm on 22 June caused by unenclosed structures associated with the construction of gangways, mooring poles and pontoons which are constructed by or on behalf of Melbourne Parks and Waterways or Parks Victoria under the *Water Industry Act 1994* , the *Water Act 1989* , the *Marine Act 1988* , the *Port of Melbourne Authority Act 1958* , the *Parks Victoria Act 1998* , or the *Crown Land (Reserves) Act 1978* .

2.3
13/07/2017
C311

Requirements**Built Form**

Buildings and works:

- must meet the Design Objectives in this schedule;
- must satisfy the Built Form Outcomes specified for each relevant Area in Table 3 and Table 4 to this schedule and for each relevant Design Element in Table 5 to this schedule;
- should meet the Preferred Building Height or Modified Requirement specified for each relevant Area in Table 4 to this schedule; and
- should meet the relevant Requirement specified for each relevant Design Element specified in Table 5 to this schedule.

An application to exceed the Preferred Building Height or Modified Requirement must document how the development will achieve the specific Design Objectives and Built Form Outcomes of this schedule.

A permit must not be granted for buildings and works, including the replacement of the existing building, which exceed the Maximum Building Height specified in Table 3 to this schedule, with the exception of:

- non-habitable architectural features and building services.
- Buildings and works for a replacement building which:
 - retains the existing building envelope, including no increase in height or reduction in setbacks, and
 - does not result in any additional habitable or occupiable floor area (excluding an open balcony).

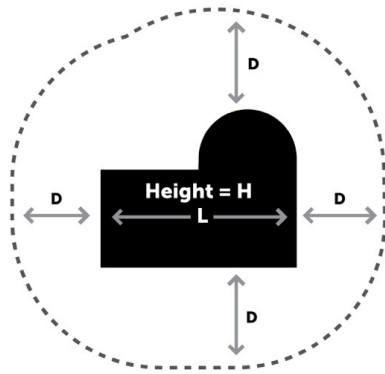
Wind Effects

A permit must not be granted for buildings and works with a total building height in excess of 40 metres that would cause unsafe wind conditions in publicly accessible areas within a distance equal to half the longest width of the building above 40 metres in height measured from all facades, or half the total height of the building, whichever is greater as shown in Figure 1.

MELBOURNE PLANNING SCHEME

A permit should not be granted for buildings and works with a total building height in excess of 40 metres that do not achieve comfortable wind conditions in publicly accessible areas within a distance equal to half the longest width of the building above 40 metres in height measured from all facades, or half the total height of the building, whichever is greater as shown in Figure 1.

Figure 1



Assessment distance D = greater of:
 L/2 (Half longest width of building)
 OR
 H/2 (Half overall height of building)

Overshadowing

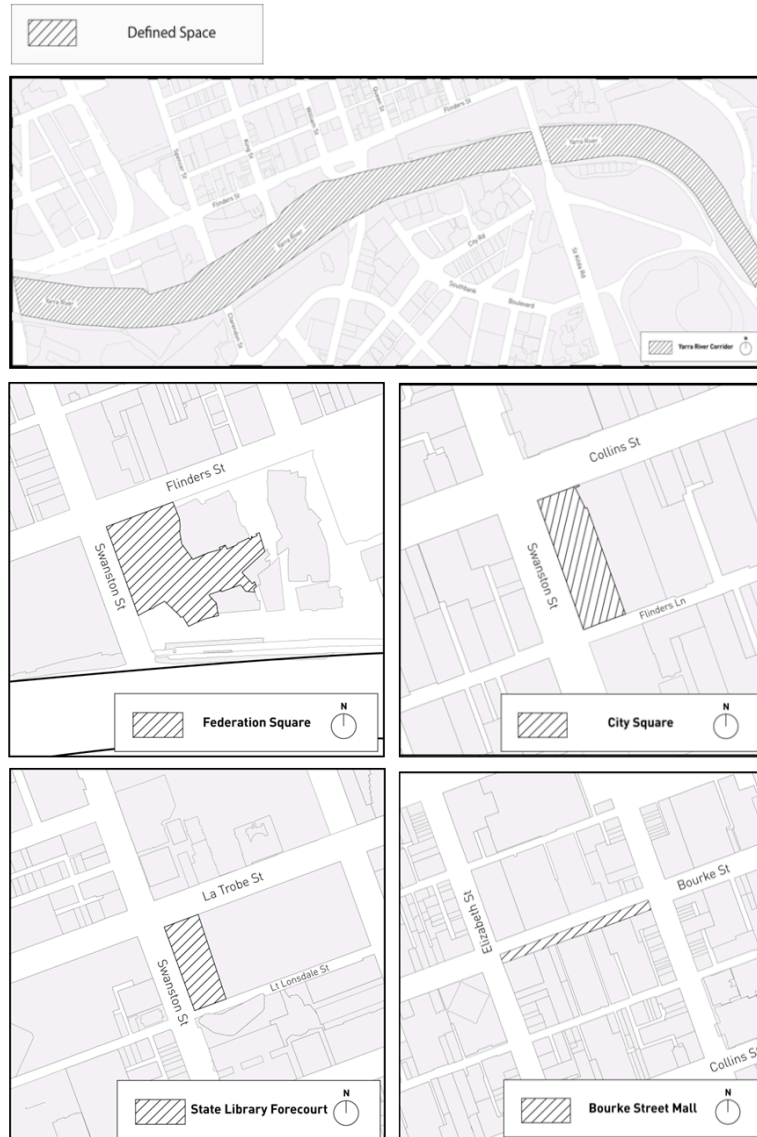
With the exception of minor works or minor changes to existing buildings within that defined space, a permit must not be granted for buildings and works which would cast any additional shadow across a space within Table 1 to this schedule and shown in Figure 2 of this schedule during the hours and dates specified as follows:

Table 1 to Schedule 2

Space	Hours between	Date(s)
The Yarra River corridor, including 15 metres from the edge of the north bank of the river to the south bank of the river	11.00am and 2.00pm	22 June
Federation Square City Square State Library Forecourt	11.00am and 3.00pm	22 April to 22 September
Bourke Street Mall south of tram tracks	12.00pm and 2.00pm	22 April and 22 September

MELBOURNE PLANNING SCHEME

Figure 2



A permit must not be granted for buildings and works which would cast any additional shadow across the spaces within Table 2 to this schedule during the hours and date(s) specified for that space, unless the overshadowing will not unreasonably prejudice the amenity of the space:

Table 2 to Schedule 2

Space	Hours between	Date(s)
Flinders Street Railway Station Steps	11.00am and 3.00pm	22 April to 22 September
Batman Park Birrarung Marr	11.00am and 2.00pm	22 April to 22 September

MELBOURNE PLANNING SCHEME

Space	Hours between	Date(s)
Swanston Street between south bank of the Yarra River and La Trobe Street Elizabeth Street between Flinders Street and Flinders Lane Hardware Lane and McKillop Street	12.00pm and 2.00pm	22 April to 22 September
The southern building line of Little Bourke Street between Spring and Swanston Streets and Cohen Place/ Chinatown Plaza	12.00pm and 2.00pm	22 April to 22 September
Any public space, public parks and gardens, public squares, open spaces associated with a place of worship and privately owned public spaces accessible to the public	11.00am and 2.00pm	22 September

Table 3 to Schedule 2

Area	Maximum Building Height	Built Form Outcomes
A1 Core Height Control	40 metres	A feeling of openness and intimate scale for pedestrians is maintained. Reasonable solar access is maintained to the streets between 11.00 am and 2.00 pm on 22 September.

Table 4 to Schedule 2

Area	Preferred Building Height	Modified Requirement	Built Form Outcomes
A2	15 metres	4:1 Floor Area Ratio	The low-rise, high-density and pedestrian oriented built form of the Chinatown and McKillop/ Hardware/ Guilford Lane precincts is maintained. Upper levels are visually recessive from streets and laneways. To provide a comfortable scale transition between the precinct and the broader area.
A3	20 metres	6:1 Floor Area Ratio	Pedestrian gateways to the Chinatown and Hardware Lane precincts are developed to provide a comfortable scale transition between the precinct and the broader area. Upper levels are visually recessive from streets and laneways.
A5	40 metres	10:1 Floor Area Ratio	The scale of development complements and is compatible with the nearby retail core. St Paul's Cathedral remains the dominant building on the Flinders Street skyline between Swanston and Russell Streets. The Parliamentary buildings remain dominant in vistas along Bourke Street. Upper levels are visually recessive from streets and laneways.

MELBOURNE PLANNING SCHEME

Area	Preferred Building Height	Modified Requirement	Built Form Outcomes
A6	30 metres	8:1 Floor Area Ratio	The scale of development on these gateway sites takes advantage of the opportunities of consolidated sites, but maintains a comfortable relationship with the surrounding low-scale and pedestrian oriented built form character of the Chinatown precinct and does not unreasonably overshadow streets in the precinct. Upper levels are visually recessive from streets and laneways.
A7	80 metres	12:1 Floor Area Ratio	The scale of development takes advantage of the opportunities of large sites but provides a comfortable scale transition between precinct A5 and the broader area, and does not intrude upon the long vistas to Parliament House along Bourke Street. The visual impact of taller buildings, above the preferred building height, is alleviated through increased upper level setbacks.
A8	60 metres	13:1 Floor Area Ratio	The scale of development takes advantage of the opportunities of sites in the Chinatown precinct, which are set back from important pedestrian laneways, but also maintains a comfortable relationship with the surrounding low-scale precincts. The visual impact of taller buildings, above the preferred building height, is alleviated through increased upper level setbacks.
A9	30 metres	7:1 Floor Area Ratio	The Town Hall and the historic buildings in the block remain visually dominant.

Table 5 to Schedule 2

Design Element	Requirement	Built Form Outcomes
Street wall height	The street wall height should not exceed 20 metres, or the preferred building height, whichever is lower.	Street wall height is scaled to ensure: <ul style="list-style-type: none"> ▪ a human scale. ▪ consistency with the prevalent parapet height of adjoining buildings. ▪ height and setback that respects the scale of adjoining heritage places. ▪ adequate opportunity for daylight, sunlight and skyviews in the street.
Upper level street setbacks	Above the street wall, upper levels of a building should be setback a minimum of 5 metres.	Buildings are setback to ensure: <ul style="list-style-type: none"> ▪ larger buildings do not visually dominate the street or public space. ▪ the dominant street wall scale is maintained. ▪ sun penetration and mitigation of wind impacts at street level.

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Design Element	Requirement	Built Form Outcomes
Setback(s) from side boundary	Above 40 metres, upper levels of a building should be setback a minimum of 5 metres from a side boundary. If a laneway: Above 20 metres, upper levels of a building should be setback a minimum of 5 metres from the centreline of a laneway.	Buildings are setback to ensure: <ul style="list-style-type: none"> ▪ provision of adequate sunlight, daylight, privacy and outlook from habitable rooms, for both existing and proposed developments. ▪ provision of adequate daylight and sunlight to laneways. ▪ buildings do not appear as a continuous wall at street level or from nearby vantage points and maintain open sky views between them. ▪ taller buildings transition down in height to adjacent areas that have a lower height limit, so as not to visually dominate or compromise the character of adjacent existing low-scale development areas.
Setback(s) from rear boundaries	Above 20 metres, upper levels of a building should be setback a minimum of 5 metres from a rear boundary, or from the centreline of a laneway.	Buildings are setback to ensure: <ul style="list-style-type: none"> ▪ provision of adequate sunlight, daylight, privacy and outlook from habitable rooms, for both existing and proposed developments. ▪ taller buildings transition down in height to adjacent areas that have a lower height limit, so as not to visually dominate or compromise the character of adjacent existing low-scale development areas.

2.4
23/11/2016
C270

Exemption from notice and appeal

An application to construct a building or construct or carry out works is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

2.5
13/07/2017
C311

Application Requirements

If in the opinion of the responsible authority an application requirement listed below is not relevant to the assessment of the application, the responsible authority may waive or reduce the requirement.

Urban context report

An application for permit must be accompanied by a written and illustrated urban context report.

The urban context report must:

- explain the key planning, design and contextual considerations and influences on the proposed buildings and works.
- describe the existing urban context of the area in which the proposed buildings and works are to be located.
- explain how the proposed buildings and works relate to and respond to their urban context including:
 - Built form character of adjacent and nearby buildings.
 - Heritage character of adjacent and nearby heritage places.
- identify the key opportunities and constraints supporting the design response.

MELBOURNE PLANNING SCHEME

- explain the effect of the proposed buildings and works, including on:
 - microclimate, including sunlight, daylight and wind impacts on streets and other public spaces.
 - vistas.
- Explain how the proposed buildings and works respond to each of the Design Objectives and the Built Form Outcomes in Table 3, Table 4 and Table 5 of this schedule, as appropriate.

Wind analysis report

An application for a permit for a building with a total building height in excess of 40 metres must be accompanied by a wind analysis report prepared by a suitably qualified person. The wind analysis report must:

- explain the effect of the proposed development on the wind conditions in publicly accessible areas within a distance equal to half the longest width of the building, measured from all facades, or half the total height of the building, whichever is greater.
- at a minimum, model the wind effects of the proposed development and surrounding buildings (existing and proposed) using wind tunnel testing.
- identify the principal role of each portion of the publicly accessible areas for sitting, standing or walking purposes.
- not rely on street trees or any other element such as screens, within public areas for wind mitigation.

3D digital model of buildings and works

An application for a permit must be accompanied by a 3D digital model of the proposed buildings and works in a format to the satisfaction of the responsible authority. The model may be used for assessing overshadowing and visual impacts caused by the proposal and for general archive, research and public information purposes.

3.0
23/11/2016
C270

Subdivision

A permit is not required to subdivide land.

4.0
23/11/2016
C270

Advertising signs

None specified.

5.0
13/07/2017
C311

Decision guidelines

- Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:
 - The Design Objectives.
 - The Built Form Outcomes of Table 3, Table 4 and Table 5 to this schedule.
 - Whether the development respects the built form scale and urban structure of the precinct where it is located.
 - Whether the development provides a high quality architectural response.
 - Whether the cumulative effect of the proposed development in association with adjoining existing and potential development supports a high quality of pedestrian amenity in the public realm, in relation to human scale and microclimate conditions including overshadowing and wind impacts. The effect of the proposed buildings and works on solar access to existing and proposed open spaces and public places.

MELBOURNE PLANNING SCHEME

- The potential for increased ground-level wind gust speeds and the effect on pedestrian comfort and the amenity of public places, with allowance to exceed uncomfortable conditions only if the wind effects of the proposed development do not exceed the existing wind condition(s).
- Securing the floor area ratio across a site where a site is developed in part to ensure:
 - that an agreement be entered into to acknowledge that the remaining site cannot be later developed;
 - that a heritage building being retained that an agreement be entered into to conserve the heritage building in perpetuity;
 - that the proposed building is sited so that adequate setbacks are maintained in the event that the land is subdivided or separate land holdings are administratively effected to create a future development site.

6.0
23/11/2016
C270

Reference documents

- Central City Built Form Review Overshadowing Technical Report, Department of Environment, Land, Water and Planning, April 2016

7.0
23/11/2016
C270

Transitional arrangements

The requirements of this schedule do not apply to:

- an application (including an application to amend the permit) made before the commencement of Amendment C262 to this planning scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C262, continue to apply.
- an application (including an application to amend the permit) made after the commencement of Amendment C262 but before the commencement of Amendment C270 to this planning scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C270, continue to apply.

Comparison of building heights around SRL precincts

Clayton

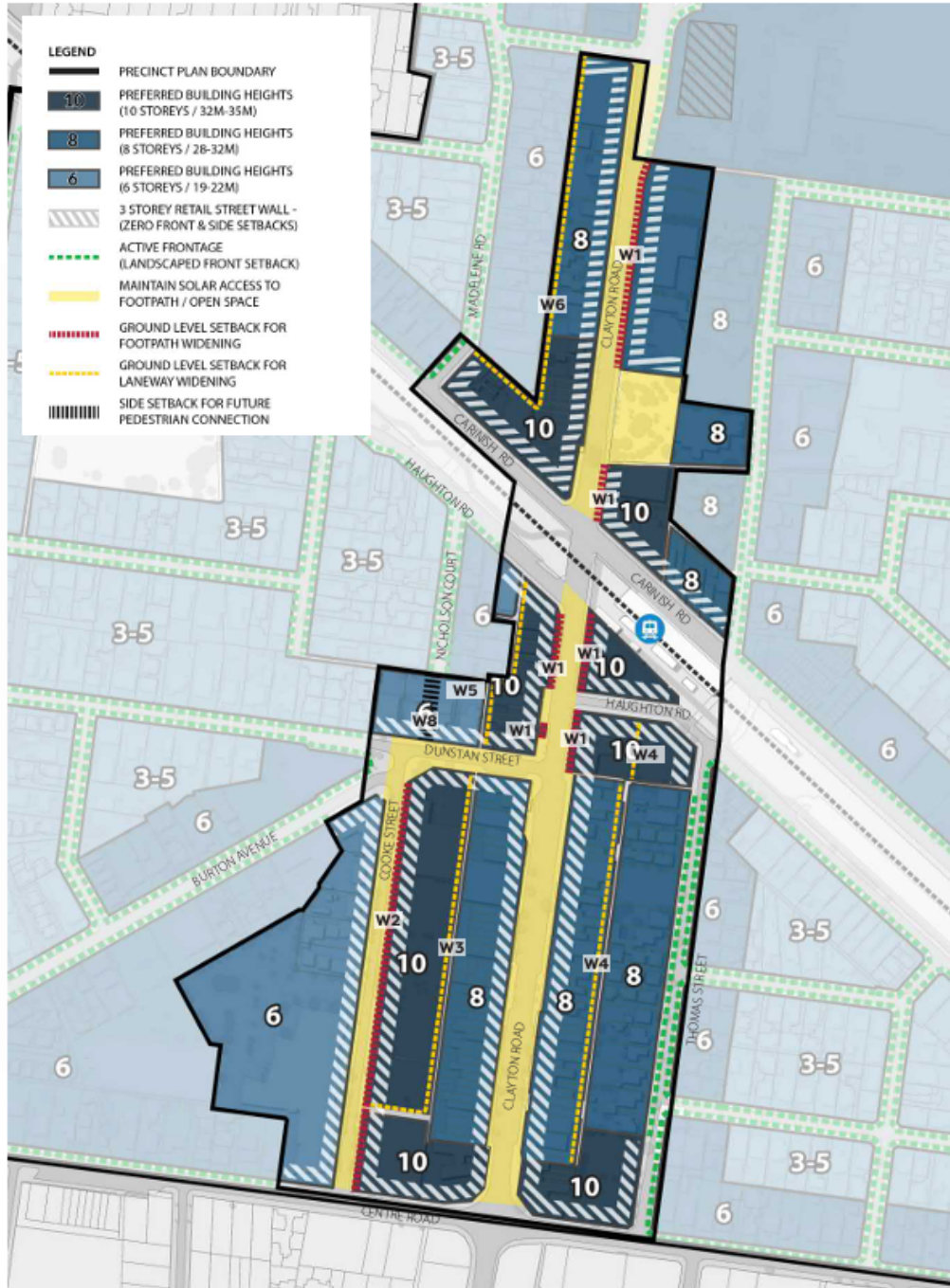
(Within Monash only)

Area	SRLA Proposed heights	Current Clayton PP heights
Core precinct	20 storeys	8-10 storeys
Strategic sites	15 storeys	8-10 storeys
Movement corridors	10 storeys	6-8 storeys
Health & employment	15 storeys	3-8 storeys
Main street	10 storeys	8-10 storeys
Urban neighbourhood	8 storeys	3-6 storeys within CPP 3-8 storeys (PMP site outside CPP)
Transitional neighbourhood	6 storeys	3-5 storeys within CPP 3 storeys (outside CPP in GRZ3/6) 4 storeys (outside CPP in RGZ3)

SRLA proposed



Clayton Precinct Plan – Monash City Council



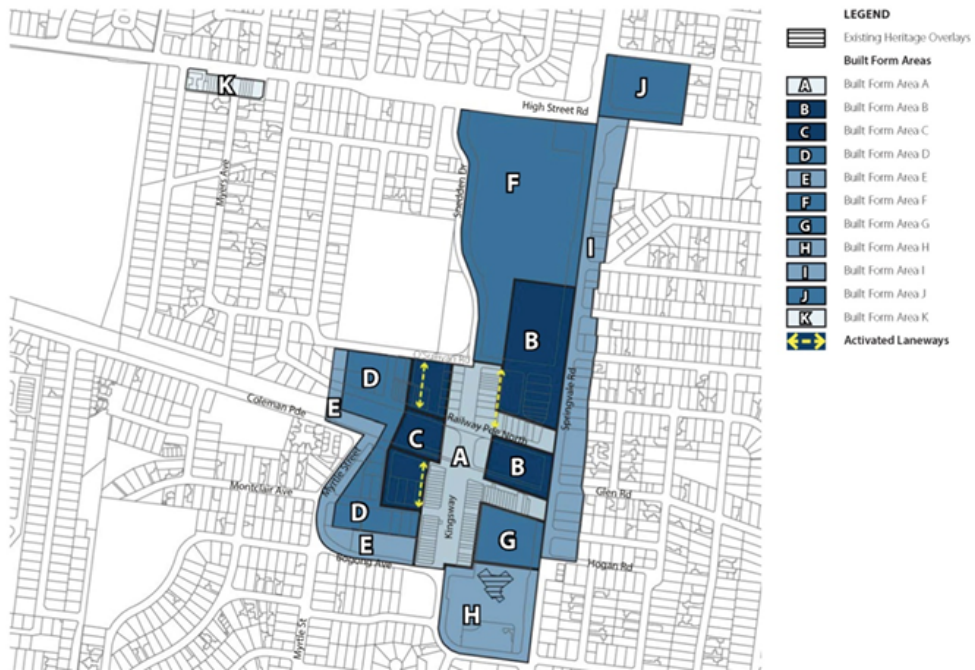
Glen Waverley

Area	SRLA Proposed heights	Current GWAC SP heights
Precinct core	25 storeys	4-10+ storeys (A: 4-6 storeys, B: 10+, C: 8, D: 8-10, E: 4, and F: 8-12)
Movement corridors	10 storeys	3-10+ storeys (A: 4-6 storeys, B: 10+, G: 8-10, H: 4-6, I: 3-4, J: 4)
Main street	7 storeys	4-6 storeys (A)
Urban neighbourhood	7 storeys	3-6 storeys (A, GR27)
Transitional neighbourhood	6 storeys	2-3 storeys (GR22, GR23, NR24)
Employment area	4 storeys	3-4 storeys (DDO1, may be taller depending on setbacks to residential areas)

SRLA Proposed



Glen Waverley Activity Centre Building Height and Setback Precinct Plan



Monash

Area	SRLA Proposed heights	Current zone/overlay heights
Precinct core	25 storeys	3-4 storeys (DDO1 *may be taller depending on setbacks to residential areas)
Movement corridors	10 storeys	3-4 storeys (RGZ3, GRZ6, DDO4 – 15m)
Employment growth	10 storeys	3-4 storeys (DDO1*)
Nanotech neighbourhood	8 storeys	3-4 storeys (DDO1*)
Urban neighbourhood	8 storeys	3 storeys (GRZ6)
Transitional neighbourhood	6 storeys	3-4 storeys (RGZ3, GRZ6, GRZ3)

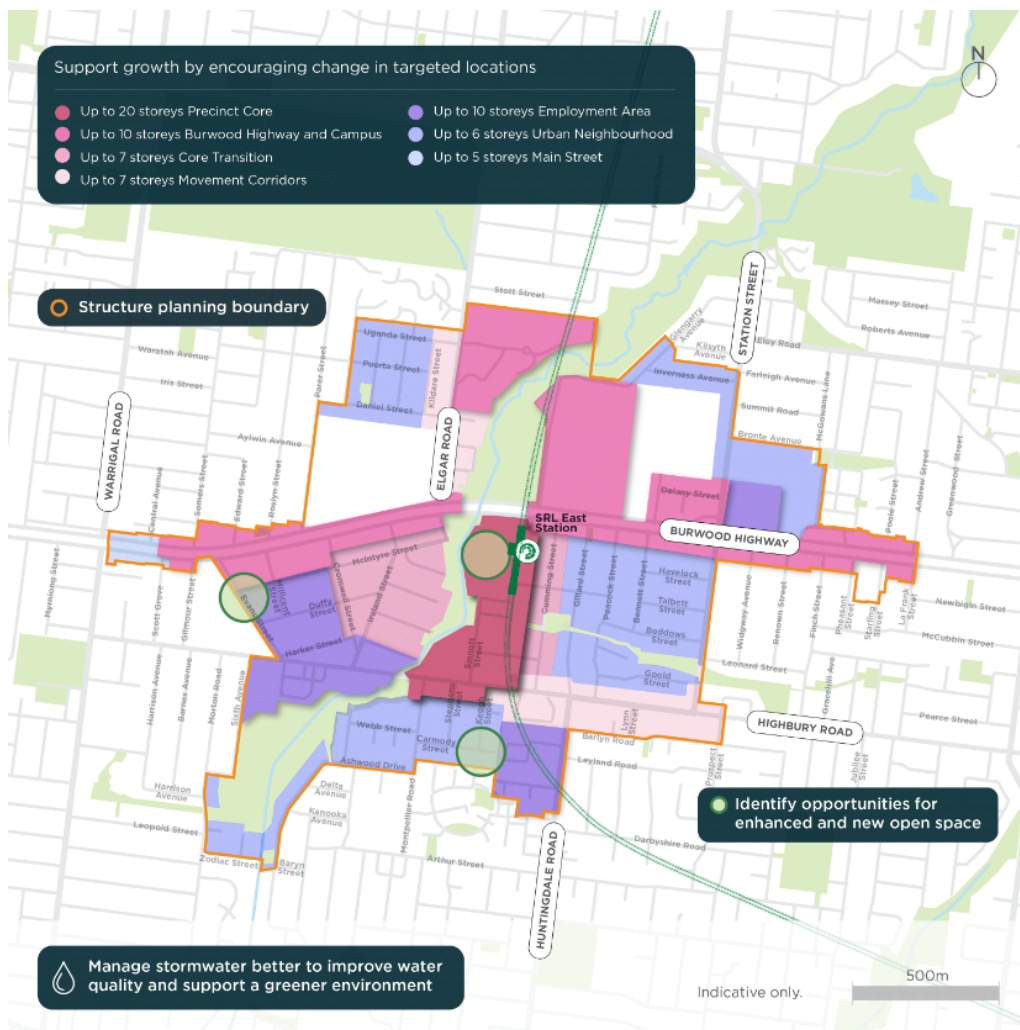


Note: As there is no structure plan for the Monash area there are only the current zone heights as per the table above.

Burwood

(Within Monash only)

Area	SRLA Proposed heights	Current zone/overlay heights
Precinct core	20 storeys	2 storeys (NRZ2, NRZ3) No height (MUZ)
Movement corridors	7 storeys	3-4 storeys (GRZ3, DDO1*)
Employment Area	10 storeys	3-4 storeys (DDO1*)
Urban neighbourhood	6 storeys	2-3 storeys (NRZ2, NRZ3, GRZ3)



Note: As there is no structure plan for the Burwood area there are only the current zone heights a per the table above.