

7.1.6 MONASH PLANNING SCHEME - PLANNING POLICY FRAMEWORK TRANSLATION

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

RECOMMENDATION

That Council:

1. Notes that in July 2018 the then Minister for Planning introduce a “new” format planning policy framework to vertically integrate State, regional and local policy and that as part of this change the Department of Transport and Planning (DTP) introduced a new drafting manual and DTP have been progressively translating each Councils local planning policy framework into the new format in accordance with their drafting manual.
2. Notes that as an operational, policy neutral DTP project, the changes are proposed to be introduced without public exhibition as Ministerial planning scheme amendment.
3. Notes that DTP have provided officers with the completed final draft of the translation for comment and that a copy of this final translation, including any relevant officer comments, is provided at Attachment 1 to this report.
4. Notes that while the intent of the DTP translation is to be policy neutral, the new policy framework and DTP drafting manual has resulted in some changes officers consider are not policy neutral in outcome.
5. Authorises the Director City Development to finalise the written response to the DTP on the draft new format Planning Policy Framework in accordance with this report.

INTRODUCTION

The purpose of this report is to:

- advise Council on the content of the completed translation of the State governments new Planning Policy Framework for the Monash Planning Scheme; and
- identify issues where officer consider that the translation is not policy neutral in outcome.

COUNCIL PLAN STRATEGIC OBJECTIVES

Enhanced Places

Pursue a planning framework that meets Monash needs.

Good Governance

Enhance customer experiences through our Digital Strategy.

BACKGROUND

In 2018 the State government introduced a new format Planning Policy Framework (PPF) designed to improve the operation of planning policy in Victoria and better align state and local policy.

The new format PPF is based on a 3-tier structure that integrates state, regional and local policy under individual thematic issues. Refer to Figure 1.

Figure 1 - Planning Policy Framework Hierarchy



The introduction of the new PPF structure also brought in a new drafting manual to provide clear guidance on the drafting of planning policy under the new format.

The first stage of this translation was the replacement of the existing State Planning Policy Framework with the new format PPF. This occurred on July 31, 2018.

The second, more time consuming, stage was the conversion of each Councils local planning policy framework into the new format in accordance with the new DTP drafting manual. The State undertook this process in a series of tranches, with Monash being in one of the later tranches.

The new format is designed to:

- Be easier for users by locating local content immediately following state content of the same theme.
- Assist in the shift to digital user-friendly planning schemes.
- Remove content that was duplicated elsewhere in the scheme (including state policy).
- Remove content that was not related to land use planning.
- Bring local policy into alignment with a new drafting manual.
- Redraft the Municipal Planning Statement (MPS) to replace the Municipal Strategic Statement (MSS) to provide the overarching planning context for the municipality, but limit this to 5000 words to ensure it remained focused on the most important issues.

Monash is one of nine Councils in Victoria whose transition to the new PPF has not been finalised. Other Councils include Knox, Greater Dandenong and Whitehorse.

DISCUSSION

Overview

The intention of the translation to the new PPF is to be policy neutral, or as policy neutral as possible while complying with the new wording requirement of the policy drafting manual.

Whilst the translation is being undertaken by the Department of Transport and Planning (DTP), officers have provided feedback to them on a number of drafts.

DTP have now provided a final draft that has addressed most of the feedback to the earlier drafts. However, there remain several outstanding matters that are discussed in this report.

It is important to note that DTP are not seeking Council approval or endorsement of the final draft document.

Final draft PPF

Officers have reviewed the final draft and are, for the most part of the view that it proposes an acceptable, policy neutral outcome. A copy of the draft Planning Policy Framework with officer comments is included as **Attachment 1** to this report.

However, there remain some of the changes that officers do not consider to be policy neutral as they potentially provide a change of emphasis or onus in a permit application, or water down the intent of the current local policy.

The two most substantive issues are local policy that Monash developed in response to specific Monash issues. They are:

- Licenced Premises; and
- Stormwater Policy.

Officer concerns with the proposed changes to these two local policies are discussed below.

Licensed Premises – Clause 13.07-1L

This policy was introduced by Council in response to specific issues Monash was experiencing with larger, somewhat poorly managed licenced premises around 2013-2016. In translating this policy in accordance with the new drafting manual the changes remove a number of existing decision guidelines that relate to existing management and operation of the licenced premises where they propose to expand the licenced area or extend opening hours of an existing licenced premises.

Somewhat confusingly, DTP have advised that Council policy of considering past behaviour of an operator is not an appropriate consideration, and any past issues or permit breaches only demonstrate that it is likely that existing management plan requirements of the permit are inadequate.

This is considered to be a flawed argument as it assumes that existing operators have at all times complied with any relevant management plan. Officers are of the view that a business with a history of poor compliance with a management plan, does not indicate that there is anything

wrong with the management plan itself, but rather points to the ability and professionalism of the business in appropriately complying with and discharging all of their planning permit and social obligations.

The current policy also includes the decision guideline of whether the venue caters for more than 200 patrons or not. The translation relocates this to a Policy Guideline, effectively reducing the weighting given to it in the planning decision making process.

Officer position

The existing licenced premises policy was developed with assistance from Victoria Police and went through a rigorous planning scheme amendment process including testing at a planning panel prior to its inclusion in the Monash Planning Scheme.

It is recommended that Council advise DTP that the translation of the Licenced Premises Policy is not supported in its current form as it loses critical elements of the existing policy and weakens Councils decision making ability.

Stormwater Management – Clause 19.03-3L

This local policy provides the option for development to make a cash contribution to Council in lieu onsite stormwater detention. The policy sets out stormwater contribution rates where impervious surfaces on a site exceed 35%, and on-site stormwater retention is not provided. This policy has been in effect for more than 20 years and is widely utilised, particularly in smaller development where on-site detention may be less practicable.

Many other Councils have similar policies however these generally aren't included in their planning schemes. Monash does have the policy in its planning scheme making the policy more transparent and ensures applicants are aware of their options upfront.

In accordance with the new drafting manual DTP have advised that, should Council wish to retain the ability to operate a cash in lieu drainage program, this issue should be addressed as a Development Contributions Plan (DCP). In order to provide Council with time to consider this issue, DTP have proposed to place a 3-year expiration date on the Stormwater Policy cash in lieu option in the local policy.

The deletion of a simple policy option that is functioning and well used by the development industry is an issue. As an established municipality the DTP option of a DCP requires an extensive amendment process, a long-term financial commitment from Council and development forecasting in order to predict likely income streams and the need for works. This would potentially require forecasting out and committing to around a 20-year time horizon and extensive administrative costs in monitoring and reporting on the DCP in accordance with legislation. The work involved in introducing and ongoing management of a DCP is disproportionate to the funds collected and at the same time would potentially commit Council to funding drainage projects 15 to 20 years from now.

The current use of policy allows applicants to choose whether to detain stormwater onsite themselves or pay the levy and provide Council the flexibility to respond to drainage issues as they arise – rather than a timeline forecast by the DCP process.

In addition, another significant drawback is that introducing a DCP would make the payments mandatory, removing the ability for developers to choose onsite detention and create a substantial administrative burden for Council.

It is also an issue that a “policy neutral” translation results in forcing Council to undertake a planning scheme amendment process, with associated costs and time delays in order to maintain an existing, well accept long standing practice.

Officer position

It is recommended that Council advise DTP that the addition of a 3-year expiry date and the requirement to prepare a DCP is not supported.

FINANCIAL IMPLICATIONS

There are no significant financial implications arising from this report.

POLICY IMPLICATIONS

There are no policy implications to this report.

CONSULTATION

This project is being undertaken by DTP and will be introduced as a Ministerial Amendment to the Monash planning scheme without community consultation.

SOCIAL IMPLICATIONS

There are no social implications to this report.

HUMAN RIGHTS CONSIDERATIONS


There are no human rights implications to this report.

GENDER IMPACT ASSESSMENT

A GIA was not completed because this policy/program/service does not have a ‘direct’ and ‘significant’ impact on the community.

CONCLUSION

DTP are translating the local policy content of all planning schemes in Victoria into a new format to with the stated aim of making it easier to use for applicants.



While the intention of the translation is to be policy neutral, the Planning Policy Framework and the drafting manual DTP has put in place means that a purely policy neutral translation is difficult to achieve, particularly where municipal specific policies or issues exist as explained in this report.

ATTACHMENT LIST

1. Marked up PPF clauses [7.1.6.1 - 145 pages]

MONASH PLANNING SCHEME

02.01 **CONTEXT**

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Proposed C166mona

The City of Monash is one of Melbourne's most populous municipalities, with over 190,000 residents as of 2021. It is located approximately 20 kilometres south east of the Central Business District.

Monash is an established, residential and business region in Melbourne. It has suburban characteristics with mature canopy treed environments throughout the municipality, identified heritage areas and an urban garden character enjoyed by the community.

Covering 82 square kilometres, Monash is home to several key regional economic, educational, health, research, sporting, recreational and cultural assets. These include, Monash University (Clayton Campus), the Monash Medical Centre, the Victoria Police Academy, Holmesglen TAFE campuses, Jells Park, Monash Gallery of Art, Monash Aquatic and Recreation Centre and Waverley Netball Centre.

The major land use in Monash is residential land, however, there are significant areas of commercial, industrial and open space land uses. This includes Glen Waverley, Oakleigh and Clayton Major Activity Centres, the Monash Technology Precinct. Monash also contains the Monash National Employment and Innovation Cluster that contains a critical mass of leading education, health, research and commercial facilities that makes a major contribution to the national economy and Melbourne's place as a global city.

Land use planning and development issues include:

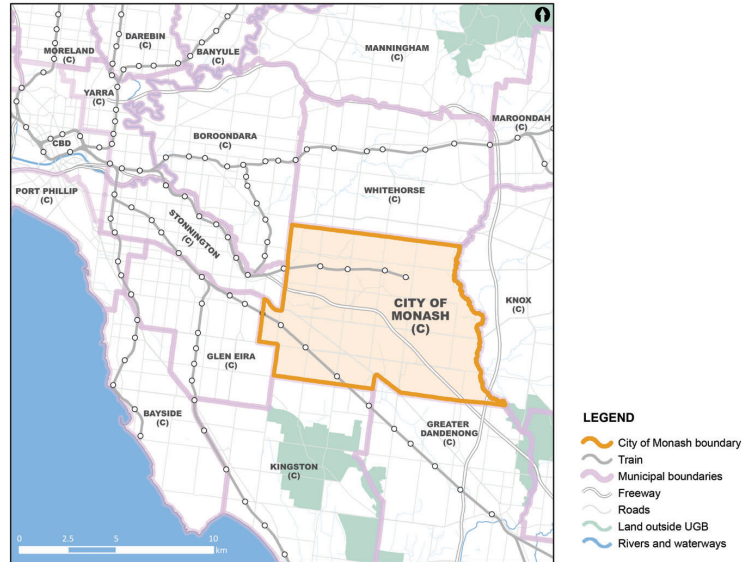
- Consideration of development that is consistent with preferred neighbourhood character for the area.
- Determining appropriate locations for, and design of, multi-dwelling and new development to support a polycentric approach.
- Continued success of and activities associated with the Monash National Employment and Innovation Cluster, Monash Technology Precinct.
- The need for more sustainable transport patterns.
- Maintaining and enhancing the city's natural areas.
- Guiding change within activity centres.

Other land use issues relate to open space, transport linkages, provision of appropriate housing and industrial uses, water catchment health and environmental works both upstream and downstream of the municipality, the interface between conflicting land uses and linkages to key educational facilities.

The City of Monash comprises a well-maintained road network, two rail lines and a network of bus routes. The Monash Freeway is the major arterial freeway and this is supported by the Princes Highway and Springvale Road.

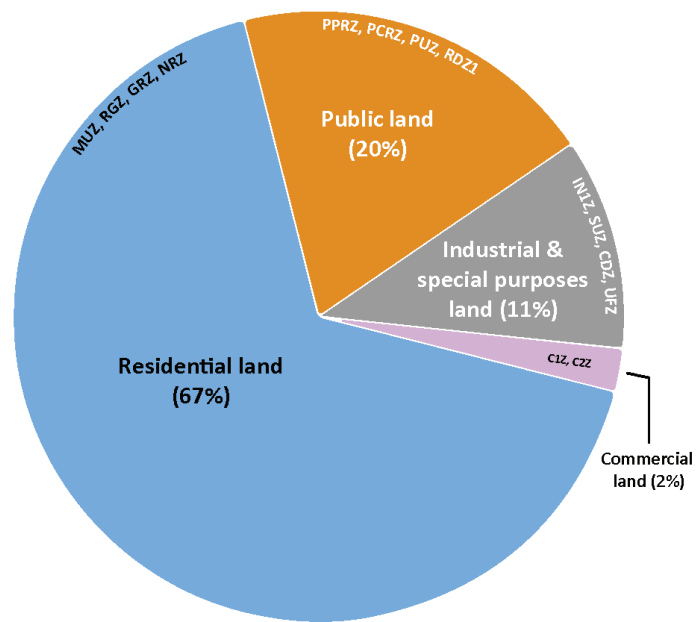
MONASH PLANNING SCHEME

Regional context plan



MONASH PLANNING SCHEME

Municipal profile graph



MONASH PLANNING SCHEME

02.02 VISION

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Proposed C166mona

Council's vision for the City of Monash has four primary areas of focus:

- A Sustainable City
- Inclusive services
- Enhanced Places
- Good Governance

A Sustainable City

Council seeks to proactively address climate change, increase vegetation coverage and prioritise sustainable transport options.

Enhanced Places

Council seeks to improve open spaces, improve canopy tree coverage, revitalise employment hubs, activity centres and neighbourhood shops. Council also seeks to prioritise pedestrians and active transport over vehicles.

MONASH PLANNING SCHEME

02.03 STRATEGIC DIRECTIONS

Proposed C166mona

02.03-1 Settlement

Proposed C166mona

Activity centres

Monash contains an established network of activity centres

Activity centres provide attractive environments and a focus for community activities and social life within Monash. They play a diverse role in terms of accommodating future housing, retail, commercial and civic services. Development that is out of centre can have adverse impacts.

Major activity and neighbourhood centres will have an increasing role in providing well located housing into the future. This will ensure a range of housing types is available to satisfy the housing needs of the Monash population now and into the future.

The following table outlines the hierarchy of activity centres that provides a framework for planning and development within these areas.

Monash activity centre hierarchy

Monash activity centre hierarchy	Centre	Role
Major activity centre	Glen Waverley	Regional focus for: <ul style="list-style-type: none"> ▪ higher order goods ▪ specialty retailing ▪ department stores ▪ entertainment ▪ mixed commercial uses ▪ offices ▪ apartments ▪ residential hotels ▪ community facilities ▪ public transport
Major activity centre	Oakleigh	Focus for: <ul style="list-style-type: none"> ▪ higher order goods ▪ specialty retailing ▪ entertainment ▪ mixed commercial uses ▪ offices ▪ apartments ▪ hotels ▪ community facilities ▪ public transport

MONASH PLANNING SCHEME

Monash activity centre hierarchy	Centre	Role
Major activity centre	Clayton Brandon Park Mt Waverley	Focus for: <ul style="list-style-type: none"> ▪ higher order goods ▪ specialty retailing ▪ entertainment ▪ mixed commercial uses ▪ offices ▪ apartments ▪ hotels ▪ community facilities ▪ public transport
Neighbourhood activity centre	Pinewood Wheelers Hill Waverley Gardens Syndal Hughesdale Holmesglen Huntingdale Oakleigh South	<ul style="list-style-type: none"> ▪ Weekly convenience shopping, generally with a supermarket as the main drawcard of the Centre. ▪ Accessible by local public transport services with links to one or more Major Activity centres. ▪ Important community focal point, ideally close to schools, libraries, child care, health services, police stations and other facilities that benefit from various modes of public transport.

Strategic directions

- Support use and development of activity centres in a way that maintains the hierarchy of centres and promotes the development and expansion of retail and related facilities consistent with to the centre’s role.
- Enhance the structure and function of activity centres by encouraging a variety of mixed use development, enhancing streetscapes and access including public transport, walking and cycling, improving car parking and creating attractive environments for the benefit of the local community.

02.03-2

Proposed C166mona

Environmental and landscape values

Protection of biodiversity

Much of Monash was cleared throughout the 1900s for firewood and agricultural activities. The more difficult creek line areas were avoided resulting in remnant areas of environmental significance such as Jells Park, Damper Creek, Gardiners Creek, Dandenong Creek and Scotchmans Creek which have been retained and restored.

The areas of bushland provide a refuge for native wildlife and flora. Inappropriate and more intensive use and development threatens the ongoing viability of these areas.

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Council seeks to:

- Maintain and enhance biodiversity through the protection and management of areas of native vegetation including habitat for flora and fauna species.

Waterways

Forty two per cent of Monash (eastern portion) is within the Dandenong Creek catchment whilst 58% (western portion) is within the Yarra River catchment. Consideration of stormwater quality and quantity is vital if these catchments are to maintain their health into the future.

Measures that result in the protection of, or improvement to, waterways and water quality will have significant environmental, social and economic benefits for the local and wider community.

Council seeks to:

- Protect waterways, floodplains, wetlands and receiving bodies from the detrimental impacts of development and any consequent decline in their water quality.

02.03-3

Proposed C166mona

Environmental risks and amenity

Contaminated land

Previous work practices, particularly associated with industrial activities, may have resulted in soil or water contamination. Planning should ensure that areas undergoing renewal and redevelopment are investigated for the presence and extent of contamination and appropriate actions taken to remediate the site.

Council seeks to:

- Ensure that soils are not degraded or contaminated and that soil conditions are compatible with intended development and use of sites.

Non-residential uses and development in residential areas

Poorly located, sited, and designed non-residential uses in residential areas can progressively erode the garden city character and reduce residential amenity.

Council seeks to:

- Discourage non-residential uses and development to minimise impacts on residential amenity and garden city character.

Licensed premises


The Glen Waverley and Oakleigh Activity Centres are major entertainment destinations. Licensed venues can add to the vibrancy and character of the centres and provide for a lively community focus. However, research shows that alcohol related violence or injury, and other forms of anti-social behaviour, is more likely to occur within or near licensed premises.

There is a need to minimise the adverse impacts on safety and amenity from licensed premises while still supporting the viability of centres.

Council seeks to:

- Minimise the impact of licenced premises on the amenity, vitality and viability of the Glen Waverley and Oakleigh Activity Centres.

Summary of Comments on 02.01 CONTEXT

 Number: 1 Author: dborton Subject: Highlight Date: 26/02/2024 11:24:36 AM
This should be changed to Ensure (SD above is also ensure). The lead in is 'Council seeks to'.

MONASH PLANNING SCHEME

02.03-4 Built environment and heritage

Proposed C166mona

Garden city and neighbourhood character

Monash is known for its garden city character, leafy, low-rise suburbs with well vegetated gardens and wide streets with street trees. Development in the employment and commercial areas has also contributed to the garden city character through generous landscaped setbacks including tall canopy trees.

This characteristic is highly valued by the community. Tall canopy trees are a dominant feature, particularly towards the east of the municipality. This garden city characteristic is predominant in residential areas and some commercial areas, especially the planned business parks. Industrial areas are clearly designated and incorporate wide streets, generous and well landscaped setbacks, and provide an overall high-quality environment.

The retention of garden city neighbourhood character is important to the community and an essential component of Monash's residential areas. Council has undertaken significant work to identify Monash's preferred neighbourhood character throughout the municipality in order to ensure development does not erode neighbourhood character.

Council seeks to:

- Maintain and enhance the garden city character by ensuring that development contributes to the garden city character including through the conservation of existing trees and the planting of canopy trees.
- Ensure that development enhances the character of the neighbourhood, consistent with the identified preferred future character.

Environmentally sustainable development

Monash City Council is committed to creating a more sustainable place to live, work and play. Critical to achieving this commitment is for development to meet appropriate environmental design standards.

Council seeks to:

- Encourage development to incorporate environmentally sustainable design principles to achieve improved energy efficiency during both building and operation, and minimise production of waste.

Heritage

Monash is a mature, middle ring area that was established in the nineteenth and early twentieth century. As such, parts of Monash contains important examples of historical architecture, predominantly in the Oakleigh area.

Conservation or sensitive redevelopment of these places is a key issue for the future image of the municipality. Monash is committed to the ongoing review of heritage sites within the municipality to ensure the protection of important elements of architectural, cultural or historical significance to the community.

Council seeks to:

- Conserve and enhance places of heritage significance in a way that contributes to the economic and cultural growth and for the broader community.
- Allow for the redevelopment of heritage places in a way that does not adversely impact heritage significance.

MONASH PLANNING SCHEME

02.03-5 Housing

Proposed C166mona

To accommodate predicted population growth, and to satisfy diverse housing needs it is necessary to facilitate different types of housing development. In line with the polycentric approach, it is important to direct more intensive, diverse higher density development to activity centres that provide access to a wide range of goods, services, facilities, transport and jobs. This approach allows for the retention of neighbourhood character and the enhancement of garden city character in the balance of the municipality which is very important to the community. This also ensures that there remain a diversity of housing types and neighbourhood locations.

The Residential Development Framework provides greater certainty for the community and the development industry regarding the location and type of future residential development. The Framework comprises eight categories, classified according to their development potential, as follows:

- Areas with future development potential:
 - Category 1: Major and neighbourhood activity centres
 - Category 2: Accessible areas
 - Category 3: Monash National Employment and Innovation Cluster
 - Category 4: Boulevards
- Areas suitable for incremental change:
 - Category 8: Garden city suburbs
- Areas with limited development potential:
 - Category 5: Heritage precincts
 - Category 6: Dandenong Creek escarpment
 - Category 7: Creek environs


The Residential Development Framework Plan at Clause 02.04-3 broadly identifies the location of land in the different categories.

As the suburban housing stock ages and the size and profile of the community changes, different forms of housing will be needed to address contemporary requirements, expectations and environmental standards. This will include providing for the housing needs of older people, students, people with special needs and the provision of affordable housing.


Students prefer to live in close proximity to their institution, creating significant localised student populations. The demand for quality student accommodation has outstripped the local supply in some areas of Monash.

Council seeks to:

- Apply a polycentric approach to housing growth and direct residential development to locations based on their development potential as identified in the Residential Development Framework.
- **1**ncourage residential development to provide a high level of internal and external amenity.
- Encourage the provision of a variety of housing types and sizes that will accommodate a diversity of future housing needs.
- **2**ssist in the provision of social and affordable housing.
- Encourage the provision of student accommodation in proximity to tertiary education facilities and activity centres with good access to public transport, that minimises potential conflicts with neighbouring uses.

 Number: 1 Author: dborton Subject: Highlight Date: 26/02/2024 11:30:15 AM
Seek 'ensure'. The lead is 'Council seeks to'.

This is a key issue at many VCAT cases.

 Number: 2 Author: dborton Subject: Highlight Date: 26/02/2024 11:31:23 AM
Unresolved issue.

We sought facilitate, DTP did not accept as this is beyond the scope of planning.

The P&E Act seeks to 'facilitate' affordable housing, so it cannot be beyond the scope of the scheme's influence.

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02.03-6 Economic development

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Proposed C166mona

Monash is the largest employment destination in Melbourne's south-east. The Monash National Employment and Innovation Cluster is the largest concentration of employment outside the Melbourne Central Business District. It includes the Monash Technology Precinct, which encourages research and development based industries as well as a critical mass of leading education, health, research and commercial facilities, and existing industrial businesses.

Industrial areas are a significant regional and metropolitan generator of economic activity and employment, of both the advanced technology and manufacturing sectors.

The municipality contains substantial areas of land for industry and related activities in Oakleigh, Huntingdale and Clayton, as well as other smaller areas in Burwood, Mulgrave and Glen Waverley. There are areas where manufacturing has given way to office uses reflecting the change in the municipality.

Council seeks to facilitate a greater diversity in economic investment in the municipality by:

- Supporting land use and development that fosters business growth.
- Facilitating innovation and growth in the knowledge economy, particularly in science, technology and emerging industries.
- Maintaining the amount of land set aside for industry, as these areas are proposed to retain their focus for supporting large scale industrial activities.
- Enhancing the physical environment of industrial and commercial areas by facilitating amenity improvements, walking and cycling infrastructure, public transport access and traffic and car parking networks.

Monash Technology Precinct

The Monash Technology Precinct is located within the nationally significant Monash National Employment and Innovation Cluster. The Cluster is Melbourne's largest established employment cluster, with a unique mix of education, research and industry participants.

The Monash Technology Precinct performs a specialised function outside of retailing, commercial and residential uses. It is an important location for further development of information technology, biotechnology blended and research and development institutions and businesses.

It contains some of the nation's most prestigious research organisations and advanced technology industries including Monash University, Monash Medical Centre, Victorian Heart Hospital, Melbourne Centre for Nanofabrication, Robert Bosch Australia and the Australian Synchrotron.

Its economic productivity as a high-value and diverse employment destination is central to its developing role as a strong suburban employment centre in Melbourne's evolving polycentric city structure.

It is important that research and development-based activity is encouraged, technology specific industries are nurtured, linkages between firms and research institutions are fostered and a viable industrial base is maintained.

Council seeks to:

- Support the Monash Technology Precinct, forming part of the Monash National Employment and Innovation Cluster, as the primary strategic location for high level technology research and development initiatives.
- Maintain and support the Monash Technology Precinct as a world-class research, business and industrial precinct which hosts a wide range of institutional activities, collaborating to provide leadership in education, health, research and innovation in an attractive urban environment, which encourages creativity and values cultural diversity.

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02.03-7 Transport

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Proposed C166mona

Monash is serviced by the Cranbourne/Pakenham and Glen Waverley rail lines. There are eight train stations in the municipality for local, student and commuter passengers and these stations form the basis for the majority of activity centres and urban consolidation opportunities.

Public transport coverage is generally good within the municipality but is limited in terms of hours of operation, location and flexibility of routes. It is largely geared towards transporting people to and from the Melbourne's Central Business District. Public transport for recreational purposes is poor due to operating limitations and a lack of transport to sporting and entertainment venues.

Bike paths play a supporting local and regional role. Bike travel however is under-utilised. Completion of bike paths along the major railway lines should be given priority as well as some on-road north south links.

The issue of road congestion in Monash can be addressed in part by improving local employment opportunities and by supporting sustainable modes of transport.

Council seeks to:

- Facilitate development that provides connectivity to a wider range of destinations and major transport linkages in metropolitan Melbourne, particularly in the south east.
- Contribute to reducing travel time for residents of Monash by encouraging office and research and development uses within business and industrial zones.
- Facilitate the provision of an integrated and safe pedestrian and bicycle network consisting of a well-connected network of footpaths, shared paths for pedestrians and cyclists, off road cycle paths, on road cycle lanes and paths for recreation and leisure.

02.03-8 Infrastructure

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Proposed C166mona

Health Facilities

Monash Medical Centre, Monash Children's Hospital and the Victorian Heart Hospital are major health care facilities within the eastern and south eastern suburbs of Melbourne. Their primary roles as a specialist hospital, and a health provider and teaching and research hospital provide key services to Melbourne.

Council seeks to:

- Retain and encourage development of private health facilities as an adjunct to key community medical resources.
- Facilitate industrial, business and residential development that cater for the needs of users of the Monash Medical Centre and the Victorian Heart Hospital .

Education facilities

Monash University is a key tertiary institution in Melbourne's eastern and south eastern suburbs. Its role as an educational establishment as well as a major employer and business centre is vital to the economic viability of the region.

Three large tertiary education institutions are located within or in close proximity to the City of Monash. They are:

- Monash University (Clayton Campus), Blackburn Rd, Clayton.
- Holmesglen Institute of TAFE (Chadstone Campus), Warrigal Rd, Chadstone.
- Deakin University (Melbourne Campus), Burwood Hwy, Burwood.

Holmesglen Institute of TAFE (Waverley Campus) and a range of smaller, privately operated tertiary education centres are also located within the municipality.

Council seeks to:

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- Retain and support the Monash University and Holmesglen TAFE campuses as significant educational facilities.
- Retain and support the range of public and private educational facilities in Monash.
- Facilitate industrial, business and residential development that cater for the needs of users of tertiary education centres.

Open space

Monash has an extensive network of public open space that provides the community with health, social and psychological benefits as well as environmental, ecological, tourism and economic benefits. By 2036 an additional 43,990 people are forecast to live in Monash and will increase the demand for public open space.

The distribution, type and quantity of public open space across Monash varies. This can present challenges in meeting the diverse needs of the community and providing equitable access to open space, particularly as demographics, urban form, employment growth, recreational choices and community expectations change.

The provision and planning of open space should consider the changing demographics and growing population of the Monash community and help result in healthier, happier and more vibrant connected communities.

Open space areas should provide for active and passive recreation, recreation trails, nature experiences as well as infrastructure requirements.

Council seeks to:

- Maintain and enhance the public open space network for current and future populations.
- **1 Provide a diverse and integrated network of open space that provides equitable access to good quality public open space for the community regardless of their age, gender, ethnicity or abilities.**
- Protect and enhance all open space with identified environmental significance, significant natural landscape and heritage values from degradation as a result of community recreational demands and development impacts.
- **2 Provide safe, appealing and accessible public open space that is within 400 metres walking distance of the majority of residents.**
- Ensure appropriate and equitable public open space contributions at the time of subdivision to meet future needs of the community.

Development infrastructure

Physical infrastructure by its appearance, function and location should positively contribute to the visual amenity and wellbeing of the City, while providing a reliable, efficient and safe range of services.

Council seeks to:

- Promote development that maximises the use of existing infrastructure.
- Facilitate the provision of reliable, efficient and safe physical infrastructure for the community.
- Ensure the provision of infrastructure does not compromise local amenity or character.

Integrated water management

Council is committed to reducing the environmental impact of urban development on water quality and quantity through improved stormwater management and drainage infrastructure.

Monash has a legacy in some areas of inadequate stormwater infrastructure. The increase of commercial, industrial and residential development, including an increase in dwelling density, has resulted in an increase in hard surface area that adds pressure on the existing drainage network.

Number: 1 Author: dborton Subject: Highlight Date: 26/02/2024 11:33:32 AM

This can be rationalised with the fourth to:

-Provide safe equitable access to a diverse integrated network of open space within 400 metres walking distance of the majority of residents.

Number: 2 Author: dborton Subject: Highlight Date: 26/02/2024 11:33:11 AM

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The existing stormwater infrastructure requires on-going upgrading and maintenance to ensure that catchment and water quality problems are managed.

Council seeks to:

- Minimise the risk to personal injury and property from stormwater flows.
- Minimise the environmental impact of development on waterways within the catchment through adoption of water sensitive design techniques and systems that result in improved stormwater quality and keep discharge to manageable levels.

02.03-9

Proposed C166mona

Gaming

Monash has a high overall density of gaming machines and level of expenditure exceeding Melbourne and State averages. Existing machines are distributed unevenly across the municipality with the high concentrations in the most disadvantaged areas in Monash. There are links between vulnerable communities, problem gambling and proximity to gaming venues.

Council seeks to:

- Discourage gaming machines in disadvantaged areas and near vulnerable communities.
- Direct gaming machines to locations that minimise opportunities for convenience gaming.

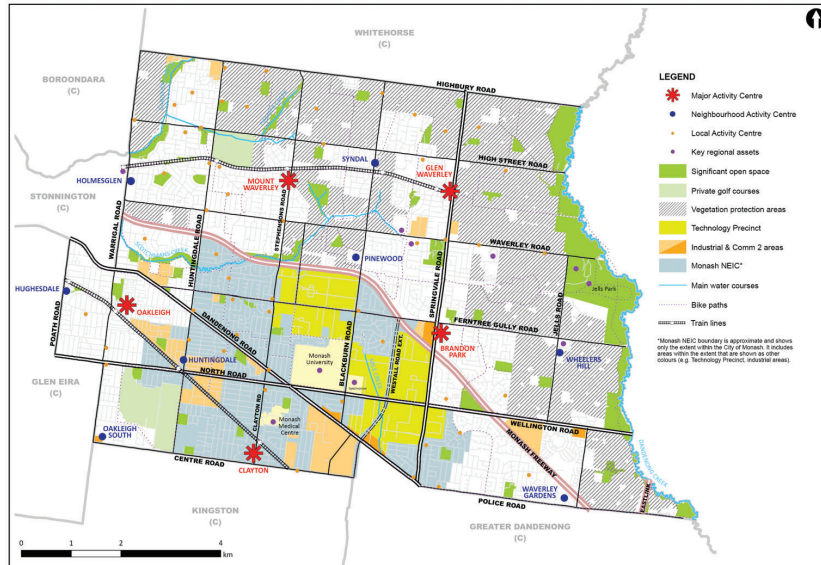
MONASH PLANNING SCHEME

02.04 STRATEGIC FRAMEWORK PLANS

Proposed C166mona The plans contained in Clause 02.04 are to be read in conjunction with the strategic directions in Clause 02.03.

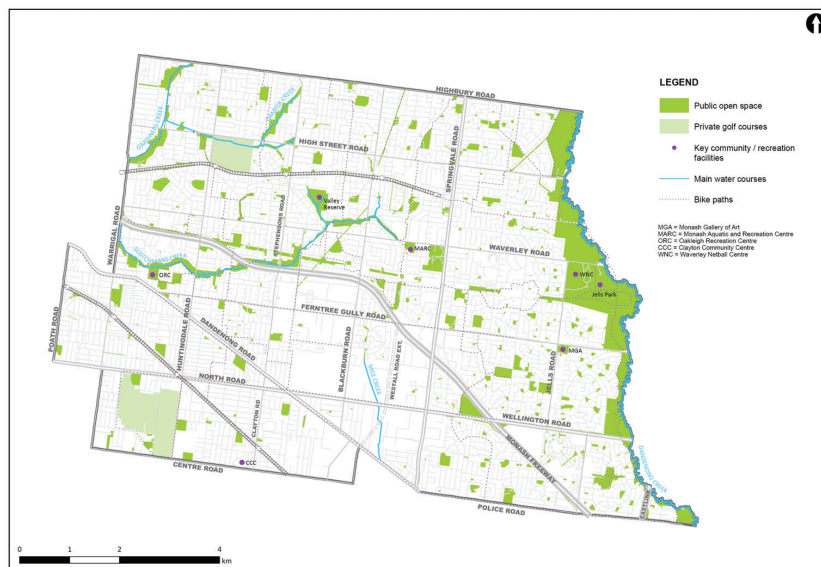
02.04-1 Strategic framework plan

Proposed C166mona



02.04-2 Open space plan

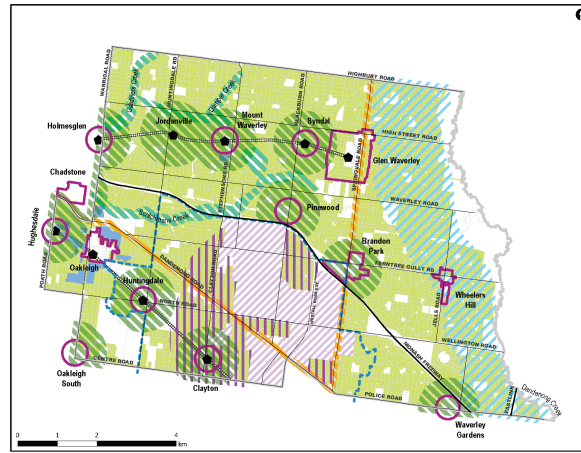
Proposed C166mona



MONASH PLANNING SCHEME

02.04-3 Residential development plan

Proposed C166mona



LEGEND

- Category 1 - Activity and neighbourhood centres
- Category 2 - Accessible areas
- Category 3 - Residential land in the MNEIC
- Category 4 - Boulevards
- Category 5 - Heritage precincts
- Category 6 - Dandenong Creek escarpment
- Category 7 - Creek environs
- Category 8 - Garden city suburbs
- Core employment / university / hospital precinct
- Monash National Employment & Innovation Cluster (MNEIC) (showing area within Monash only)
- Train stations

Note: Category boundaries to be determined through planning scheme amendment processes

Scale (M): 1:75,000

MONASH PLANNING SCHEME

11.03

31/07/2018
VC148

PLANNING FOR PLACES

MONASH PLANNING SCHEME

11.03-1S03/02/2022
VC199**Activity centres****Objective**

To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

Strategies

Build up activity centres as a focus for high-quality development, activity and living by developing a network of activity centres that:

- Comprises a range of centres that differ in size and function.
- Is a focus for business, shopping, working, leisure and community facilities.
- Provides different types of housing, including forms of higher density housing.
- Is connected by transport.
- Maximises choices in services, employment and social interaction.

Support the role and function of each centre in the context of its classification, the policies for housing intensification, and development of the public transport network.

Undertake strategic planning for the use and development of land in and around activity centres.

Give clear direction on preferred locations for investment.

Encourage a diversity of housing types at higher densities in and around activity centres.

Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.

Improve access by walking, cycling and public transport to services and facilities.

Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.

Encourage economic activity and business synergies.

Improve the social, economic and environmental performance and amenity of activity centres.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)

MONASH PLANNING SCHEME

11.03-1R

31/07/2018
VC148

Activity centres - Metropolitan Melbourne

Strategies

Support the development and growth of Metropolitan Activity Centres by ensuring they:

- Are able to accommodate significant growth for a broad range of land uses.
- Are supported with appropriate infrastructure.
- Are hubs for public transport services.
- Offer good connectivity for a regional catchment.
- Provide high levels of amenity.

Locate significant new education, justice, community, administrative and health facilities that attract users from large geographic areas in or on the edge of Metropolitan Activity Centres or Major Activity Centres with good public transport.

Locate new small scale education, health and community facilities that meet local needs in or around Neighbourhood Activity Centres.

Ensure Neighbourhood Activity Centres are located within convenient walking distance in the design of new subdivisions.

MONASH PLANNING SCHEME

11.03-1L-01 Activity centres - Monash

Proposed C166mona

Policy application

This policy applies to all activity centres identified in the Strategic Framework Plan and the Activity Centres Hierarchy Plan in Clause 02.04.

Objectives

- To provide the range of civic, retail, recreational, residential, entertainment, health, educational, restaurant and other service requirements of the community.
- To promote more sustainable transport usage within activity centres.
- To encourage public transport, walking and cycling, and by concentrating activities that generate high numbers of trips in highly accessible locations.
- To promote and enhance the unique characteristics of each activity centre to ensure a strong sense of identity and character, including appropriate signage.
- To encourage the provision of appropriate buffers and interface between commercial, residential and industrial land uses to minimise adverse impacts.

Strategies

Design development to:

- Provide casual surveillance of open areas.
- Design buildings to address the future amenity of the occupants, visitors and those using public streets by maximising accessibility, passive surveillance and internal amenity.
- Maintain the vibrancy of the street by encouraging “active frontages” with retail, leisure and cultural facilities.
- Encourage hospitality and entertainment precincts in the major activity centres to meet demand and maximise employment opportunities in these industries.
- Incorporate uses with active commercial frontages on the ground floor of a multistorey development where the location of the development is in a core retail or business area of the activity centre.
- Ensure new residential development achieves architectural and urban design outcomes that positively contribute to neighbourhood character.
- Promote residential development above ground floor development and carparks.
- Limit adverse amenity impacts on adjoining residential development and character.

Clayton, Brandon Park, Mt Waverley Activity Centres

- Encourage office uses where contiguous retail frontage is not compromised.
- Encourage medium rise residential development within the Centre.

Neighbourhood Centres

- Encourage a variety of service based facilities to meet local needs.
- Encourage the broadening of the community activities base within the Centre.
- Encourage development within the Centre that is of a moderately higher scale than surrounding residential areas.

Policy Document

Consider as relevant:

Number: 1 Author: dborton Subject: Highlight Date: 27/02/2024 1:40:48 PM

These relate more to built form. Should they go there?

There is already content for Activity Centres there, but it excludes GW, Oakleigh, Wheelers Hill and Brandon Park.

It seems for those Activity Centres, just look here. But for all others, look in both. Is that right?

I know we had a discussion on these and can't remember where it all landed. The built form for Activity centres is spread with 4 being just in 11.03, and the rest being in both 11.03 and 15.01-2L.

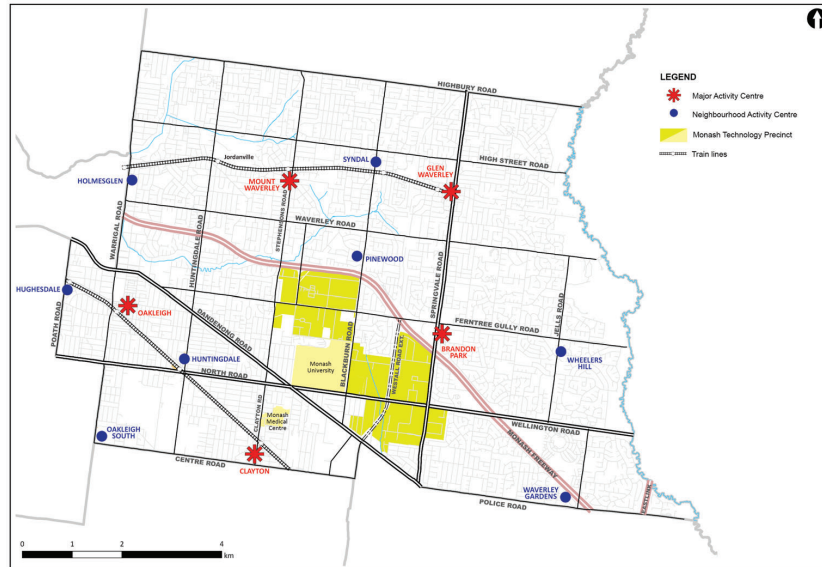
Number: 2 Author: dborton Subject: Highlight Date: 27/02/2024 1:41:05 PM

As above

MONASH PLANNING SCHEME

- *Image Enhancement of Main Roads in the City of Waverley, Scenic Spectrums* (Godfrey and Spowers Australia, 1992).

Activity Centres in Monash



11.03-1L-02 Brandon Park Major Activity Centre

Proposed C166mona

Policy application

This policy applies to land within the Brandon Park Major Activity Centre boundary as shown in the Framework Plan forming part of this clause.

Objective

To enhance the structure and function of the Brandon Park Major Activity Centre by supporting its development as a mixed use centre incorporating retail, commercial, cultural, civic, residential, office and industrial uses.

General strategies

Promote the Centre as a focus for convenience shopping and community services, primarily serving the local catchment.

Support use and development that contributes to the growth of employment uses in the centre.

Encourage an increase in residential accommodation, including affordable housing.

Provide diversity in choice of housing types and opportunities for housing to meet the needs of existing and future households.

Provide for increased intensity and scale of development while respecting the existing character of adjoining areas.

Create opportunities for improved local permeability through provision of new pedestrian/cycle pathways or new local street networks.

MONASH PLANNING SCHEME

Support the provision of attractive and safe spaces to enhance community interaction, health and connectedness.

Ensure that publicly accessible spaces are designed to enhance community safety through informal surveillance, lighting and landscaping.

Encourage the configuration and consolidation of land where necessary to create viable development sites that support the optimal development of the centre.

Precinct 1 – Retail – Brandon Park Shopping Centre

Support use and development relating to the free standing shopping centre so that it consolidates its function as the retail core of the Centre.

Support the inclusion of other services including medical centre facilities.

Precinct 2 – Office - Brandon Park Drive Office

Maintain the precinct as a focus for office development

Precinct 3 – Residential and education

Retain mature vegetation, including where possible, tree scattered throughout the site.

Precinct 4 – Springvale Road mixed use

Encourage a mix of commercial uses (restricted retail, office etc) that incorporate accommodation in the form of residential hotel rooms.

Discourage the use or development of land for shops.

Precinct 5: Rosemary Court Industrial

Maintain the precinct as an employment precinct focusing on industry, service industry and car sales uses.

Precinct 7 – Brandon Office Park

Encourage office development.

Support residential or medical development only when it is associated with office development.

Precinct 8 – Service and community

Support use and development that maintains the existing mix of recreation, community and service uses.

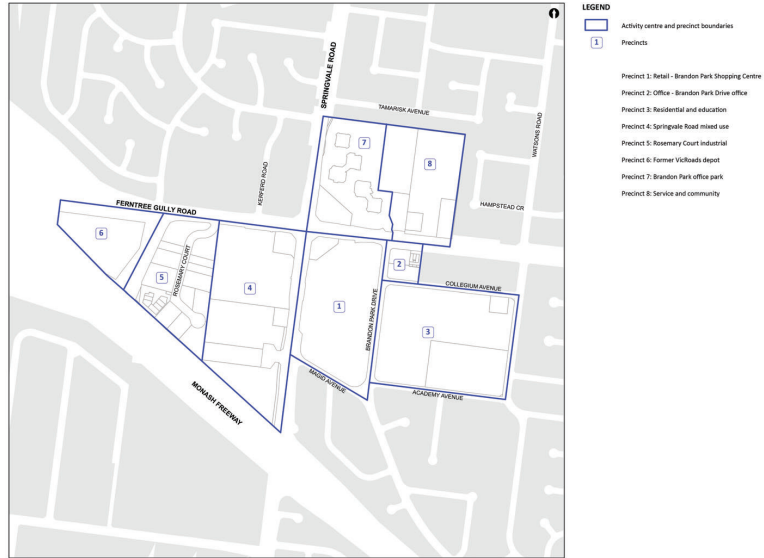
Policy documents

Consider as relevant:

- *Brandon Park Major Activity Centre Structure Plan* (City of Monash 2017)

MONASH PLANNING SCHEME

Brandon Park Major Activity Centre framework plan



- Precinct 1: Retail - Brandon Park Shopping Centre
- Precinct 2: Office - Brandon Park Drive Office
- Precinct 3: Residential and Education
- Precinct 4: Springvale Road Mixed Use
- Precinct 5: Rosemary Court Industrial
- Precinct 6: Former VicRoads Depot
- Precinct 7: Brandon Office Park
- Precinct 8: Service and Community

11.03-1L-03 Glen Waverley Major Activity Centre

Proposed C166mona

Policy application

This policy applies to all land within the Glen Waverley Major Activity Centre (GWAC) as identified in the Glen Waverley Major Activity Centre Precinct Plan forming part of this Clause.

Objectives

To support and reinforce the GWAC as a major destination for retail, entertainment, office, cultural, medical and civic services meeting both regional and local needs.

To encourage the development of a range of housing types within the GWAC to cater to all ages and circumstances, and meet expected population growth.

To prioritise sustainable transport such as walking, cycling and access to public transport across the GWAC with a convenient, comfortable, safe and connected network.

Centre-wide strategies

Locate and combine land uses within the GWAC in accordance with the Glen Waverley Major Activity Centre Land Use Plan.

MONASH PLANNING SCHEME

Encourage major office tenants to locate in the GWAC commercial area.

Encourage a broader range of housing choices to be developed throughout the centre, including higher density housing on key development sites in the commercial area, residential uses above retail and lower scale housing in the surrounding areas.

Encourage opportunities for affordable housing throughout the centre and support the development of adaptable housing to meet the needs of all occupants and visitors.

Support opportunities for incorporating mixed use living and workspaces throughout the centre with residential above ground floor commercial development to promote passive surveillance.

Support the provision of a range of public and civic spaces that promotes community gathering and interaction.

Provide new 'green' public open spaces within the GWAC commercial area to serve existing and future visitors, residents and workers.

Enhance existing laneways and pedestrian arcades through the provision of improved lighting, surfacing and active surveillance.

Strengthen pedestrian links between the railway station, bus interchange, Glen Waverley Secondary College and Kingsway.

Improve pedestrian and cycle links between the GWAC commercial area and surrounding residential areas.

Facilitate the redevelopment of underutilised sites throughout the centre.

Encourage site consolidation where necessary to achieve high amenity and efficient development outcomes.

Encourage medium to high rise development within the Centre.

Encourage a wide range of arts, cultural and entertainment facilities.

Ensure parking is provided to meet the needs of the Centre.

Encourage greater public transport linkages and services.

Ensure new development creates human scaled places that promote visual and pedestrian amenity to enable informal interaction including between neighbours.

Avoid large high massing buildings that dominate streetscapes and open spaces.

Landscape front setbacks adjacent to the future ring road to contribute to visual and pedestrian amenity, and the environmental sustainability of buildings.

Ensure that public spaces in the GWAC are well designed and enhance community safety through informal surveillance, lighting and appropriate landscaping.

Precinct 1 – Kingsway

Encourage opportunities for mixed use development across the precinct with housing, office or community uses located above ground level retail and hospitality uses.

Incorporate active frontages across the precinct with fine grain tenancies providing for a variety of shops and experiences.

Support hospitality and entertainment uses at ground level along Kingsway and support uses that diversify the hospitality experience and cater to new markets.

Encourage additional outdoor dining opportunities throughout the precinct.

Within the Central Car Park site (281 Springvale Road, Glen Waverley), provide for a public square, library and community hub with activated ground level uses.

MONASH PLANNING SCHEME

Establish a community hub including a library and other community facilities on the Central Car Park site (281 Springvale Road, Glen Waverley) to provide a centrally located civic/community presence, and support the re-use of the existing library for Council administrative services and meeting rooms when a new civic facility is developed.

Precinct 2 – Montclair

Ensure a high level of pedestrian priority along all streets across the precinct.

Increase opportunities for mixed use office and residential development across the precinct with activated ground level frontages.

Precinct 3 – Transport Interchange & Euneva

Support suitable short and long term plans for the transport interchange that aim to improve its amenity and role within the activity centre.

Encourage the redevelopment of the train station and bus interchange to achieve an integrated interchange that enables the development of the ring road.

Encourage mixed use retail/residential/office development East of Myrtle Street/Euneva Avenue and primarily residential development west.

Support the long term lowering of the rail line to achieve the ultimate ring road network and provide development opportunities above the transport interchange.

Enhance pedestrian connections between the Glen Waverley Secondary School and the transport interchange.

Precinct 4 – Civic

Encourage civic uses.

Support the development of a public green within the existing library forecourt area.

Ensure new landscaping and buildings are respectful of the heritage significance of the existing Civic Centre.

Precinct 5 – The Glen

Support the expansion of The Glen Shopping Centre as a major retail and employment node in the GWAC, with better integration with the surrounding street network, improved pedestrian connections and active frontages, and improved interfaces with Springvale Road and High Street Road.

Integrate the southern end of The Glen into the surrounding streets, particularly through active and engaging frontages to O’Sullivan Road and Snedden Drive.

Support development that improves the presentation and interfaces of The Glen to Springvale Road and High Street Road, creating built form outcomes as one of the key gateways to the GWAC.

Provide additional pedestrian access points into The Glen.

Provide landscaping to enhance the Snedden Drive interface.

Precinct 6 – Springvale Road

Encourage medical, medical-related office, and residential mixed use development throughout the precinct.

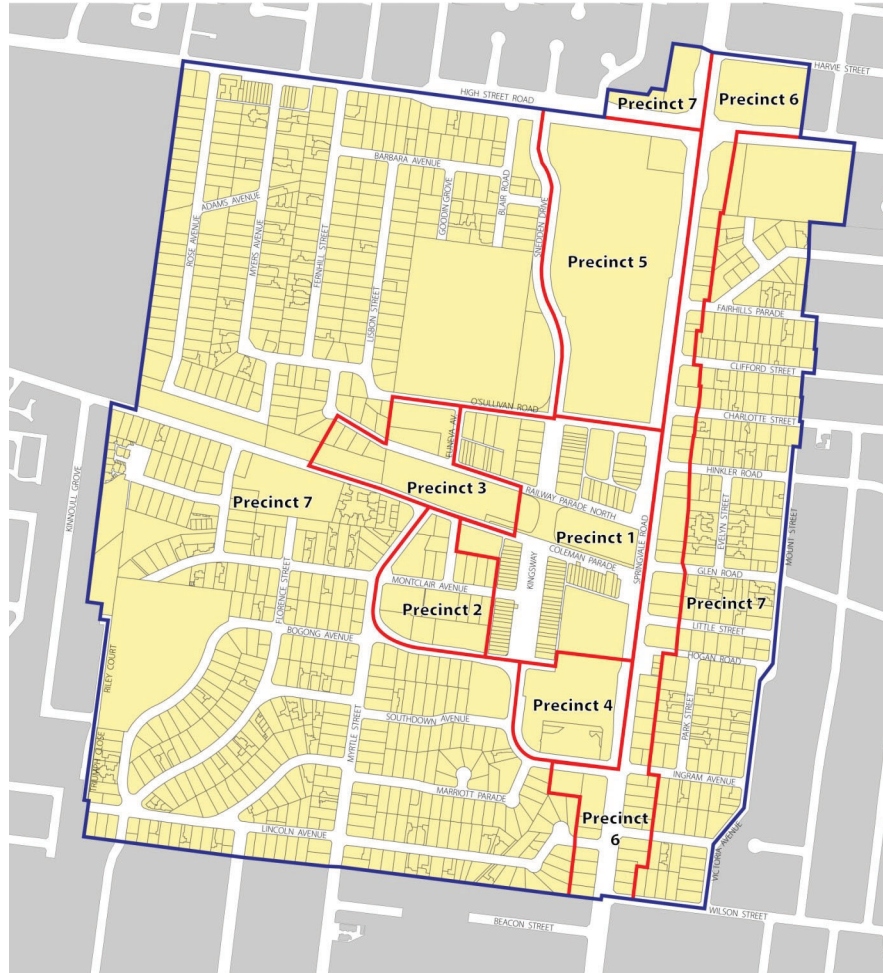
Policy documents

Consider as relevant:

- *Glen Waverley Activity Centre Structure Plan* (Tract Consultants, 2016)
- *Glen Waverley Activity Centre Sustainable Transport Plan* (Tract Consultants, 2014)

MONASH PLANNING SCHEME

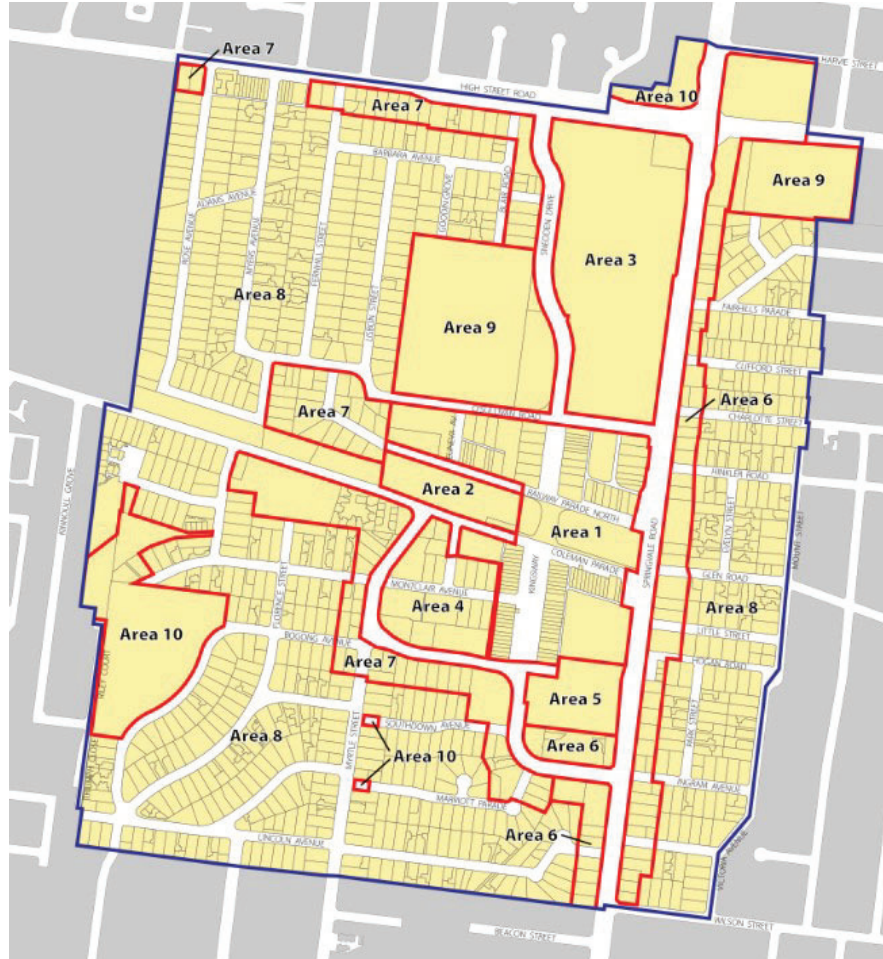
Glen Waverley Major Activity Centre Precinct Plan



- Precinct 1: Kingsway
- Precinct 2: Montclair
- Precinct 3: Transit Interchange & Euneva
- Precinct 4: Civic
- Precinct 5: The Glen
- Precinct 6: Springvale Road Precinct
- Precinct 7: Surrounding Residential

MONASH PLANNING SCHEME

Glen Waverley Major Activity Centre Land Use Plan



- Area 1: Central mixed use - Hospitality/entertainment/retail at ground floor with housing/offices/hotel /community uses/library above
- Area 2: Transit interchange - Transport retail at ground floor with housing/offices/community uses above
- Area 3: The Glen - Retail with housing/offices/hotel located above
- Area 4: Offices at ground level with offices/housing located above
- Area 5: Civic and community uses
- Area 6: Medical/hotel/residential uses
- Area 7: Residential intensification
- Area 8: Housing diversity
- Area 9: Schools
- Area 10: Existing public open space use

MONASH PLANNING SCHEME

11.03-1L-04 Monash National Employment and Innovation Cluster

Proposed C166mona

Policy application**Strategies**

- Encourage uses that support and are consistent with the continued growth and primary function of the Precinct.
- Ensure new uses do not detract from its specialised function nor compete with nearby Major activity and neighbourhood Activity Centres.
- Discourage the establishment of restricted retail.

11.03-1L-05 Oakleigh Major Activity Centre

Proposed C166mona

Policy application

This policy applies to land within the Oakleigh Major Activity Centre boundary as shown in the Oakleigh Major Activity Centre framework plan forming part of this Clause.

Objective

To promote the Activity Centre as a focus for convenience, multi-cultural dining, shopping and community services serving both the local and wider catchments.

To increase residential accommodation that provides housing diversity and choice, including affordable housing, within the centre.

To provide for a mix of land uses, including health, fitness, medical services and a wide range of arts, cultural, leisure, social and entertainment facilities, that support the strategic role of the activity centre.

To maintain a strong retail focus for the centre.

All precincts strategies

Encourage the development of integrated shopping, offices, housing, recreation and community services, that provide a mix and level of activity that attracts people, creates a safe environment, stimulates interaction and provides a lively community focus.

Encourage increased employment opportunities within the activity centre.

Encourage the expansion and enhancement of education facilities located on the periphery of the Activity Centre.

Facilitate use and development within the Oakleigh Major Activity Centre that:

- Promotes the Centre as a focal point for the community, fostering its social and cultural development.
- Increases diversity and density of dwellings.

Consolidate Precinct 1 and 2 as the retail core of the Oakleigh Major Activity Centre.

Support the location of major retail developments that may serve a wider catchment area in the retail core of the Oakleigh Major Activity Centre.

Encourage commercial, residential and mixed use development within and adjacent to the retail core.

Provide adequate new car parking spaces for any new use or development replacing the existing public car park spaces so that the total number of public car parking spaces within the Oakleigh Major Activity Centre is not reduced.

Encourage the configuration and consolidation of land where necessary to create viable development sites and optimal development of the centre.

MONASH PLANNING SCHEME

Avoid the fragmentation of land through subdivision that would undermine the development objectives for the Centre

Precinct 1 - Oakleigh Village strategies

Facilitate use and development within the Oakleigh Major Activity Centre that supports the existing strong sense of identity and the traditional/cultural character of Precinct 1 – Oakleigh Village.

Encourage redevelopment of large sites to include higher density residential dwellings.

Encourage the establishment of larger retail premises abutting Hanover Street to strengthen the competitiveness of the Activity Centre and to better meet the needs of residents.

Encourage new development of high quality-built form and public realm design that conserves and enhances the valued urban character of the Oakleigh Village.

Precinct 2 - Oakleigh Centro strategies

Encourage development with active retail frontages at ground floor, and activated frontages at upper floors.

Precinct 3 - Commercial periphery strategies

Encourage larger retail premises fronting Hanover Street in Sub-Precinct 3B.

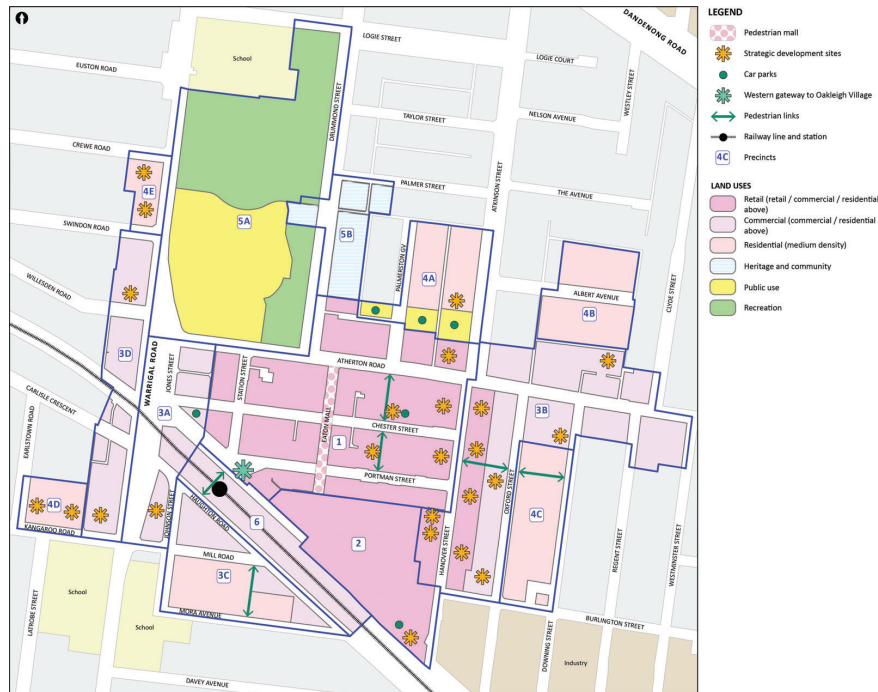
Discourage retail shop uses in Sub-Precincts 3C and 3D.

Policy documents

Consider as relevant:

- *Oakleigh Major Activity Centre Structure Plan* (City of Monash, 2012)

Oakleigh Major Activity Centre framework plan



- Precinct 1 – Oakleigh Village

MONASH PLANNING SCHEME

- Precinct 2 – Oakleigh Centro
- Precinct 3 – Commercial Periphery [Sub-Precincts 3A,3B,3C,3D]
- Precinct 4 – Residential Periphery [Sub-Precincts 4A,4B,4C,4D,4E]
- Precinct 5 – Civic, Warrawee Park and Heritage [Sub-Precincts 5A,5B]
- Precinct 6 – Station and Railway

11.03-1L-06 Wheelers Hill Neighbourhood Activity Centre

Proposed C166mona

Policy application

This policy applies to land within the precincts shown on the Wheelers Hill Neighbourhood Activity Centre map forming part of this clause.

Objectives

To provide for the daily and weekly convenience needs and a limited range of professional services, employment opportunities entertainment and health facilities that primarily serves the local community.

To increase housing choice to meet community needs.

To ensure development is respectful of the Garden City Character of Wheelers Hill and enhances the intersection as a focal point in the Neighbourhood Activity Centre.

To ensure long distance views of the precinct are not dominated by the built form.

All precincts strategies

Support residential accommodation that increase residential diversity and housing choice.

Provide employment opportunities in enterprises that primarily serve the local community.

Encourage leisure and social facilities serving both the local and wider catchments.

Encourage non - specialist health, fitness and medical services particularly where they serve the local community.

Support non-residential uses in residential zones where:

- They provide services to the local community.
- Are located on main roads.
- Do not detrimentally affect the residential amenity.

Precinct 1 - The Ridge strategies

Encourage development of residential apartments and aged accommodation to increase residential choice.

Support the provision of a limited range of entertainment, health activities and related facilities to meet local community needs.

Precinct 2 - The Shopping Centre strategies

Encourage development that provides a range of convenience shopping and services that meets the needs of the local community.

Encourage development that comprises smaller retail and commercial tenancies, capable of providing a more diverse mix of uses.

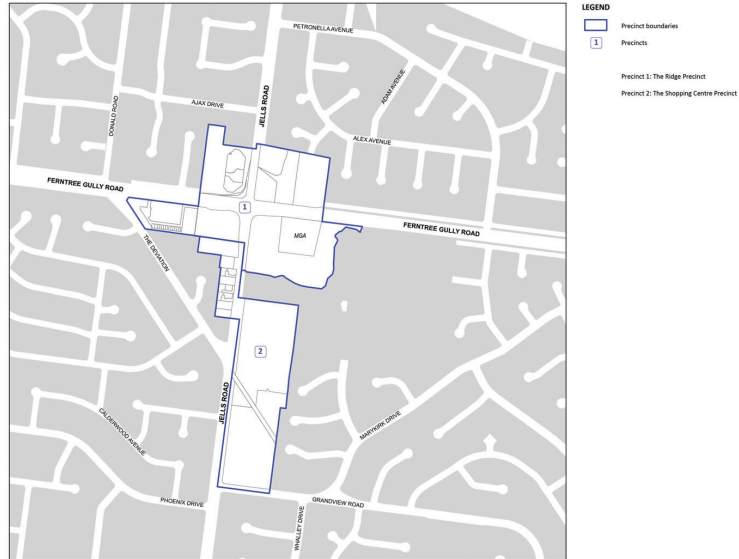
Policy documents

Consider as relevant:

MONASH PLANNING SCHEME

• *Whealers Hill Neighbourhood Activity Centre Structure Plan* (The PLanning Group, 2007)

Whealers Hill Neighbourhood Activity Centre map



11.03-2S
04/05/2022
VC210

Growth areas

Objective

To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.

Strategies

Concentrate urban expansion into growth areas that are served by high-capacity public transport. Implement the strategic directions in the Growth Area Framework Plans.

Encourage average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare, and over time, seek an overall increase in residential densities to more than 20 dwellings per net developable hectare.

Deliver timely and adequate provision of public transport and local and regional infrastructure and services, in line with a preferred sequence of land release.

Provide for significant amounts of local employment opportunities and in some areas, provide large scale industrial or other more regional employment generators.

Create a network of mixed-use activity centres that are high quality, well designed and create a sense of place.

Provide a diversity of housing type and distribution.

Retain unique characteristics of established areas impacted by growth.

Protect and manage natural resources and areas of heritage, cultural and environmental significance.

Create well planned, easy to maintain and safe streets and neighbourhoods that reduce opportunities for crime, improve perceptions of safety and increase levels of community participation.

MONASH PLANNING SCHEME

Develop Growth Area Framework Plans that will:

- Include objectives for each growth area.
- Identify the long term pattern of urban growth.
- Identify the location of broad urban development types, for example activity centre, residential, employment, freight centres and mixed use employment.
- Identify the boundaries of individual communities, landscape values and, as appropriate, the need for discrete urban breaks and how land uses in these breaks will be managed.
- Identify transport networks and options for investigation, such as future railway lines and stations, freight activity centres, freeways and arterial roads.
- Identify the location of open space to be retained for recreation, and/or biodiversity protection and/or flood risk reduction purposes guided and directed by regional biodiversity conservation strategies.
- Show significant waterways as opportunities for creating linear trails, along with areas required to be retained for biodiversity protection and/or flood risk reduction purposes.
- Identify appropriate uses for constrained areas, including quarry buffers.

Develop precinct structure plans consistent with the *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021) approved by the Minister for Planning to:

- Establish a sense of place and community.
- Create greater housing choice, diversity and affordable places to live.
- Create highly accessible and vibrant activity centres.
- Provide for local employment and business activity.
- Provide better transport choices.
- Respond to climate change and increase environmental sustainability.
- Deliver accessible, integrated and adaptable community infrastructure.

Policy documents

Consider as relevant:

- Any applicable Growth Area Framework Plans (Department of Sustainability and Environment, 2006)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)
- *Ministerial Direction No. 12 – Urban Growth Areas*

MONASH PLANNING SCHEME

11.03-3S

31/07/2018
VC148

Peri-urban areas

Objective

To manage growth in peri-urban areas to protect and enhance their identified valued attributes.

Strategies

Identify and protect areas that are strategically important for the environment, biodiversity, landscape, open space, water, agriculture, energy, recreation, tourism, environment, cultural heritage, infrastructure, extractive and other natural resources.

Provide for development in established settlements that have capacity for growth having regard to complex ecosystems, landscapes, agricultural and recreational activities including in Warragul-Drouin, Bacchus Marsh, Torquay-Jan Juc, Gisborne, Kyneton, Wonthaggi, Kilmore, Broadford, Seymour and Ballan and other towns identified by Regional Growth Plans as having potential for growth.

Establish growth boundaries for peri-urban towns to avoid urban sprawl and protect agricultural land and environmental assets.

Enhance the character, identity, attractiveness and amenity of peri-urban towns.

Prevent dispersed settlement and provide for non-urban breaks between urban areas.

Ensure development is linked to the timely and viable provision of physical and social infrastructure.

Improve connections to regional and metropolitan transport services.

MONASH PLANNING SCHEME

11.03-4S20/03/2023
VC229**Coastal settlement****Objective**

To plan for sustainable coastal development.

Strategies

Plan and manage coastal population growth and increased visitation so that impacts do not cause unsustainable use of coastal resources.

Support a network of diverse coastal settlements that provide for a broad range of housing types, economic opportunities and services.

Identify a clear settlement boundary around coastal settlements to ensure that growth in coastal areas is planned and coastal values are protected. Where no settlement boundary is identified, the extent of a settlement is defined by the extent of existing urban zoned land and any land identified on a plan in the planning scheme for future urban settlement.

Minimise linear urban sprawl along the coastal edge and ribbon development in rural landscapes.

Protect areas between settlements for non-urban use.

Limit development in identified coastal hazard areas, on ridgelines, primary coastal dune systems, shorelines of estuaries, wetlands and low-lying coastal areas, or where coastal processes may be detrimentally impacted.

Encourage the restructure of old and inappropriate subdivisions to reduce development impacts on the environment.

Ensure a sustainable water supply, stormwater management and sewerage treatment for all development.

Minimise the quantity and enhance the quality of stormwater discharge from new development into the ocean, bays and estuaries.

Prevent the development of new residential canal estates.

Policy documents

Consider as relevant:

- *G21 Regional Growth Plan* (Geelong Region Alliance, 2013)
- *Gippsland Regional Growth Plan* (Victorian Government, 2014)
- *Great South Coast Regional Growth Plan* (Victorian Government, 2014)
- *Marine and Coastal Policy* (Department of Environment, Land, Water and Planning, 2020)
- *Marine and Coastal Strategy* (Department of Environment, Land, Water and Planning, 2022)
- *Siting and Design Guidelines for Structures on the Victorian Coast* (Department of Environment, Land, Water and Planning, 2020)

MONASH PLANNING SCHEME

11.03-5S

30/04/2021
VC185

Distinctive areas and landscapes

Objective

To recognise the importance of distinctive areas and landscapes to the people of Victoria and protect and enhance the valued attributes of identified or declared distinctive areas and landscapes.

Strategies

Recognise the unique features and special characteristics of these areas and landscapes.

Implement the strategic directions of approved Localised Planning Statements and Statements of Planning Policy.

Integrate policy development, implementation and decision-making for declared areas under Statements of Planning policy.

Recognise the important role these areas play in the state as tourist destinations.

Protect the identified key values and activities of these areas.

Enhance conservation of the environment, including the unique habitats, ecosystems and biodiversity of these areas.

Support use and development where it enhances the valued characteristics of these areas.

Avoid use and development that could undermine the long-term natural or non-urban use of land in these areas.

Protect areas that are important for food production.

Policy documents

Consider as relevant:

- *Bellarine Peninsula Localised Planning Statement* (Victorian Government, 2015)
- *Macedon Ranges Statement of Planning Policy* (Victorian Government, 2019)
- *Mornington Peninsula Localised Planning Statement* (Victorian Government, 2014)
- *Yarra Ranges Localised Planning Statement* (Victorian Government, 2017)

MONASH PLANNING SCHEME

11.03-6S

31/07/2018
VC148

Regional and local places

Objective

To facilitate integrated place-based planning.

Strategies

Integrate relevant planning considerations to provide specific direction for the planning of sites, places, neighbourhoods and towns.

Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.

MONASH PLANNING SCHEME

13.07

26/05/2020
VC175

AMENITY, HUMAN HEALTH AND SAFETY

MONASH PLANNING SCHEME

13.07-1S

03/03/2023
VC215

Land use compatibility

Objective

To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.

Strategies

- Ensure that use or development of land is compatible with adjoining and nearby land uses
- Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses.
- Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.
- Protect commercial, industrial and other employment generating uses from encroachment by use or development that would compromise the ability of those uses to function safely and effectively.

Policy documents

Consider as relevant:

- *Recommended separation distances for industrial residual air emissions* (Publication 1518, Environment Protection Authority, March 2013).

MONASH PLANNING SCHEME

13.07-1L Non-residential use and development in residential areas

Proposed C166mona

Policy application

This policy applies to non-residential use or development in a residential zone.

Objective

To ensure non-residential uses or development do not adversely impact on the character and amenity of residential areas.

To ensure that onsite car parking meets the needs of the use and minimise amenity impacts to the surrounding residential area.

General strategies

Design and site development to complement the preferred character of residential areas.

Minimise traffic impacts generated by a non-residential use on the existing traffic pattern of the street and locality.

Locational strategies

Locate discretionary non-residential uses in residential areas adjacent to existing activity centres and on higher order and busier streets and roads, and particularly on corner sites.

Avoid locating non-residential uses in heritage precincts and in lower order residential streets and cul-de-sacs.

Give preference to locations within larger activity centres for centre-based uses such as large convenience restaurants.

Avoid a concentration of non-residential uses where the cumulative impact on residential amenity is unacceptable.

Urban design strategies

Retain existing residential buildings where feasible.

Support the use of a residential heritage place for non-residential purposes where it enables retention of the place and any alterations or additions do not impact on its heritage significance.

Car parking strategies

Avoid reliance on on-street car parking.

Site and design development to minimise off-site amenity impacts associated with car parking.

Landscaping strategies

Provide landscaped buffers to car parking areas to minimise their visual and amenity impact to the street and adjoining properties.

Policy documents

Consider as relevant:

- *Guidelines for Non-residential Uses in Residential Zones* (City of Monash, 2004)
- *A Guide to Car Parking in Monash* (City of Monash, 2001)

13.07-1L Licensed premises

Proposed C166mona

Policy application

This policy applies to applications under Clause 52.27 in the Glen Waverley and Oakleigh Activity Centres.

MONASH PLANNING SCHEME

Objective

To minimise the adverse amenity impacts associated with licensed premises in the Glen Waverley and Oakleigh Activity Centres.

Strategies

Discourage licensed premises where its operation may result in unreasonable amenity impact on the surrounding area and any nearby residential uses.

Ensure licensed premises to operate and be managed in a manner that provides for the safety and amenity of patrons, the general public and nearby owners and occupiers of land.

Ensure licensed premises are designed to incorporate characteristics that minimise anti-social behaviour.

Minimise any identified adverse amenity impacts associated with the licensed premises, including by:

- Ensuring venues do not exceed the safe and amenable operating capacity of the premises, such as through maximum patron numbers, operating hours and frequency and hours of music entertainment.
- Locating activities or equipment that that may cause amenity impacts away such as queuing areas, seating areas, outdoor smoking areas, air-conditioning, exhaust fan systems, security alarms and external lighting, from sensitive uses.
- Implementing on-site noise attenuation measures where unreasonable noise impacts on surrounding uses may result from the operation of the licensed premises.

Policy guidelines

Consider as relevant:

- Discouraging licensed premises that cater for more than 200 patrons.
- Implementing management procedures for crowd control (including security staffing arrangements), waste management (including the storage and collection of waste and recyclable materials) and complaints.
- Implementing measures so that noise emissions from licensed premises comply with the standards specified in the *State Environment Protection Policy (SEPP) No.1 – Control of Noise from Commerce Industry and Trade* and *SEPP No.2 – Control of Music Noise from Public Premises*.
- The views of the Victoria Police.

Policy documents

Consider as relevant:

- *Design Guidelines for Licensed Venues* (Department of Justice, 2009)

13.07-2S

26/10/2018
VC152

Major hazard facilities

Objective

To minimise the potential for human and property exposure to risk from incidents that may occur at a major hazard facility and to ensure the ongoing viability of major hazard facilities.

Strategies

Ensure major hazard facilities are sited, designed and operated to minimise risk to surrounding communities and the environment.

Number: 1 Author: dborton Subject: Highlight Date: 27/02/2024 1:46:28 PM

There are a number of existing provisions in the current policy that have not been translated. These relate primarily to expansion of existing venues.

Given these are high risk venues that have inherent problems, existing management and compliance should be taken into consideration. Many people that go to these places are not able to drive a vehicle when they leave. The business model for many of these venues relies on reducing people's inhibitions, and changing their behaviours.

VCAT determinations have included this.

Number: 2 Author: dborton Subject: Highlight Date: 27/02/2024 1:46:56 PM

Do not support this change to a policy guideline as this weakens the policy and is not policy neutral.

This policy was developed in consultation with Victoria Police, evidence around venue typologies/size showing larger venues structures (ownership/management) results in higher impacts and risks.

MONASH PLANNING SCHEME

Consider the risks associated with increasing the intensity of use and development within the threshold distance of an existing major hazard facility.

Apply appropriate threshold distances from sensitive land uses for new major hazard facilities and between major hazard facilities.

Protect registered or licenced major hazard facilities as defined under Regulation 5 of the Occupational Health and Safety Regulations 2017 from encroachment of sensitive land uses.

MONASH PLANNING SCHEME

13.07-3S

28/09/2020
VC183

Live music

Objective

To encourage, create and protect opportunities for the enjoyment of live music.

Strategies

Identify areas where live music venues are encouraged or where there are high concentrations of licensed premises or clusters of live music venues.

Implement measures to ensure live music venues can co-exist with nearby residential and other noise sensitive land uses.

Policy guidelines

Consider as relevant:

- The social, economic and cultural benefits to the community of:
 - Retaining an existing live music venue.
 - The development of new live music entertainment venues.
 - Clustering licensed premises and live music venues.

MONASH PLANNING SCHEME

15.01
31/07/2018
VC148

BUILT ENVIRONMENT

MONASH PLANNING SCHEME

15.01-1S

31/07/2018
VC148

Urban design

Objective

To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Strategies

Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.

Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.

Ensure the interface between the private and public realm protects and enhances personal safety.

Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.

Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.

Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.

Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.

Promote good urban design along and abutting transport corridors.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

MONASH PLANNING SCHEME

15.01-1R

31/07/2018
VC148

Urban design - Metropolitan Melbourne

Objective

To create a distinctive and liveable city with quality design and amenity.

Strategies

Support the creation of well-designed places that are memorable, distinctive and liveable.

Integrate place making practices into road space management.

Strengthen Melbourne's network of boulevards.

Create new boulevards in urban-growth areas and selected existing road corridors across Melbourne.

Provide spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries.

MONASH PLANNING SCHEME

15.01-1L

Proposed C166mona

Signs**Objectives**

To facilitate signs that provide orderly and effective identification of businesses and other land uses.

To support signs that are complementary to the built form and landscape character of the locality and minimises impacts on residential amenity.

General strategies

Locate, site and design signs for non-residential uses so that they do not adversely affect the amenity of residential areas particularly along non-arterial roads.

Site and design signs in residential neighbourhoods so they are unobtrusive and respectful of neighbourhood character.

Discourage the proliferation of signs along major transport routes including roadways and railways.

Design signs to integrate with the architectural design, scale and construction detail of the building, premises or retail centre it is located at.

Facilitate business identification signs that add vitality and colour to high order shopping centres.

Encourage signs in activity centres that that reinforce the centre's role in the activity centre hierarchy, including signs that:

- Are vibrant, colourful and integrated in the Glen Waverley Activity Centre.
- Identify major tenants in an orderly and coordinated manner for enclosed shopping complexes.
- Reflects the village character in Mount Waverley and Oakleigh activity centres.

Encourage the use of a consistent design theme for business identification signs in retail and business centres to promote the identity of the centre.

For businesses outside of retail precincts, limit the location and extent of signs to those that are necessary to identify the business and provide necessary directional information.

Encourage signs in the Monash Technology Precinct that foster the Garden City image of the city by promoting clear, modern corporate identification and maintain a sense of spaciousness between signs.

Discourage signs in landscaped setback areas where they will erode the amenity and character of the area.

Above verandah sign strategies

Encourage above verandah signs to be consistent with adjacent signs in terms of sign construction, size and graphic application.

Encourage innovative and 3-dimensional design.

Minimise information on the sign to focus attention on the principal design elements and avoid visual clutter.

Discourage the inclusion of secondary information such as street addresses, telephone numbers and website addresses.

Discourage signs that include promotional advertising.

Discourage the use of above verandah signs:

- In conjunction with signs on verandah fascias.
- On retail premises with significant building setbacks.

MONASH PLANNING SCHEME

Bunting sign strategies

Allow temporary bunting signs for a community event.
Discourage permanent bunting signs on commercial sites.

Direction sign strategies

Design direction signs to have a legible script and incorporate contrast between its background colour and script colour.
Encourage the use of reflective direction signs particularly for managing traffic.

Floodlit sign strategy

Baffle floodlit signs to avoid amenity reducing light spill.

High-wall sign and panel sign strategy

Allow panel signs and large scale high-wall signs where they:

- Identify the major or anchor tenants of large retail centres.
- Are located close to the business that is identified on the sign.
- Are designed to be less visually dominant than signs used to identify the centre.
- Do not protrude above the wall to which they are fixed.

Internally illuminated sign strategy

Allow internally illuminated signs in areas of high activity or for business identification purposes (such as a logo) provided there is no detrimental effect on nearby properties.

Major promotion sign strategy

Discourage major promotion signs that are inconsistent with the garden city character

Pole sign strategies

Allow the development of pole signs at retail centres or at business or industrial premises with significant building setbacks.

Site pole signs within the building setback and locate the sign at the principal entry points to the site or building.

Allow pole signs that are internally illuminated or floodlit or have banner structures.

Discourage pole signs that are animated, flashing or reflective and any associated bunting sign.

Promotion sign strategies

Discourage promotion signs particularly along arterial roads, including freeways.

Sky sign strategies

Support sky signs located at major entry points of large retail centres and which are designed to integrate with the architectural features of the centre.

Support sky signs used for the identification of retail centres to be internally illuminated or floodlit.

Discourage sky signs that are animated, flashing or reflective and any associated bunting sign.

Discourage promotional advertising on sky signs.

Signs located under a verandah strategy

Encourage signs located under a verandah where they:

- Provide clear identification of businesses for pedestrians.

MONASH PLANNING SCHEME

- Are internally illuminated, non-illuminated or spot lit with minimal light spillage.
- Are consistent in construction, size and location (including height to the underside of the verandah) with the signs of other premises in the same retail centre.
- Are not used for promotional purposes.

Signs on verandah fascias strategy

Encourage signs on verandah fascias, where:

- The business name, logo or product/service identification forms the focus of the sign and no other information is provided.
- The sign is not used for promotional advertising.
- The wording on the sign is legible from moving vehicles.
- The height of the sign is consistent with that of adjacent signs.

Policy guidelines

Consider as relevant:

- Displaying only one panel sign or high-wall sign on each building elevation.
- Limiting home based business signs and bed and breakfast signs to only one sign per dwelling and to not exceed 0.2 square metres in display areas.

15.01-1L

Proposed C166mona

Tree conservation for a Garden City**Strategies**

Retain existing semi-mature and mature canopy trees, wherever possible, to maintain the existing tree canopy.

Design and site development to retain and conserve existing street trees.

Incorporate landscaping that reinforces the Garden City character in all development, including by planting semi-mature canopy trees with spreading crowns in open space areas, along boundaries adjacent to neighbouring open space and in front setbacks.

Policy guidelines

Consider as relevant:

- Discouraging the removal of trees that have any of the following characteristics:
 - Has a trunk circumference greater than 500 millimetres (160 millimetres diameter) when measured at 1200 millimetres above the ground.
 - Is higher than 10 metres.
- Discouraging the planting of weed species.

Policy Document

Consider as relevant:

- *Image Enhancement of Main Roads in the City of Waverley, Scenic Spectrums* (Godfrey and Spowers Australia, 1992).
- *Monash Outdoor Advertising Policy* (City of Monash, 2003)
- *Oakleigh Heritage Study* (Hassell, 1991)

MONASH PLANNING SCHEME

15.01-2S01/01/2024
VC250**Building design****Objective**

To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

Strategies

Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, massing and energy performance of new development.

Ensure development responds and contributes to the strategic and cultural context of its location.

Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.

Improve the energy performance of buildings through siting and design measures that encourage:

- Passive design responses that minimise the need for heating, cooling and lighting.
- On-site renewable energy generation and storage technology.
- Use of low embodied energy materials.

Restrict the provision of reticulated natural gas in new dwelling development.

Ensure the layout and design of development supports resource recovery, including separation, storage and collection of waste, mixed recycling, glass, organics and e-waste.

Encourage use of recycled and reusable materials in building construction and undertake adaptive reuse of buildings, where practical.

Encourage water efficiency and the use of rainwater, stormwater and recycled water.

Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.

Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.

Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.

Ensure development is designed to protect and enhance valued landmarks, views and vistas.

Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists and vehicles.

Encourage development to retain existing vegetation.

Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)
- *Waste Management and Recycling in Multi-unit Developments* (Sustainability Victoria, 2019)

MONASH PLANNING SCHEME

15.01-2L-01 Industry and business built form character

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Proposed C166mona

Policy application

This policy applies to land in an Industrial 1 Zone or a Commercial 1 or 2 Zone, except where located in the:

- Brandon Park Major Activity Centre.
- Glen Waverley Major Activity Centre.
- Oakleigh Major Activity Centre.
- Wheelers Hill Neighbourhood Activity Centre.

Objectives

To ensure that development creates or enhances a high-amenity built form environment and contributes to the Garden City character.

Building setback strategies

Provide setbacks from street frontages consistent with surrounding buildings to:

- Create and maintain open and spacious streetscapes.
- Reflect the rhythm of building spacing.
- Visually unify diverse types of buildings.
- Enhance the quality of industrial and business areas.
- Accommodate space for landscaping including planting of canopy trees with spreading crowns to maintain and enhance the City's garden city character.

Building heights strategies

Design development so that its building scale, height and bulk complements and does not visually overwhelm surrounding buildings and the locality.

Encourage medium rise development in the Clayton and Mount Waverley Major Activity Centres.

Car parking and vehicle access strategies

Locate car parking behind the front landscape setback, and screen it from the street with planting and low mounding, otherwise locate it at the side or rear of properties.

Incorporate substantive landscape areas throughout the site to frame, screen or buffer buildings and car park areas.

Design car parking areas and associated access to minimise parking, traffic and pedestrian impacts on front landscape setback areas.

Limit linear or gun-barrel driveways and accessways and the extent of continuous pavement and car parking areas to the minimum necessary to provide functional vehicle, cyclist and pedestrian access and movement.

Fences to street frontages strategies

Minimise the use of front fences.

Where needed, provide front fences that are in keeping with and enhance the character of the area.

Discourage front fences located on property boundaries.

MONASH PLANNING SCHEME

Landscaping and existing trees strategies

Provide sufficient landscaping, including the planting of canopy trees, and other treatments to reduce the visual impact of large paved areas.

Retain existing mature trees and plant canopy trees in front and side setbacks to positively contribute to the landscape character of the area.

Engineering design strategies

Integrate streetscape and engineering details associated with development with the existing streetscape and engineering details.

Services strategies

Minimise overhead services to reduce visual clutter.

Character typology strategies

Support development that meets the industrial and business character type strategies as referenced in the map forming part of this clause.

Industry Character Type 1 (IND 1) strategies

Support development that:

- Visually expresses its commercial and industrial function and character of the area.
- Sites signs so that they address the Princes Highway.
- Sites buildings to address the Princes Highway.
- Allows for some variations in building height but minimises large height differences.
- Provides street setbacks to enable the development of a substantial landscape strip along the Princess Highway.
- Provides tree planting within the front setback with high canopies and clear trunks to soften the hard surface qualities of the area help enclose the Princes Highway and unify the diverse range of land uses.
- Provide trees in properties, including the rear of properties, provide shade and a landscaped backdrop to the utilitarian buildings.

Industry Character Type 2 (IND 2) strategies

Support development that:

- Retains evidence of the area's origins in the middle of the 19th Century and its historic subdivision pattern.
- Retains the grid pattern and road width in subdivisions.
- Addresses the street and is consistent with its industrial and commercial functions.
- Allows for some variation in building height , but minimises large height differences.
- Provides landscaped setbacks when redeveloping sites.
- Maintains the visual diversity produced by the variations in size, scale and form of buildings.
- Minimises or where possible, eliminates those elements within the area that contribute to visual clutter when redeveloping sites.
- Encourages a visual relationship between the colour schemes of various buildings that will progressively result in a cohesiveness between the varied architectural forms and scales.
- Locates car parking to the rear of properties.

MONASH PLANNING SCHEME

Industry Character Type 3 (IND 3) strategies

Support development that:

- Retains the modern industrial and technology park within an attractive landscape setting.
- Maintains the surrounding subdivision patterns.
- Locates car parking and service areas to the side or rear of buildings to minimise visibility from the street.
- Provides a canopy of large native trees in the front setbacks to soften the extensive areas of paving and unify the diverse range of building types.

Industry Character Type 4 (IND 4) strategies

Support development that:

- Retains the industrial character that is derived from the concentration of manufacturing and service industries.
- Maintains the grid subdivision pattern.
- Treats edges and entrances sympathetically to integrate with surrounding roads and land uses.
- Provides an extensive landscaped setback on each lot frontage, planted with large native trees that should eventually provide a dense tree canopy extending throughout the entire area to unify the diverse range of building styles.
- Provides car parking at the rear and sides of the buildings, even when re-developing sites.

Industry Character Type 5 (IND 5) strategies

Support development that:

- Contributes to a cohesive, visually integrated character through the provision of landscaping.
- Is consistent in architectural style and scale, to the existing building within the business parks.
- Addresses the street.
- Is set well back from the front and from the sideage to streets to allow for a landscaped garden strip to be provided across the full width of the setback.
- Landscapes front setback areas with lawn, shrubs and trees to provide a soft frontage to the street and add to the amenity of the area.
- Provides large trees that are a mixture of native and exotic species and complement the scale of the architecture.
- Provides car parking and service access at the rear of properties so that it will not impinge on the landscaped setback area.

Business Character Type 2 (BUS 2) strategies

Support development that:

- Respects the mainly single and double storey post 1950's scale and form of development of the relevant Activity Centre, while providing for a level of change consistent with the role and function of the centre.

Business Character Type 5 (BUS 5) strategies

Support development that:

- Contributes to the provision of an attractive and consistent landscape setting.
- Provides setbacks to all road boundaries to ensure there is sufficient room for an extensive landscape strip between the building and the road.

MONASH PLANNING SCHEME

- Provides a canopy of large native trees in building setbacks to soften the extensive areas of paving, unify building types and enhance the boulevard character particularly along Dandenong and Warrigal Roads.
- Locates parking and service areas at the side or rear of buildings with minimum visibility from the street.
- Designs buildings at the interface with the residential area to transition to reflect surrounding development.
- Incorporates vertical and horizontal articulation, including varying built form, materials, colours and treatments.

Business Character Type 5 (BUS 5) policy guidelines

Consider as relevant:

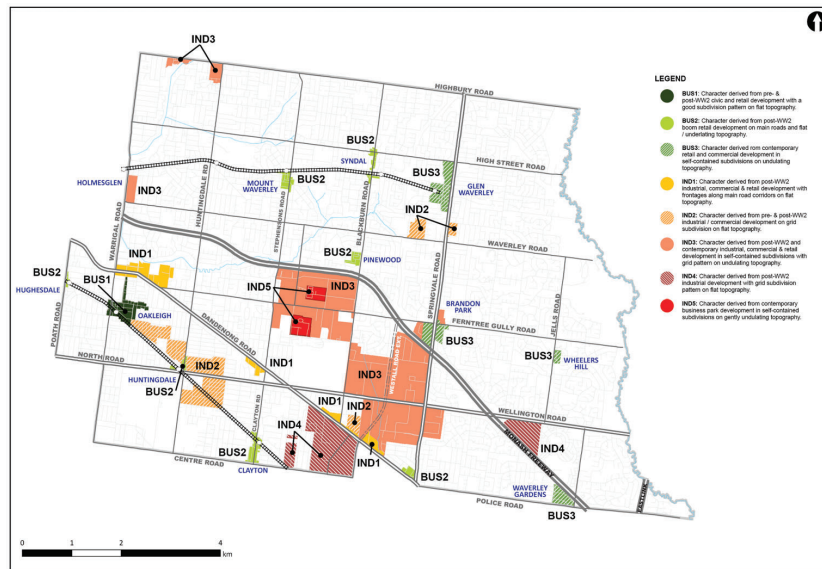
- The setbacks to all road boundaries for landscaping to be a minimum of 3 metres.

Policy documents

Consider as relevant:

- *Image Enhancement of Main Roads in the City of Waverley, Scenic Spectrums* (Godfrey and Spowers Australia, 1992).
- *Monash Neighbourhood Character Guide Volumes 3, 4, 5 and 6* (Gerner Consulting Pty Ltd, 1997)
- *Urban Design Guidelines – Monash Technology Precinct (Monash Specialised Activity Centre)* (City of Monash, 2008)

Industry and business built form character types



MONASH PLANNING SCHEME

15.01-2L-02 Environmentally sustainable development

~~15.01-2L-02~~
Proposed C166mona

Policy application

This policy applies to residential and non-residential development, excluding subdivision, in accordance with the thresholds detailed in this policy

Objective

To achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

Strategies

Facilitate development that minimises environmental impacts.

Encourage environmentally sustainable development that:

- Is consistent with the type and scale of the development.
- Responds to site opportunities and constraints.
- Adopts best practice through a combination of methods, processes and locally available technology that demonstrably minimise environmental impacts.

Energy performance

Reduce both energy use and energy peak demand through design measures such as:

- Building orientation.
- Shading to glazed surfaces.
- Optimising glazing to exposed surfaces.
- Inclusion of or space allocation for renewable technologies.

Integrated water management

Reduce total operating potable water use through appropriate design measures such as water efficient fixtures, appliances, equipment, irrigation and landscaping.

Encourage the appropriate use of alternative water sources (including greywater, rainwater and stormwater).

Incorporate best practice water sensitive urban design to improve the quality of stormwater runoff and reduce impacts on water systems and water bodies.

Indoor environment quality

Achieve a healthy indoor environment quality, including thermal comfort and access to fresh air and daylight, prioritising passive design over mechanical heating, ventilation, cooling and lighting.

Reduce indoor air pollutants by encouraging use of low-toxicity materials.

Minimise noise levels and noise transfer within and between buildings and associated external areas.

Transport

Design development to promote the use of walking, cycling and public transport, in that order; and minimise car dependency.

Promote the use of low emissions vehicle technologies and supporting infrastructure.

Waste management

Promote waste avoidance, reuse and recycling during the design, construction and operation stages of development.

MONASH PLANNING SCHEME

Encourage use of durable and reuseable building materials.

Ensure sufficient space is allocated for future change in waste management needs, including (where possible) composting and green waste facilities.

Urban ecology

Protect and enhance biodiversity by incorporating natural habitats and planting indigenous vegetation.

Reduce urban heat island effects through building design, landscape design, water sensitive urban design and the retention and provision of canopy and significant trees.

Encourage the provision of space for productive gardens, particularly in larger residential developments.

Residential

A Sustainable Design Assessment (including an assessment using BESS, STORM or other methods) for:

- 3 - 9 dwellings.
- A building used for accommodation other than dwellings with a gross floor area between 500 square metres and 1000 square metres.

A Sustainability Management Plan (including an assessment using BESS/Green star, STORM/MUSIC or other methods) and a Green Travel Plan for:

- 10 or more dwellings.

A building used for accommodation other than dwellings with a gross floor area of more than 1000 square metres.

Non-residential

A Sustainable Design Assessment (including an assessment using BESS and STORM/MUSIC or other methods) for:

- A non-residential building with a gross floor area of 500 square metres to 1000 square metres.
- A Sustainability Management Plan (including an assessment using BESS/Green star, STORM/MUSIC or other methods) and a Green Travel Plan for:
- A non-residential building with a gross floor area of more than 1000 square metres.

Mixed use

Applicable assessments for the residential and non-residential components of the development based on the above policy guidelines.

General

Consider as relevant the following tools to support a Sustainable Design Assessment or Sustainability Management Plan:

- *Sustainable Design Assessment in the Planning Process* (IMAP, 2015)
- *Built Environment Sustainability Scorecard 'BESS'* (Council Alliance for a Sustainable Built Environment 'CASBE')
- *Green Star* (Green Building Council of Australia)
- *Model for Urban Stormwater Improvement Conceptualisation 'MUSIC'* (Melbourne Water)
- *Nationwide House Energy Rating Scheme 'NatHERS'* (Department of Climate Change and Energy Efficiency)
- *Stormwater Treatment Objective - Relative Measure 'STORM'* (Melbourne Water)

MONASH PLANNING SCHEME

- *Urban Stormwater Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee, 1999)
- *Waste Management and Recycling in Multi-Unit Developments - Better Practice Guide* (Sustainability Victoria, 2018)

Commencement

This policy does not apply to applications received by the responsible authority before 29 September 2016.

Expiry

This policy will expire when it is superseded by a comparable provision of the Victoria Planning Provisions.

15.01-3S

01/01/2024
VC250

Subdivision design

Objective

To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.

Strategies

In the development of new residential areas and in the redevelopment of existing areas, subdivision should be designed to create liveable and sustainable communities by:

- Creating compact neighbourhoods that have walkable distances between activities.
- Developing activity centres in appropriate locations with a mix of uses and services and access to public transport.
- Creating neighbourhood centres that include services to meet day to day needs.
- Creating urban places with a strong sense of place that are functional, safe and attractive.
- Providing a range of lot sizes to suit a variety of dwelling and household types to meet the needs and aspirations of different groups of people.
- Creating landscaped streets and a network of open spaces to meet a variety of needs with links to regional parks where possible.
- Protecting and enhancing habitat for native flora and fauna, and providing opportunities for people to experience nature in urban areas.
- Facilitating an urban structure where neighbourhoods are clustered to support larger activity centres served by high quality public transport.
- Reduce car dependency by allowing for:
 - Convenient and safe public transport.
 - Safe and attractive spaces and networks for walking and cycling.
 - Subdivision layouts that allow easy movement within and between neighbourhoods.
 - A convenient and safe road network.
- Minimising exposure of sensitive uses to air and noise pollution from the transport system.
- Being accessible to people with disabilities.
- Creating an urban structure that:
 - Responds to climate related hazards.
 - Incorporates integrated water management, including sustainable irrigation of open space.

MONASH PLANNING SCHEME

- Minimises peak demand on the electricity network.
- Supports energy efficiency and solar energy generation through urban layout and lot orientation.
- Supports waste minimisation and increased resource recovery.
- Providing utilities and services that support the uptake of renewable energy technologies, such as microgrids and energy storage systems, including batteries.
- Providing all-electric lots.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

MONASH PLANNING SCHEME

15.01-4S

31/07/2018
VC148

Healthy neighbourhoods

Objective

To achieve neighbourhoods that foster healthy and active living and community wellbeing.

Strategies

Design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing:

- Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.
- Streets with direct, safe and convenient access to destinations.
- Conveniently located public spaces for active recreation and leisure.
- Accessibly located public transport stops.
- Amenities and protection to support physical activity in all weather conditions.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

MONASH PLANNING SCHEME

15.01-4R

31/07/2018
VC148

Healthy neighbourhoods - Metropolitan Melbourne

Strategy

Create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.

MONASH PLANNING SCHEME

15.01-5S

09/10/2020
VC169

Neighbourhood character

Objective

To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Strategies

Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.

Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.

Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by respecting the:

- Pattern of local urban structure and subdivision.
- Underlying natural landscape character and significant vegetation.
- Neighbourhood character values and built form that reflect community identity.

MONASH PLANNING SCHEME

15.01-5L Monash preferred neighbourhood character

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Proposed C166mona

Policy application

This policy applies to applications for development in a residential zone on land as shown on the Monash preferred neighbourhood character areas map forming part of this clause.

Objectives

To build upon the important contribution that landscaping makes to the garden city character of Monash, and preserve and enhance the treed character.

To protect and enhance the special character of the heritage precincts, the creek environs and the Dandenong Valley Escarpment.

All areas strategies**Site layout**

Provide setbacks from street frontages consistent with surrounding buildings.

Recess garages and carports from the front walls of buildings to ensure they are not a dominant element seen from the street.

Provide side setbacks that maintain an open, spacious streetscape character and separation of dwellings and reflect the rhythm of dwelling spacing.

Minimise visual bulk to neighbouring properties, by setting back buildings from adjacent secluded private open space.

Provide separation between dwellings constructed on the same site to break up built form and support additional landscaping.

Provide rear setbacks that support a green corridor of open space along adjoining backyards.

Complement the landscape setting of adjoining public open space areas or creek environs by minimising the scale and massing of the development, and incorporating landscaping, to ensure vegetation is the dominant element when viewed from the public open space or the creek reserve.

Minimise walls on boundaries and provide spacing between dwellings to maintain the character of open vegetated backyards.

Design development on corner blocks to incorporate side street setbacks that provide a transition to the street setback of adjoining buildings.

Landscaping

Minimise hard paving throughout the site, particularly in street setbacks.

Provide landscaping on both sides of driveways.

Retain and plant canopy trees, in front and rear setbacks to soften the appearance of the built form from surrounding properties and any creek environments, and contribute to the landscape character of the area.

Avoid environmental weeds and artificial grass.

Site buildings to minimise the need to remove significant trees and protect significant trees on the site and adjoining properties.

Provide screening trees and scale down building form to adjoining properties.

Avoid front fences where that is a characteristic of the immediate neighbourhood.

MONASH PLANNING SCHEME

Private open space

Provide private open space, primarily unencumbered by easements, to provide for vegetation and canopy trees in front, side and rear setbacks and secluded open space areas.

Avoid the provision of secluded private open space within the street setback.

Vehicle access

Limit driveway widths and lengths to the minimum necessary to provide functional vehicle access.

Limit vehicle crossovers to minimise traffic disruption and retain and enhance nature strips and street trees.

Detailed design

Design buildings and dwellings two storeys or greater to incorporate sufficient articulation, including recessed upper levels, to respect the prevailing scale of the adjoining dwellings and the neighbourhood.

Limit blank, or continuous walls.

Provide roof forms and pitches consistent with other dwellings in the neighbourhood.

Design front fences to:

- Maintain the character of open streetscapes and the pattern of low fencing.
- Retain views of the building from the street.

Discourage reproduction or mock-historic building styles incorporating superficial detailing.

Provide robust and low maintenance building materials and finishes that withstand weathering and create minimal adverse impacts (for instance, safe walking surfaces and limited reflective materials).

Design and site utility areas to minimise their visual and amenity impact from the public realm.

All areas policy guidelines

Consider as relevant:

- Setting elements of buildings built to boundaries back from the front walls of buildings to provide the appearance of space between dwellings.
- Providing no front fence where that is characteristic of more than 75 percent of properties in the immediate neighbourhood (immediate neighbourhood is the five properties on either side of a development site on both sides of the street including intersections).

Heritage areas strategies

Ensure development reflects the prevailing building scale and presents as single storey to the street, with double-storey built form constructed behind a hipped or gabled roof line.

Support development that occupies a low proportion of the site.

Creek Abuttal and Creek Environs strategies

Provide setbacks from the creek to provide areas for planting and sustaining larger trees.

Ensure vegetation is dominant and hide buildings behind vegetation and tall trees.

Limit front fencing.

Provide front setbacks and side setbacks from at least one side boundary that will reinforce the consistent setback patterns along the street, allow views between buildings and provide space for landscaping.

Design dwellings to complement the older 1950s and 1960s building styles through the use of simple details, low building scale pitched roofs and articulated facades.

MONASH PLANNING SCHEME

Design buildings adjacent to public parks and open space areas to address the public area.

Recess and articulate upper levels to reduce visual dominance in the streetscape.

Taper down built form close to creeks.

Design development to visually connect with the creek environment through the use of colours and materials for buildings and fences that blend with the environment rather than contrast with it.

Dandenong Valley Escarpment strategies

Provide and protect native trees in both the public and private realm to:

- Provide an overhead canopy.
- Unify the diverse built-form.
- Maintain the relationship with the semi-natural landscape of the Dandenong Valley.

Design development to retain view lines to the Dandenong Ranges, particularly along streets and between buildings.

Support building scale, height and bulk that reinforces and enhances the existing landscape and built form character.

Avoid large differences in building scales, except where contrasts between buildings except where existing trees and shrubs soften the interface between buildings or where there is a graduated change in scale.

Incorporate garages into dwelling design to avoid the dominance of garages in the streetscape.

Provide generous front setbacks with significant native trees and understorey vegetation.

Provide articulated facades with recesses, openings and balconies.

Provide materials and finishes that weather well over time, are resilient to their intended use and which blend with the surrounding natural environment.

Maintain the absence of front fences in front gardens to maintain the open, natural qualities of the street.

Plant native vegetation to contribute to the existing natural setting.

Discourage large walls and fences except where they are already a dominant streetscape element.

Dandenong Valley Escarpment policy guidelines

Consider as relevant:

- Providing one single crossover per lot frontage.

Garden City Suburbs (southern) strategies

Support dwellings that provide:

- Simple, pitched rooflines.
- Articulated facades.
- Do not dominate the site by over developing.
- Present of comparable scale and form to older dwelling stock in the area.

On larger sites, support low rise apartment development where the development is:

- Sited within generous open space.
- Generously landscaped and retains the 'open landscape character' of the garden suburban setting.
- Tapers down in scale closer to the boundaries of the site.

MONASH PLANNING SCHEME

Provide spacious gardens with canopy trees.

Set buildings back from at least one boundary and from the rear of the site.

Create a tree canopy by retaining existing trees and planting new trees, to provide a visual buffer between the building and street, and at the rear of properties.

Support buildings that front the street and provide articulated upper levels to minimise the impression of building bulk.

Provide low front fences that allow clear views of vegetation and buildings.

Support fences that complement the architecture of the building in design, colour and materials.

Set back buildings directly adjacent to public open space.

Provide planted buffers to buildings directly adjacent public open space.

Garden City Suburbs (southern) policy guidelines

Consider as relevant:

- Providing one crossover per lot frontage.

Garden City Suburbs (northern) strategies

Provide well-vegetated front and rear gardens with shrubs and large canopy trees.

Design new development to complement the established buildings through consistent siting, articulated facades and use of materials.

Design buildings adjacent to public parks, reserves and other open space to address the public area.

Screen new development from the street and neighbouring properties with well-planted gardens.

Provide a mix of native and exotic vegetation and trees, and retain remnant indigenous vegetation and coniferous wind-rows.

Provide no or transparent front fences.

Limit vehicle crossovers.

Oakleigh Activity Centre Residential Area strategies

Create a transition from commercial areas to adjoining residential areas.

Support development that reflects the key architectural elements within the residential areas of the Oakleigh Activity Centre (including, pitched, hipped and/or gabled roof forms).

Wheelers Hill Activity Centre Residential Area strategies

Design buildings heights which responds to the slope and terrain of the site.

Provide a transition between the scale of the activity centre and that of the surrounding residential areas.

Provide extensive articulation and variation in massing for buildings facing Ferntree Gully Road and Jells Road to minimise the appearance of building bulk and height.

Wheelers Hill Activity Centre Residential Area policy guidelines

Consider as relevant:

- Providing a 10 metre landscaped front setback for all development abutting a road in a Road Zone.

Monash National Employment and Innovation Cluster and Clayton Major Activity Centre strategies

Support development that provides canopy trees and landscaped separation between buildings.

MONASH PLANNING SCHEME

Provide a transition between the scale of development and the surrounding land in the Housing Diversity Area.

Support multi-level developments on larger sites that are set in open gardens in the Housing Growth Area.

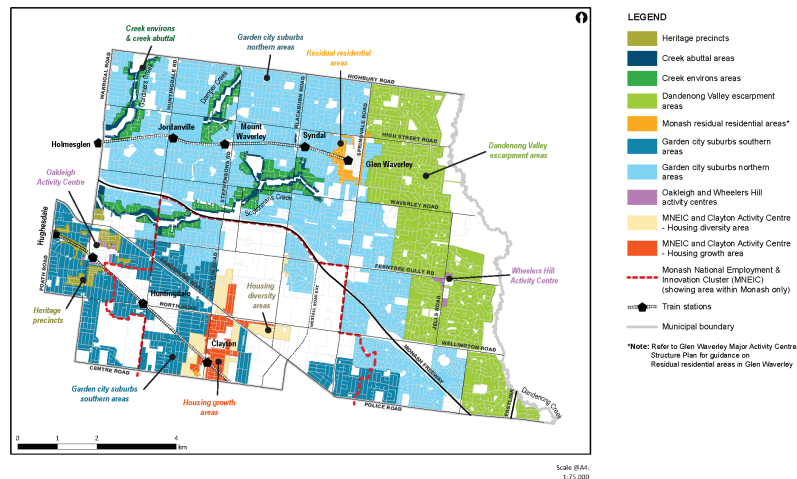
Provide space for landscaping in front and rear setbacks, while accommodating greater densities.

Policy documents

Consider as relevant:

- *Monash Urban Character Study Volumes 1 and 2* (Gerner Consulting Pty Ltd, 1997)
- *Monash Neighbourhood Character Guide Volumes 3, 4 and 5* (Gerner Consulting Pty Ltd, 1997)
- *Landscape Guidelines Requirements for Town Planning Applications for Multi-Unit Developments* (City of Monash, 1995)
- *Monash Housing Strategy* (Planisphere, 2014)
- *Neighbourhood Character Review* (Planisphere, 2015)

Monash residential character areas



15.01-6S
31/07/2018
VC148

Design for rural areas

Objective

To ensure development respects valued areas of rural character.

Strategies

Ensure that the siting, scale and appearance of development protects and enhances rural character.

Protect the visual amenity of valued rural landscapes and character areas along township approaches and sensitive tourist routes by ensuring new development is sympathetically located.

MONASH PLANNING SCHEME

Site and design development to minimise visual impacts on surrounding natural scenery and landscape features including ridgelines, hill tops, waterways, lakes and wetlands.

MONASH PLANNING SCHEME

15.03
31/07/2018
VC148

HERITAGE

MONASH PLANNING SCHEME

15.03-1S

26/10/2018
VC155

Heritage conservation

Objective

To ensure the conservation of places of heritage significance.

Strategies

Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.

Provide for the protection of natural heritage sites and man-made resources.

Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.

Encourage appropriate development that respects places with identified heritage values.

Retain those elements that contribute to the importance of the heritage place.

Encourage the conservation and restoration of contributory elements of a heritage place.

Ensure an appropriate setting and context for heritage places is maintained or enhanced.

Support adaptive reuse of heritage buildings where their use has become redundant.

Consider whether it is appropriate to require the restoration or reconstruction of a heritage building in a Heritage Overlay that has been unlawfully or unintentionally demolished in order to retain or interpret the cultural heritage significance of the building, streetscape or area.

Policy guidelines

Consider as relevant:

- The findings and recommendations of the Victorian Heritage Council.
- The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013.

MONASH PLANNING SCHEME

15.03-1L Heritage

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Proposed C166mona

Policy application

This policy applies to land included in a Heritage Overlay.

General strategies

Encourage the bulk and setback of buildings and works to respect the significance of existing heritage places.

Encourage buildings and works to be compatible with, and not adversely affect, the significance of the heritage place and any other significant place in the local area context.

Discourage buildings and works that alter the character of their immediate environs to the extent where the existing heritage significance is no longer respected.

Design and site buildings and works to respect the stylistic character of the street and surrounding streets.

Discourage development containing diverse characteristics in streetscapes with an existing cohesive character.

Design non-contributory buildings, where publicly visible, to be sympathetic with the styles popular during the inter-war years.

Encourage colours to respect the significant streetscapes and the period of the building.

Avoid the use of bright colours and primary colours.

Alterations and additions to existing contributory buildings strategies

Discourage the alteration of original elements including windows, doors and verandahs, unless they have been defaced, in which case they should be reconstructed to their original form.

Encourage the reconstruction of removed elements where it would assist in the recovery of the cultural heritage significance of the building, unless contemporary requirements render this impractical.

Design and site alterations and additions to complement rather than overwhelm the contributory building or obscure the contributory building's existing elevation treatments, including by:

- Setting back or setting apart the additions from the facade line established by the contributory buildings.
- Setting back additions from the street frontage a sufficient distance so they do not overwhelm or obscure views of the contributory building from the street.
- Setting back second floor additions from the street to be behind the building's existing façade.

Where an addition or alteration forms a part of the building facade or other contributory element, design and carry out these works in a form and tradition that maintains the significance to the building.

Design additions so they constitute a simplified version of the building to which they relate.

Where a contemporary design for the additions is proposed, incorporate a visual link to the contributory building to which the additions relate.

Setback garages from the facade line to give prominence to the dwelling rather than the garage.

Avoid carports in the front setback.

Retain existing materials and finishes (other than paint finishes), if practicable.

Encourage proposed materials to match existing materials or constitute a change that complements the style or period of the building.

MONASH PLANNING SCHEME

Allow the use of alternative materials where their introduction is discreet and does not compromise the appearance of the contributory fabric.

Maintain unpainted surfaces in their natural state, particularly face brickwork, rough cast and stucco given their rarity.

Encourage the use of replacement roofing materials to match the materials of the existing roof that is proposed to be removed.

New and non-contributory buildings strategies

Design building form to be similar in scale to those of contributory buildings in the vicinity of the development.

Encourage buildings and works to incorporate elements such as verandahs, porches or loggias where they are a characteristic in the street.

Design roof pitches to be similar to those of existing contributory buildings.

Support the introduction of elements such as flat roofs, extensive areas of glazing or barrel vaults only where they do not intrude into the streetscape.

Encourage the width of the building frontage to be characteristic of the streetscape.

Encourage boundary setbacks, including front and side, to be typical of those of the contributory buildings in the street.

Encourage materials and finishes to be identical or similar to the building materials characteristic of the contributory buildings in the street.

Encourage the area occupied by windows and walls on the facade and sections of the building that are visible from the street to be similar to the relationship that applies for contributory buildings in the street.

Discourage garages and garage doors that dominate the design of proposed buildings.

Avoid double garages unless they are visually recessive to the dwellings.

Support the provision of vertical timber siding with high level windows to garage doors.

Provide front fences that are characteristic of the contributory buildings in the streetscape.

Provide front gates and especially pedestrian or 'garden' gates.

New and non-contributory buildings policy guidelines

Consider as relevant:

- Encourage second storeys to be setback at least 6 metres from the façade line of the ground floor.
- Encouraging the front setback of a new building to be the same distance as the setback of the nearest contributory building.
- Where it is not possible to use identical or similar materials and finishes to the materials characteristic of the contributory buildings in the street, encouraging the use of the following visually neutral alternatives:
 - Cement sheet, pre-finished metal smooth rendered surfaces or bagged brick where weatherboard is characteristic of the contributory buildings.
 - Textured cement sheet where rough cast is characteristic of the contributory buildings.
 - Corrugated iron, pre-finished zincalume or plain cement tiles where terra cotta roof tiles is characteristic of the contributory buildings.
 - Pre-finished corrugated zincalume where corrugated iron is characteristic of the contributory buildings.

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- Discouraging the use of alternative materials to red brick where red brick is characteristic of the contributory buildings on the street.
- Designing window sills that are visible from the street to be set at a height that corresponds with the sill heights of contributory buildings in the street.
- Where replication has been chosen as a design approach, using timber as the material for windows.
- Where simplification and interpretation have been chosen as design approaches, using powder coated aluminium window frames or painted metal window frames.
- Setting back garages a greater distance than 1 metre from the façade line of the building.
- Where new buildings and works are proposed in inter-war areas, designing front and side fences between the front boundary and the facade line of the development to not exceed 1 metre in height.
- Where new buildings and works are proposed in areas other than inter-war areas, designing front fences to not exceed 1.2 metres in height, excluding posts.

Policy document

Consider as relevant:

- *Conservation Guidelines for Residential Areas in the Vicinity of Oakleigh Railway Station* (City of Monash, 2000)
- *Monash Heritage Study* (Gerner Consulting Group Pty Ltd and Andrew Ward, 1999)
- *Oakleigh Heritage Study* (Hassell, 1991)

15.03-2S
31/07/2018
VC148

Aboriginal cultural heritage

Objective

To ensure the protection and conservation of places of Aboriginal cultural heritage significance.

Strategies

Identify, assess and document places of Aboriginal cultural heritage significance, in consultation with relevant Registered Aboriginal Parties, as a basis for their inclusion in the planning scheme.

Provide for the protection and conservation of pre-contact and post-contact Aboriginal cultural heritage places.

Ensure that permit approvals align with the recommendations of any relevant Cultural Heritage Management Plan approved under the *Aboriginal Heritage Act 2006*.

Policy guidelines

Consider as relevant:

- The findings and recommendations of the Aboriginal Heritage Council.
- The findings and recommendations of the Victorian Heritage Council for post-contact Aboriginal heritage places.

Policy documents

Consider as relevant:

- *Aboriginal Heritage Act 2006*

MONASH PLANNING SCHEME

16.01

31/07/2018
VC148

RESIDENTIAL DEVELOPMENT

MONASH PLANNING SCHEME

16.01-1S20/12/2021
VC174**Housing supply****Objective**

To facilitate well-located, integrated and diverse housing that meets community needs.

Strategies

Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing.

Increase the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.

Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.

Identify opportunities for increased residential densities to help consolidate urban areas.

Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.

Encourage the development of well-designed housing that:

- Provides a high level of internal and external amenity.
- Incorporates universal design and adaptable internal dwelling design.

Support opportunities for a range of income groups to choose housing in well-serviced locations.

Plan for growth areas to provide for a mix of housing types through a variety of lot sizes, including higher housing densities in and around activity centres.

Policy documents

Consider as relevant:

- *Homes for Victorians - Affordability, Access and Choice* (Victorian Government, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)

MONASH PLANNING SCHEME

16.01-1R

09/10/2020
VC169

Housing supply - Metropolitan Melbourne

Strategies

Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are:

- In and around the Central City.
- Urban-renewal precincts and sites.
- Areas for residential growth.
- Areas for greyfield renewal, particularly through opportunities for land consolidation.
- Areas designated as National Employment and Innovation Clusters.
- Metropolitan activity centres and major activity centres.
- Neighbourhood activity centres - especially those with good public transport connections.
- Areas near existing and proposed railway stations that can support transit-oriented development.

Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.

Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.

Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.

Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.

Create mixed-use neighbourhoods at varying densities that offer more choice in housing.

MONASH PLANNING SCHEME

16.01-1L-01 Housing supply - Monash

Proposed C166mona

Objective

To direct residential growth to neighbourhood and activity centres, the Monash National Employment Cluster and the boulevards (Springvale Road and Princes Highway).

Strategies

Promote a variety of dwelling sizes and types to promote greater affordability of housing and choice in medium and large urban developments.

Encourage the provision of single storey and purpose built housing to cater for Monash's ageing population.

Direct more intensive, higher scale development to major and neighbourhood activity centres that are well serviced by public transport, commercial, recreational, community and educational facilities.

Support substantial residential growth within the housing growth areas of the Monash National Employment and Innovation Cluster to provide housing closer to where people work and study.

Allow residential growth along those parts of the boulevards (Springvale Road and Princes Highway) that can support higher scale development in terms of neighbourhood character and accessibility.

Increase the provision of social housing and housing that meets special needs including housing for older people, close to activity centres, public transport and retail and community facilities.

Policy documents

Consider as relevant:

- *Monash Housing Strategy*, (Planisphere, 2014)

16.01-1L-02 Student accommodation

Proposed C166mona

Policy application

This policy applies to the use or development of a residential building or dwellings for student accommodation purposes.

Objectives

To maintain and enhance the garden city character of Monash by preserving existing vegetation and have new canopy trees planted.

To support student accommodation facilities that are:

- Located close to tertiary institutions and services.
- Used and developed in a manner that responds to the needs of the students, and does not adversely impact on surrounding properties.

Location and built form strategies

Locate student accommodation close to tertiary institutions with convenient access to public transport and a range of commercial, retail, entertainment and social facilities.

Site and design student accommodation so that the bulk, mass and height of the development does not visually overwhelm the scale of existing development.

Location and built form policy guidelines

Consider as relevant:

- Locating student accommodation within any of the following preferred locations:

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- 1500 metres of a tertiary educational institution.
- 800 metres of a Railway Station.
- 800 metres of a Major or a larger Neighbourhood Activity Centre.
- 400 metres of a bus route that provides access to a tertiary educational institution.

Car parking and bicycle facilities strategies

Provide on site car parking and bicycle storage to meet the needs of students and visitors.

Site and design car spaces so they are:

- Undercover and well lit.
- Not located in the front setback area or appear to visually dominate the front façade of the building.

Discourage a reduction in car parking unless it can be fully justified.

Car parking and bicycle facilities policy guidelines

Consider as relevant:

- Providing on site car spaces at the rate of:
 - A minimum of 0.3 car spaces per bed for sites located within the preferred locations listed above.
 - A minimum of 0.4 car spaces per bed for sites located outside of the preferred locations listed above.
- Providing bicycle parking spaces at a rate of one bicycle space for every two students.

Amenity strategies

Provide a range of facilities that meets the needs of students into each.

Design layouts of individual and communal rooms to be functional for the needs of students.

Provide convenient and safe open space areas that are integrated into the design of the facility, proportioned so they are usable and meet the recreational needs of student residents, including:

- A communal open space area at ground level located to the side or rear of the building, with convenient access from the student amenities area.
- Where student accommodation is located above a non-residential use, any of the following:
 - An open communal space located above the non-residential use.
 - A balcony to each individual unit.
 - An indoor communal space.

Encourage the provision of individual or private open space areas at ground level in addition to the provision of communal open space.

Amenity policy guidelines

Consider as relevant:

- Providing the following in each unit, including:
 - A separate sleeping area.
 - A study area with desk and seating.
 - Independent heating and cooling.

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- Inbuilt cupboards for storage of personal items.
- Internet access.
- Individual kitchen facilities for self-contained units.
- Providing communal facilities with:
 - Individual mailboxes.
 - A dedicated waste storage area.
 - Laundry, kitchen and meals area facilities, unless these are provided to individual units.
- Providing communal open space areas at ground level which provide:
 - A minimum area of 75 square metres or 4 square metres per student, whichever is greater, including a minimum dimension of 3 metres; and
 - Part of which includes a minimum area of 35 square metres, with a minimum dimension of 5 metres, located to the side or rear of the building.
- Where student accommodation is located above a non-residential use, providing recreational open space in the form of any of the following:
 - An open communal space located above the non-residential use measuring a minimum 75 square metres or 4 square metres per student, whichever is the greater, with a minimum dimension of 3 metres, including one area of a minimum of 35 square metres with a minimum dimension of 5 metres.
 - A balcony to each unit with a minimum area of 8 square metres and a minimum width of 1.6 metres for development up to two storeys above a non-residential use.
 - An indoor communal space with a minimum area of 16 square metres or 4 square metres for each unit not provided with a balcony, whichever is the greater.
- For development of three or more storeys:
 - Allowing variations to the total area of communal open space requirements above, if the recreational needs for the students are satisfied by other means.
 - Discouraging balconies to units above three storeys.
- Providing rooms with the following minimum sizes:
 - A minimum of 24 square metres floor area per unit for self-contained accommodation.
 - A minimum of 16 square metres floor area per unit for non-self-contained accommodation.

Landscaping strategies

Encourage the retention of existing trees that add to the character of an area and the planting of new canopy trees.

Incorporate planting into landscaped areas that respects the type of planting in any abutting existing or proposed public open space in terms of species, form and texture.

Landscaping policy guidelines

Consider as relevant:

- Providing at least one new canopy tree with spreading crowns in every on site major open space area.

Management strategies

Ensure that the development can only be used for the purposes of student accommodation.

MONASH PLANNING SCHEME

Ensure any management measures implemented for the student accommodation are permanently displayed in a common area that is accessible to all residents of the facility.

Management policy guidelines

Consider as relevant:

- Implementing management measures, that include:
 - Displaying the contact details of the nominated responsible contact person in a manner and location that it is visible to any person entering the site.
 - Setting out the details of the terms of accommodation and the maximum number of persons to be accommodated onsite.
 - Managing and documenting the allocation of car parking spaces through a register and in a manner so that they are only permitted to be used by the occupants and their visitors and must not be subdivided, on-sold or leased to any other person.
 - Maintaining buildings and grounds, including all landscaped areas.
 - Managing the method of refuse and recycled materials collection, including times and frequency and designating sufficient bin storage areas.
 - Providing information to students on local public transport and amenities in the area.

Policy documents

Consider as relevant:

- *City of Monash Student Car Parking Study* (O'Brien Traffic, 2009)

16.01-2S
09/10/2020
VC169

Housing affordability

Objective

To deliver more affordable housing closer to jobs, transport and services.

Strategies

Improve housing affordability by:

- Ensuring land supply continues to be sufficient to meet demand.
- Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.
- Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community.
- Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.

Increase the supply of well-located affordable housing by:

- Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.
- Ensuring the redevelopment and renewal of public housing stock better meets community needs.

Facilitate the delivery of social housing by identifying surplus government land suitable for housing.

Policy documents

Consider as relevant:

- *Homes for Victorians - Affordability, Access and Choice* (Victorian Government, 2017)

MONASH PLANNING SCHEME

16.01-3S

09/10/2020
VC169

Rural residential development

Objective

To identify land suitable for rural residential development.

Strategies

Manage development in rural areas to protect agriculture and avoid inappropriate rural residential development.

Encourage the consolidation of new housing in existing settlements where investment in physical and community infrastructure and services has already been made.

Demonstrate need and identify locations for rural residential development through a housing and settlement strategy.

Ensure planning for rural residential development avoids or significantly reduces adverse economic, social and environmental impacts by:

- Maintaining the long-term sustainable use and management of existing natural resource attributes in activities including agricultural production, water, mineral and energy resources.
- Protecting existing landscape values and environmental qualities such as water quality, native vegetation, biodiversity and habitat.
- Minimising or avoiding property servicing costs carried by local and state governments.
- Maintaining an adequate buffer distance between rural residential development and animal production.

Ensure land is not zoned for rural residential development if it will encroach on high quality productive agricultural land or adversely impact on waterways or other natural resources.

Discourage development of small lots in rural zones for residential use or other incompatible uses.

Encourage consolidation of existing isolated small lots in rural zones.

Ensure land is only zoned for rural residential development where it:

- Is located close to existing towns and urban centres, but not in areas that will be required for fully serviced urban development.
- Can be supplied with electricity, water and good quality road access.

MONASH PLANNING SCHEME

16.01-4S

04/11/2022
VC226

Community care accommodation

Objective

To facilitate the establishment of community care accommodation and support their location being kept confidential.

Strategies

Planning schemes should not require a planning permit for or prohibit the use of land in a residential area for community care accommodation provided no more than 20 clients are accommodated and the use is funded by, or carried out by or on behalf of, a government department or public authority, including a public authority established for a public purpose under a Commonwealth Act.

Facilitate the confidential establishment of community care accommodation through appropriate permit, notice and review exemptions.

MONASH PLANNING SCHEME

16.01-5S

09/10/2020
VC169

Residential aged care facilities

Objective

To facilitate the development of well-designed and appropriately located residential aged care facilities.

Strategies

Recognise that residential aged care facilities contribute to housing diversity and choice, and are an appropriate use in a residential area.

Recognise that residential aged care facilities are different to dwellings in their purpose and function, and will have a different built form (including height, scale and mass).

Ensure local housing strategies, precinct structure plans and activity centre structure plans provide for residential aged care facilities.

Ensure that residential aged care facilities are located in residential areas, activity centres and urban renewal precincts, close to services and public transport.

Encourage planning for housing that:

- Delivers an adequate supply of land or redevelopment opportunities for residential aged care facilities.
- Enables older people to live in appropriate housing in their local community.

Provide for a mix of housing for older people with appropriate access to care and support services.

Ensure that proposals to establish residential aged care facilities early in the life of a growth area are in locations that will have early access to services and public transport.

Ensure that residential aged care facilities are designed to respond to the site and its context.

Promote a high standard of urban design and architecture in residential aged care facilities.

Policy guidelines

Consider as relevant:

- The Commonwealth Government's Responsible ratios for the provision of aged care places under the *Aged Care Act 1997*.

MONASH PLANNING SCHEME

17.01
31/07/2018
VC148

EMPLOYMENT

MONASH PLANNING SCHEME

17.01-1S

31/07/2018
VC148

Diversified economy

Objective

To strengthen and diversify the economy.

Strategies

Protect and strengthen existing and planned employment areas and plan for new employment areas.

Facilitate regional, cross-border and inter-regional relationships to harness emerging economic opportunities.

Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.

Improve access to jobs closer to where people live.

Support rural economies to grow and diversify.

MONASH PLANNING SCHEME

17.01-1R

03/03/2023
VC215

Diversified economy - Metropolitan Melbourne

Strategies

Support the Central City to become Australia's largest commercial and residential centre by 2050, by planning for office, retail, residential, education, health, entertainment and cultural activity spaces.

Plan for the redevelopment of Major Urban-Renewal Precincts in and around the Central City to deliver high-quality, distinct and diverse neighbourhoods offering a mix of uses.

Facilitate the development of National Employment and Innovation Clusters by ensuring they:

- Have a high level of amenity to attract businesses and workers.
- Are supported by good public transport services and integrated walking and cycling paths.
- Maximise investment opportunities for the location of knowledge intensive firms and jobs.

Support the employment and servicing role of Health and Education Precincts by:

- Focussing on improving access, particularly public transport access.
- Encouraging co-location of facilities to better utilise existing infrastructure.
- Supporting and facilitating growth of associated businesses and industries.
- Reinforcing their specialised economic functions while also providing opportunities for ancillary retail, commercial, accommodation and supporting services.

Support diverse employment generating uses, including offices, innovation and creative industries in identified areas within regionally significant industrial precincts, where compatible with adjacent uses and well connected to transport networks.

Consider how land use change proposals can respond to local and regional employment demand or identify how it can be accommodated elsewhere.

Plan for industrial land in suitable locations to support employment and investment opportunities.

Facilitate investment in Melbourne's outer areas to increase local access to employment.

MONASH PLANNING SCHEME

17.01-1L-01 Diversified economy

Proposed C166mona

Objectives

To facilitate the revitalisation of employment areas and ensure that new development is of a high standard that adds to the attractiveness of business and industrial areas and enhances Garden City Character.

To facilitate innovation and growth in the knowledge economy, particularly in science, technology and emerging industries.

Strategies

Give preference to clustering of businesses and industry in accessible, attractive and well serviced locations.

Improve the attractiveness, convenience and accessibility of industry, business and activity centres through the development of structure plans, business plans, and urban design frameworks to attract a diversity of business and workers.

Promote the increased development of home-based business having regard to local amenity considerations and the need for improved telecommunications networks such as broadband.

Locate restricted retail uses on appropriate sites along Dandenong Road, and along Ferntree Gully Road between Gardiners Road and Clayton Road.

17.01-2S

04/10/2018
VC149

Innovation and research**Objective**

To create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education.

Strategies

Encourage the expansion and development of logistics and communications infrastructure.

Support the development of business clusters.

Support the development of enterprise precincts that build the critical mass of employment in an area, leverage the area's public and private sector economic competitive strengths and assets, and cater to a diversity of employment types and scales.

Promote an accessible, well-connected, high-amenity and collaborative physical environment that is conducive to innovation and to creative activities.

Encourage the provision of infrastructure that helps people to be innovative and creative, learn new skills and start new businesses in locations identified to accommodate employment and economic growth.

Support well-located, appropriate and low-cost premises for not-for-profit or start-up enterprises.

Improve access to community-based information and training through further developing libraries as community learning centres.

MONASH PLANNING SCHEME

17.01-2L Monash Technology Precinct

~~17.01-2L~~
Proposed C166mona

Policy application

This policy applies to land shown as Monash Technology Precinct on the map forming part of this clause.

Objectives

To reinforce the role of the Monash Technology Precinct as a key strategic location for high technology, research and development industry.

To promote a high level of built form amenity that reinforces the Precinct's significance on a local, regional, national and international scale and can assist in attracting new business investment to the Precinct.

Strategies

Encourage technology and research and development uses that can extend and reinforce the linkages between the Precinct and Monash University, the Monash Medical Centre, the Synchrotron and other tertiary and research institutes.

Encourage and retain small and medium-sized business, especially those with a primary focus on research and technology.

Encourage service orientated and supporting businesses that contribute to economic development, employment opportunities and support the technology and research and development businesses/institutions of the Precinct even though they may not be technology-oriented.

Discourage uses that undermine the primary economic function of the Precinct or that compete with activity centres.

Encourage development within the Precinct that balances the needs of existing industrial land uses and the demand for office and high technology land uses by limiting new office development to areas where there is substantial existing or approved industrial components.

Support residential hotels that:

- Locate centrally in relation to the two major catchments of the Precinct either side of Blackburn Road.
- Have a strong street presence.
- Are accessible to those travelling by foot or other sustainable transport options from locations within the Precinct.
- Can incorporate or co-locate with other retail and business service uses to form coherent and contained local destinations that are a focal point in the Precinct.
- Include provision for serving food or drink in a pleasant open space.
- Are designed and built to minimise noise intrusion from surrounding employment or industrial uses.

Discourage restricted Retail (bulky goods, peripheral sales) from locating in the Precinct except on sites that front Ferntree Gully Road between Gardiners Road and Clayton Road.

Design built form including front setbacks and landscaping that will enhance the image of the Precinct.

Develop and use sites within the Precinct that interface with residential and other sensitively used areas in a manner that respects the amenity of these areas.

Give preference to development that physically contributes to a local pedestrian/cycling network by incorporating these facilities into the design of sites.

MONASH PLANNING SCHEME

Policy guidelines

Consider as relevant:

- Office development with a net floor area greater than 1,800 square metres has at least 15 per cent of the net floor area used for a research and development centre where the office is one of the following:
 - Part of the same corporate entity that occupies industrial or warehouse floor area in the Precinct.
 - Used principally for the purpose of offering services or support to the technology related or intensive uses in the Precinct.
 - Part of a production-oriented enterprise.

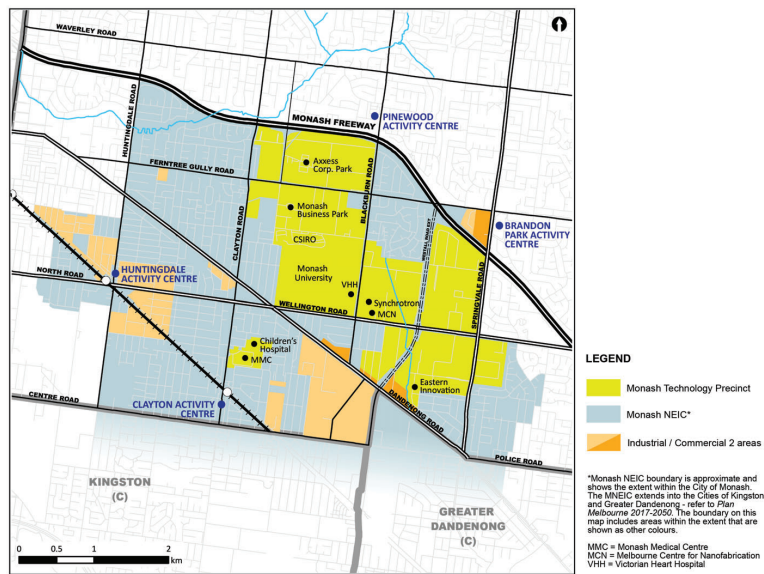
This does not apply where state, national or international organisational headquarters are located.

Policy documents

Consider as relevant:

- *Monash Specialised Activity Centre Revised Final Strategy* (Beca Pty Ltd & Essential Economics, 2008)
- *Urban Design Guidelines – Monash Technology Precinct* (Monash Specialised Activity Centre) (City of Monash, 2008)

Monash technology precinct



MONASH PLANNING SCHEME

18.02
31/07/2018
VC148

MOVEMENT NETWORKS

MONASH PLANNING SCHEME

18.02-1S

09/12/2021
VC204

Walking

Objective

To facilitate an efficient and safe walking network and increase the proportion of trips made by walking.

Strategies

Plan and develop walking networks to:

- Provide pedestrian routes that are safe, direct and comfortable to use.
- Enable walking as a part of everyday life.
- Enable people to meet more of their needs locally and rely less on their cars.
- Be accessible to vehicles that use footpaths, including wheelchairs, prams and scooters.
- Accommodate emerging forms of low-emission, low-speed personal transport.

Develop principal pedestrian networks for local areas that link with the transport system.

Provide walking infrastructure in all major transport projects.

Design walking routes to be comfortable by providing shelter from the sun through canopy trees, verandahs and other structures.

Design direct, comfortable and connected walking infrastructure to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.

Policy documents

Consider as relevant:

- *Guidelines for developing Principal Pedestrian Networks* (Department of Economic Development, Jobs, Transport and Resources, 2015)

MONASH PLANNING SCHEME

18.02-2S09/12/2021
VC204**Cycling****Objective**

To facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling.

Strategies

Plan and develop cycling networks to:

- Provide routes that are safe, comfortable, low-stress and well connected.
- Enable cycling as a part of everyday life.
- Enable people to meet more of their needs locally by cycling and to rely less on their cars.
- Accommodate emerging forms of low emission, low and moderate speed personal transport.

Protect and develop the Principal Bicycle Network to provide high-quality cycling routes that are direct and connected, to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.

Develop Strategic Cycling Corridors by:

- Integrating them with stations and major interchanges on the public transport network that serve places of state significance.
- Integrating them with the central city, national employment and innovation clusters, major activity centres and other destinations of metropolitan or state significance.
- Facilitating safer, lower stress and more direct journeys using a combination of cycleways, cycle paths and shared streets.
- Providing the most direct route practical.
- Designing transport corridors to prioritise cycling links and cyclists.

Protect Strategic Cycling Corridors from encroachment by development and incompatible interface treatments such as cross overs.

Support increased cycling by providing:

- Cycling routes and cycling infrastructure early in new developments and in all major transport projects.
- Cycle parking and related end of trip facilities to meet demand at education, recreation, transport, shopping, commercial, public transport interchanges and community facilities, significant trip generating developments and other major attractions.
- Facilities for cyclists, particularly storage, at public transport interchanges and rail stations.
- Vegetation to shade cycling routes.

Policy documents

Consider as relevant:

- *Principal Bicycle Network* (VicRoads, 2012)
- *Strategic Cycling Corridors* (Department of Transport, 2021)
- *Victorian Cycling Strategy 2018-28* (Transport for Victoria)

MONASH PLANNING SCHEME

18.02-2R

09/12/2021
VC204

Cycling - Metropolitan Melbourne

Strategies

Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network

MONASH PLANNING SCHEME

18.02-3S09/12/2021
VC204**Public transport****Objective**

To facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport.

Strategies

Plan and develop public transport to:

- Connect activity centres, job-rich areas and outer suburban areas.
- Enable people to not have to rely on cars for personal transport.
- Integrate bus and tram networks and stops and public transport interchanges in new development areas, including key urban renewal precincts and outer-suburban areas.
- Integrate with land use and development in outer suburban and growth areas.

Protect and develop the Principal Public Transport Network and Regional Rail Network to facilitate:

- High quality public transport services that support increased diversity and density of development, particularly at interchanges, activity centres and where Principal Public Transport Network routes intersect.
- Modern commuter-style public transport services that link Melbourne with the regional growth areas of Geelong, Bendigo, Ballarat, Seymour and Traralgon.
- Service improvements to other regional and rural areas.
- A metro-style rail system that provides a very high frequency of service in the Melbourne metropolitan area.
- A new high quality orbital rail (Suburban Rail Loop) through Melbourne's middle suburbs.
- A balance between the rail usage needs of public transport and freight.

Facilitate public transport infrastructure in all major transport projects.

Allocate adequate land and infrastructure to support public transport provision in activity centres, transport interchanges and major commercial, retail and community facilities.

Locate higher density and increased development on or close to the Principal Public Transport Network in a way that does not compromise the efficiency of the Principal Public Transport Network.

Support development that facilitates the delivery and operation of public transport services.

Policy documents

Consider as relevant:

- *Principal Public Transport Network* (State Government of Victoria, 2017)
- *VicTrack Rail Development Interface Guidelines* (VicTrack, 2019)
- *Public Transport Guidelines for Land Use Development* (Department of Transport, 2008)

MONASH PLANNING SCHEME

18.02-3R

09/12/2021
VC204

Principal Public Transport Network

Strategies

Facilitate high-quality public transport access to job-rich areas.

Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.

Identify and plan for new Principal Public Transport Network routes.

Support the Principal Public Transport Network with a comprehensive network of local public transport.

Plan for local bus services to provide for connections to the Principal Public Transport Network.

Improve the operation of the Principal Public Transport Network by providing for:

- A metro-style rail system.
- Extended tram lines and the establishment of a light rail system.
- Road space management measures including transit lanes, clearways, stops and interchanges.

MONASH PLANNING SCHEME

18.02-4S20/03/2023
VC229**Roads****Objective**

To facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.

Strategies

Plan and develop the road network to:

- Ensure people are safe on and around roads.
- Improve people's perceptions of safety on and around roads.
- Improve road connections for all road users.
- Facilitate the use of public transport, cycling and walking.
- Integrate new and emerging technologies into road design, including the increasing connectivity and automation of vehicles.
- Accommodate the expansion of the High Productivity Freight Vehicle Network, and oversized and overmass vehicles.

Protect and develop the Principal Road Network to:

- Provide high mobility for through traffic and the efficient movement of freight by facilitating adequate movement capacity and speeds.
- Improve cross-town arterial links in outer suburbs and growth areas, including circumferential and radial movement to facilitate access to jobs and services.
- Limit access points to high-volume, high-speed roads by utilising urban design techniques such as service roads and internal connector roads.
- Improve high-capacity on-road public transport.

Develop declared freeways to:

- Link Melbourne with major regional cities, major interstate locations and other key locations important to the economy along major national and state transport corridors.
- Connect and provide access to Principal Transport Gateways and freight-generating areas.
- Improve connections to national employment and innovation clusters.
- Connect dispersed major residential areas with key destinations and lower density employment areas.
- Avoid private access, except for service centres.

Provide for grade separation at railway crossings, except with the approval of the Minister for Transport and Infrastructure.

Improve Melbourne's distinctive, established boulevards by developing a connected, contemporary network of boulevards within the urban growth boundary.

Design road space to complement land use and meet business and community needs through the provision of wider footpaths, bicycle lanes, transit lanes (for buses and commercial passenger vehicles) and freight routes, in line with the designated role of the road.

Design roads to facilitate the safe movement of people and goods while providing places for people to interact and gather in high pedestrian areas like activity centres, around schools and around community facilities.

Plan an adequate supply of car parking that is designed and located to:

- Protect the role and function of nearby roads.

MONASH PLANNING SCHEME

- Enable the efficient movement and delivery of goods.
- Facilitate the use of public transport.
- Maintain journey times and the reliability of the on-road public transport network.
- Protect residential areas from the effects of road congestion created by on-street parking.
- Enable easy and efficient use.
- Achieve a high standard of urban design.
- Protect the amenity of the locality, including the amenity of pedestrians and other road users.
- Create a safe environment, particularly at night.

Allocate land for car parking considering:

- The existing and potential modes of access including public transport.
- The demand for off-street car parking.
- Road capacity.
- The potential for demand-management of car parking.

Consolidate car parking facilities to improve efficiency.

Design public car parks to incorporate electric charging facilities to support the use of low-emission vehicles.

Policy documents

Consider as relevant:

- *Victorian Road Safety Strategy 2021-2030* (Department of Transport, 2021)
- *Movement and Place in Victoria* (Department of Transport, February 2019)

MONASH PLANNING SCHEME

18.02-4L

Proposed C166mona

Car parking**Strategies**

Provide on-site car parking to satisfy the needs of users without detriment to local amenity.

18.02-5S

09/12/2021
VC204**Freight****Objective**

To facilitate an efficient, coordinated, safe and sustainable freight and logistics system that enhances Victoria's economic prosperity and liveability.

Strategies

Plan and develop Victoria's freight and logistics system to:

- Support the movement of freight within Victoria's freight and logistics system.
- Improve freight efficiency and capacity.
- Manage negative impacts of freight generating activities on urban amenity, the development of urban areas, and on the efficient operation of movement networks.
- Prioritise new technologies that enhance road and rail safety, optimise the metropolitan road network, better manage congestion and reduce supply chain costs.
- Accommodate High Productivity Freight Vehicles, and oversize and overmass vehicles.
- Increase the capacity of the rail network to carry larger volumes of freight.

Protect and develop the Principal Freight Network, including freight movement corridors and freight places, and Principal Transport Gateways, by:

- Facilitating the movement of high volumes of freight and freight of strategic value.
- Linking areas of production and manufacturing to national and international gateways and export markets.
- Increasing the capacity of Principal Transport Gateways and supporting their use and development as important locations for employment and economic activity.
- Designing the Principal Freight Network to adapt to commodity, market and operating changes.
- Managing encroachment from incompatible land use and development that would undermine its ability to operate.


Support the development of freight and logistics precincts in strategic locations within and adjacent to Principal Transport Gateways and along the Principal Freight Network movement corridors by:

- Allocating land for complementary uses and employment-generating activities, such as distribution and warehousing.
- Reserving and appropriately zoning land for interstate freight terminals to support development that allows for the direct and immediate delivery of goods to market.
- Allocating land to allow high-volume freight customers to locate adjacent to interstate freight terminals, including the Western Interstate Freight Terminal and the Beveridge Interstate Freight Terminal.

Policy documents

Consider as relevant:

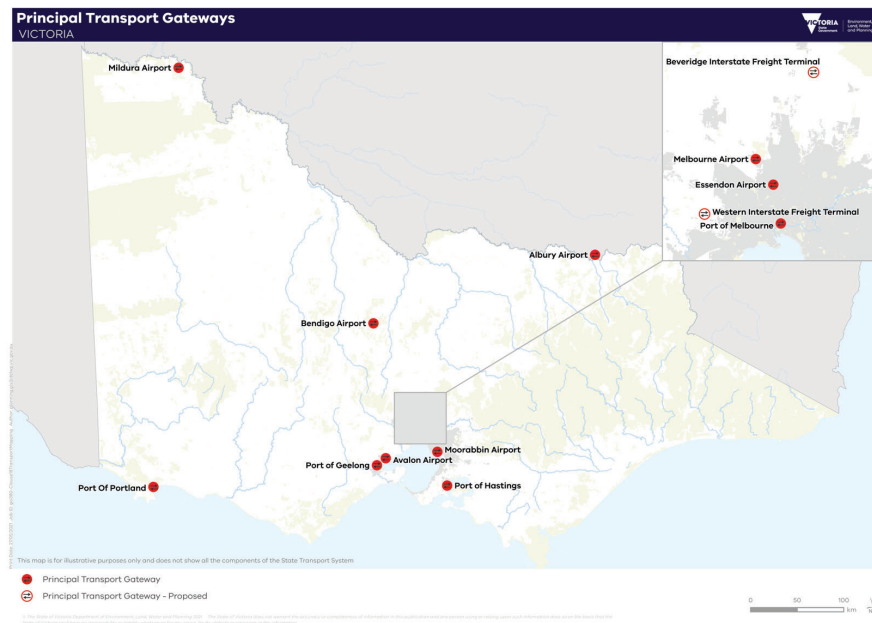
- *Principal Freight Network* (Department of Transport, 2021)

 Number: 1 Author: dborton Subject: Highlight Date: 27/02/2024 1:54:56 PM
This can be deleted as it duplicates state strategy above in 18.02-4S:
Protect the amenity of the locality, including the amenity of pedestrians and other road users.

MONASH PLANNING SCHEME

- *Principal Transport Gateways* (Department of Transport, 2021)
- *Delivering the Goods, Creating Victorian Jobs: Victorian Freight Plan* (Department of Economic Development, Jobs, Transport and Resources, July 2018)

Principal Transport Gateways



MONASH PLANNING SCHEME

18.02-5R **Freight links - Metropolitan Melbourne**

09/12/2021
VC204

Strategy

Ensure suitable sites are provided for intermodal freight terminals at key locations around Metropolitan Melbourne, particularly for the Beveridge Interstate Freight Terminal and the Western Interstate Freight Terminal.

MONASH PLANNING SCHEME

18.02-6S09/12/2021
VC204**Ports****Planning for ports objective**

To support the effective and competitive operation of Victoria's commercial trading ports at local, national and international levels, and to facilitate their ongoing sustainable operation and development.

Planning for ports strategies

Provide for the ongoing development of ports at Melbourne, Geelong, Hastings and Portland in accordance with approved Port Development Strategies.

Identify and protect key transport corridors linking ports to the broader transport network.

Manage any impacts of a commercial trading port and any related industrial development on nearby sensitive uses to minimise the impact of vibration, light spill, noise and air emissions from port activities.

Planning for port environs objective

To plan for and manage land near commercial trading ports so that development and use are compatible with port operations and provide reasonable amenity expectations.

Planning for port environs strategies

Protect commercial trading ports from encroachment of sensitive and incompatible land uses in the port environs.

Plan for and manage land in the port environs to accommodate uses that depend upon, or gain significant economic advantage from, proximity to the port's operations.

Ensure that industrially zoned land within the environs of a commercial trading port is maintained and continues to support the role of the port as a critical freight and logistics precinct.

Identify and protect key transport corridors linking ports to the broader transport network.

Ensure any new use or development within the environs of a commercial trading port does not prejudice the efficient and curfew-free operations of the port.

Ensure that the use and intensity of development does not expose people to unacceptable health or safety risks and consequences associated with an existing major hazard facility.

Ensure that any use or development within port environs:

- Is consistent with policies for the protection of the environment.
- Takes into account planning for the port.

Policy documents

Consider as relevant:

- *Statement of Planning Policy No 1 - Western Port* (1970-varied 1976)
- *2018 Port Development Strategy* (Port of Hastings Development Authority, December 2018)
- *Port of Geelong Port Development Strategy 2018* (Victorian Regional Channels Authority, 2018)
- *2050 Port Development Strategy, 2020 edition* (Port of Melbourne, 2020)
- *Port of Portland – Port Development Strategy* (Port of Portland, 2019)

MONASH PLANNING SCHEME

18.02-7S18/05/2022
VC218**Airports and airfields****Objective**

To strengthen the role of Victoria's airports and airfields within the state's economic and transport infrastructure, guide their siting and expansion, and safeguard their ongoing, safe and efficient operation.

Strategies

Protect airports and airfields from incompatible land use and development.

Prevent land use or development that poses risks to the safety or efficiency of an airport or airfield, including any of the following risks:

- Building-generated windshear and turbulence.
- Increased risk of wildlife strike.
- Pilot distraction from lighting.
- Intrusion into protected airspace.
- Interference with communication, navigation and surveillance facilities.
- Increased risk to public safety at the end of runways.

Minimise the detrimental effects of aircraft noise when planning for areas around airports and airfields.

Limit the intensification of noise-sensitive land uses, and avoid zoning or overlay changes that allow noise-sensitive land use and development, where ultimate capacity or long-range noise modelling indicates an area is within a 20 Australian Noise Exposure Forecast (ANEF) contour or higher.

Avoid zoning or overlay changes that allow noise-sensitive land uses outside the Urban Growth Boundary, and encourage measures to reduce the impact of aircraft noise in planning for areas within the Urban Growth Boundary, where ultimate capacity or long-range noise modelling indicates an area is within 'number above' contours (N Contours) representing:

- 20 or more daily events greater than 70 dB(A).
- 50 or more daily events of greater than 65 dB(A).
- 100 or more daily events greater than 60 dB(A).
- 6 events or more between the hours of 11pm to 6am greater than 60 dB(A).

Ensure land use and development at airports and airfields contributes to the aviation needs of the state and the efficient and functional operation of the airport or airfield.

Ensure land use and development at airports complements the role of the airport including as listed below:

- Melbourne Airport – major domestic and international airport with no curfew, 24-hour access, freight capability and an adjoining employment precinct.
- Avalon Airport – domestic and international airport with no curfew, 24-hour access, freight capability and an adjoining employment precinct.
- Essendon Fields Airport – a general aviation airport that is an important regional and state aviation asset with specialised functions, including executive charter, emergency aviation services, freight, logistics and an adjoining employment precinct.

MONASH PLANNING SCHEME

- Moorabbin Airport – a general aviation airport that is an important regional and state aviation asset supporting the state's aviation industry and access to regional Victoria.
- Point Cook Airfield – an operating airport complementary to Moorabbin Airport.

Plan for areas around airports and airfields so that land use or development does not prejudice future airport or airfield operations or expansions in accordance with an approved strategy or master plan for that airport or airfield.

Preserve long-term options for a new general aviation airport south-east of metropolitan Melbourne by ensuring urban land use and development does not infringe on possible sites, buffer zones or flight paths.

Avoid the location of new airports and airfields in areas that have greater long-term value to the community for other purposes.

Ensure that in the planning of airports and airfields, land use decisions are integrated, appropriate land use buffers are in place and provision is made for associated businesses that service airports.

Plan the location of airports and airfields, nearby existing and potential development, and the land-based transport system required to serve them, as an integrated operation.

Plan the visual amenity and impact of any land use or development on the approaches to an airport or airfield to be consistent with the status of the airport or airfield.

Policy documents

Consider as relevant:

- *National Airports Safeguarding Framework* (as agreed by Commonwealth, State and Territory Ministers at the meeting of the Standing Council on Transport and Infrastructure on 18 May 2012)
- *Avalon Airport Master Plan* (Avalon Airport Australia Pty Ltd, 2015)
- *Avalon Airport Strategy* (Department of Business and Employment/Aerospace Technologies of Australia, 1993) and its associated Aircraft Noise Exposure Concepts
- *Melbourne Airport Strategy* (Government of Victoria/Federal Airports Corporation, approved 1990) and its associated *Final Environmental Impact Statement*

18.02-7R

20/03/2023
VC229

Melbourne Airport**Strategies**

Protect the curfew-free status of Melbourne Airport and ensure any new use or development does not prejudice its operation or optimum usage.

Policy documents

Consider as relevant:

- *Melbourne Airport Master Plan 2022* (Australia Pacific Airports (Melbourne) Pty Ltd)
- *Melbourne Airport Strategy* (Government of Victoria/Federal Airports Corporation, approved 1990) and its associated *Final Environmental Impact Statement*

MONASH PLANNING SCHEME

19.02
31/07/2018
VC148

COMMUNITY INFRASTRUCTURE

MONASH PLANNING SCHEME

19.02-1S

31/07/2018
VC148

Health facilities

Objective

To assist the integration of health facilities with local and regional communities.

Strategies

Facilitate the location of health and health-related facilities (including acute health, aged care, disability services and community care facilities) taking into account demographic trends, the existing and future demand requirements and the integration of services into communities.

Plan public and private developments together, where possible, including some degree of flexibility in use.

Locate hospitals and other large health facilities in designated health precincts and areas highly accessible to public and private transport.

Provide adequate car parking for staff and visitors of health facilities.

MONASH PLANNING SCHEME

19.02-1R

31/07/2018
VC148

Health precincts - Metropolitan Melbourne

Strategies

Facilitate health and community wellbeing precincts through the co-location of:

- Hospitals, allied health services and not-for-profit health providers at the regional level.
- General practitioners, community health facilities, allied health services and not-for-profit health providers at the neighbourhood level.

Create health precincts in new suburbs in or close to town centres.

Ensure health precincts are well serviced by community services.

MONASH PLANNING SCHEME

19.02-2S

29/09/2022
VC222

Education facilities

Objective

To assist the integration of education and early childhood facilities with local and regional communities.

Strategies

Consider demographic trends, existing and future demand requirements and the integration of facilities into communities in planning for the location of education and early childhood facilities.

Locate childcare, kindergarten and primary school facilities to maximise access by public transport and safe walking and cycling routes.

Ensure childcare, kindergarten and primary school and secondary school facilities provide safe vehicular drop-off zones.

Facilitate the establishment and expansion of primary and secondary education facilities to meet the existing and future education needs of communities.

Recognise that primary and secondary education facilities are different to dwellings in their purpose and function and can have different built form (including height, scale and mass).

Locate secondary school and tertiary education facilities in designated education precincts and areas that are highly accessible to public transport.

Locate tertiary education facilities within or adjacent to activity centres.

Ensure streets and accessways adjoining education and early childhood facilities are designed to encourage safe bicycle and pedestrian access.

Consider the existing and future transport network and transport connectivity.

Develop libraries as community based learning centres.

Co-locate a kindergarten facility with all new Victorian Government primary schools.

MONASH PLANNING SCHEME

19.02-2R Education precincts - Metropolitan Melbourne

31/07/2018
VC148

Strategy

Ensure education precincts are well serviced by community services.

MONASH PLANNING SCHEME

19.02-3S

31/07/2018
VC148

Cultural facilities

Objective

To develop a strong cultural environment and increase access to arts, recreation and other cultural facilities.

Strategies

Encourage a wider range of arts, cultural and entertainment facilities including cinemas, restaurants, nightclubs and live theatres in the Central City and at Metropolitan Activity Centres.

Reinforce the existing major precincts for arts, sports and major events of state wide appeal.

Establish new facilities at locations well served by public transport.

MONASH PLANNING SCHEME

19.02-3R Cultural facilities - Metropolitan Melbourne

31/07/2018
VC148

Strategies

Maintain and strengthen Melbourne's distinctiveness as a leading cultural and sporting city with world-class facilities.

MONASH PLANNING SCHEME

19.02-4S

31/07/2018
VC148

Social and cultural infrastructure

Objective

To provide fairer distribution of and access to, social and cultural infrastructure.

Strategies

Identify and address gaps and deficiencies in social and cultural infrastructure, including additional regionally significant cultural and sporting facilities.

Encourage the location of social and cultural infrastructure in activity centres.

Ensure social infrastructure is designed to be accessible.

Ensure social infrastructure in growth areas, is delivered early in the development process and in the right locations.

Plan and design community places and buildings so they can adapt as the population changes and different patterns of work and social life emerge.

Support innovative ways to maintain equitable service delivery to settlements that have limited or no capacity for further growth, or that experience population decline.

Identify and protect land for cemeteries and crematoria.

MONASH PLANNING SCHEME

19.02-5S

31/07/2018
VC148

Emergency services

Objective

To ensure suitable locations for police, fire, ambulance and other emergency services.

Strategies

Ensure police, fire, ambulance and other emergency services are provided for in or near activity centres.

Locate emergency services together in newly developing areas.

MONASH PLANNING SCHEME

19.02-6S31/07/2018
VC148**Open space****Objective**

To establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.

Strategies

Plan for regional and local open space networks for both recreation and conservation of natural and cultural environments.

Ensure that open space networks:

- Are linked, including through the provision of walking and cycling trails.
- Are integrated with open space from abutting subdivisions.
- Incorporate, where possible, links between major parks and activity areas, along waterways and natural drainage corridors, connecting places of natural and cultural interest.
- Maintain public accessibility on public land immediately adjoining waterways and coasts.

Create opportunities to enhance open space networks within and between settlements.

Ensure that land is set aside and developed in residential areas for local recreational use and to create pedestrian and bicycle links to commercial and community facilities.

Ensure that land use and development adjoining regional open space networks, national parks and conservation reserves complements the open space in terms of visual and noise impacts, preservation of vegetation and treatment of waste water to reduce turbidity and pollution.

Improve the quality and distribution of open space and ensure long-term protection.

Protect large regional parks and significant conservation areas.

Ensure land identified as critical to the completion of open space links is transferred for open space purposes.

Ensure that where there is a reduction of open space due to a change in land use or occupation, additional or replacement parkland of equal or greater size and quality is provided.

Ensure that urban open space provides for nature conservation, recreation and play, formal and informal sport, social interaction, opportunities to connect with nature and peace and solitude.

Accommodate community sports facilities in a way that is not detrimental to other park activities.

Ensure open space provision is fair and equitable with the aim of providing access that meets the needs of all members of the community, regardless of age, gender, ability or a person's location.

Develop open space to maintain wildlife corridors and greenhouse sinks.

Provide new parkland in growth areas and in areas that have an undersupply of parkland.

Encourage the preparation of management plans or explicit statements of management objectives for urban parks.

Ensure exclusive occupation of parkland by community organisations is restricted to activities consistent with management objectives of the park to maximise broad community access to open space.

Ensure the provision of buildings and infrastructure is consistent with the management objectives of the park.

Ensure public access is not prevented by developments along stream banks and foreshores.

Ensure public land immediately adjoining waterways and coastlines remains in public ownership.

Plan open space areas for multiple uses, such as community gardens, sports and recreation, active transport routes, wildlife corridors and flood storage basins.

MONASH PLANNING SCHEME

19.02-6R03/02/2022
VC199**Open space - Metropolitan Melbourne****Objective**

To strengthen the integrated metropolitan open space network.

Strategies

Develop a network of local open spaces that are accessible and of high-quality and include opportunities for new local open spaces through planning for urban redevelopment projects.

Ensure major open space corridors are protected and enhanced.

Develop open space networks in growth areas and in the surrounding region of Metropolitan Melbourne, where existing open space is limited and demand is growing, including:

- Cardinia Creek Parklands.
- Cranbourne Regional Park.
- Kororoit Creek Corridor.
- Quarry Hills Regional Park.
- Chain of Parks - Sandbelt.
- Sunbury Regional Park - Jacksons Creek Valley.
- Toolern Creek Regional Park.
- Werribee Township Regional Park.

Create continuous open space links and trails along the:

- Frankston parklands (linking existing parks from Carrum to Mornington).
- Maribyrnong River parklands.
- Merri Creek parklands (extending to Craigieburn).
- Western Coastal parklands (linking Point Gellibrand, Point Cook and Werribee).
- Yarra River parklands (extending from Warrandyte to the Port Phillip Bay).

Provide long term planning protection to meet demand for future open space along the Plenty Gorge parklands, Yarra Valley parklands, Cardinia Creek parklands, Heatherton/Dingley 'Sandbelt' parklands and Dandenong Valley parklands.

Protect the metropolitan water's edge parklands from intrusion and encroachment of development that impacts on open space and their natural landscape setting.

Continue development of the lower Yarra River as a focus for sport, entertainment and leisure.

Support establishing community gardens and productive streetscapes.

Policy documents

Consider as relevant:

- *Open Space for Everyone: Open Space Strategy for Metropolitan Melbourne 2021* (Department of Environment, Land, Water and Planning, 2021)
- *Maribyrnong River – Vision for Recreational and Tourism Development* (Melbourne Parks and Waterways, 1996)
- *Maribyrnong River Valley Design Guidelines* (Department of Planning and Community Development, 2010)

MONASH PLANNING SCHEME

19.02-6L Public open space contributions

Proposed C166mona

Policy application

This policy applies to all subdivision applications that are required to make a public open space contribution under Clause 53.01 – Public Open Space Contribution and Subdivision.

Objectives

To enhance and expand the public open space network.

To ensure that development provides appropriate public open space.

To identify the circumstances when and where land contributions to meet an open space contribution obligation will be required in preference to a cash contribution.

To improve the diversity, functionality and inclusiveness of public open space facilities and landscape settings by meeting the needs of the community.

Strategies

Promote the development of parks that are safe, shaded, well located and accessible and vibrant and where appropriate incorporate universal design features and environmentally sustainable design principles.

Encourage the location of new public open space that has regard to the protection of indigenous flora or fauna of significance, significant natural landscapes and heritage vales.

Encourage public open space to cater for the needs of workers where development is located in employment and industrial areas.

Ensure new development makes an appropriate contribution to the public open space needs of the community,

Discourage “in kind” contributions for works such as recreation equipment and other facilities, unless provided in large integrated developments.

Seek cash contributions for public open space in most circumstances.

Avoid land contributions for public open space unless:

- The development is located in a gap area shown in the map forming part of this clause, and
- The subdivision can contribute sufficient land to meet the recommended minimum standards for public open space, or
- Adjoins existing open space and expansion will assist in meeting the recommended minimum standards, or
- Assists in connecting or extending a trail.

Ensure that strategic redevelopment sites that seek high residential densities provide an appropriate level of open space to cater for the intended population.

Avoid contributions of land that is encumbered, including the following:

- Land affected by a servicing easement, including but not limited to, water, drainage and sewer easements, high voltage power line, or gas easements.
- Land that is subject to flooding.
- Land that has a slope greater than 1:3, or is subject to landslip.
- Waterways, retarding basins or wetlands.
- Land that would ordinarily be excluded from development due to the need to conserve flora, fauna, or heritage values.
- Land that may be contaminated.

MONASH PLANNING SCHEME

- Roof tops, land above a basement, land that does not provide clear sky above and common areas managed by a body corporate.
- Land that has limited or constrained broad public access.

Policy guidelines

Consider as relevant:

Land contributions that meet the following:

- Between 0.5 hectares and 1.0 hectares for a local level park, unless it adjoins an existing park or would fill a gap in the existing trail network.
- 1.0 hectares or greater for a district level park.
- A minimum length and width of 70m.
- Sites of a minimum 0.3 hectares may be appropriate within a commercial or industrial precinct.
- Has road access and at least one road frontage, unless the proposal is adding to an existing public open space.
- Be sited to maximise pedestrian connectivity with the surrounding urban environment.
- Promote safety, casual surveillance and active frontages to nearby residential properties.

Encumbered land as a land contribution where the strategies forming part of the clause listed above are met and the encumbrance will not:

- Result in an additional risk, burden or ongoing cost to Council or users.
- Not unreasonably restrict or hinder use or improvement of public open space

The design and functionality of public open space that:

- Encourage a diversity of facilities that promotes social interaction, particularly the social family recreation function type.
- Encourage variation in the landscape setting type.
- Encourage infrastructure to be provided for all abilities and accessibility.
- Incorporate universal and sustainable design principles, including appropriate shading.
- Not cause or be likely to cause significant ongoing maintenance issues..
- Not cause or be likely to cause significant ongoing maintenance issues..

Public open space contributions for large redevelopment proposals, or a rezoning proposal for a strategic redevelopment site or urban renewal precinct that seek higher residential densities, that is based on an open space needs assessment that considers the following:

- The anticipated additional population and demographics of the population (i.e. students may have different open space needs than older person accommodation).
- Density of the proposed development.
- The amount, quality and diversity of public open space to be provided within the development site.

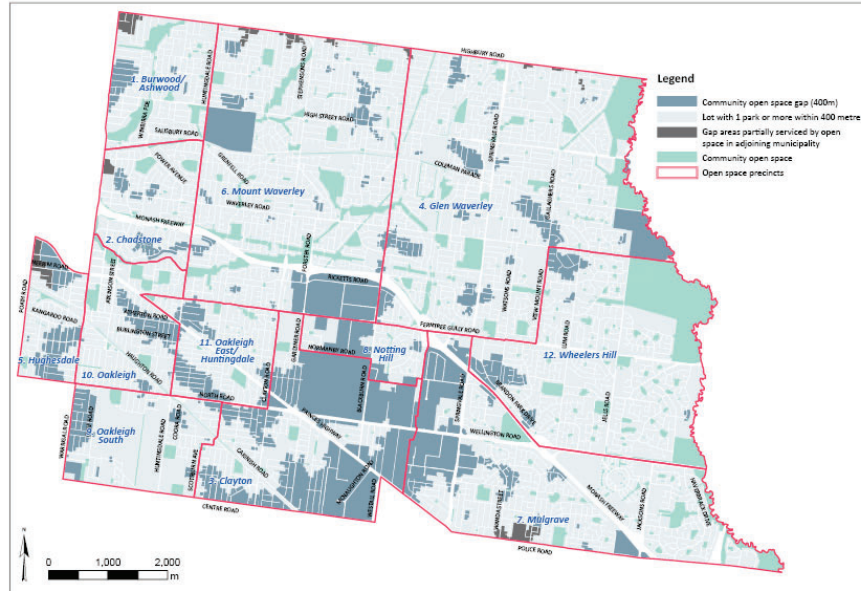
Policy documents

Consider as relevant:

- *Monash Open Space Strategy 2021* (City of Monash, 2021)
- *Monash Open Space Strategy Implementation Plan and Open Space Contributions Report* (City of Monash, 2021)
- *Monash Housing Strategy* (Planisphere, 2014)

MONASH PLANNING SCHEME

Gaps in access to public open space network map



MONASH PLANNING SCHEME

19.03
31/07/2018
VC148

DEVELOPMENT INFRASTRUCTURE

MONASH PLANNING SCHEME

19.03-1S

24/01/2020
VC160

Development and infrastructure contributions plans

Objective

To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.

Strategies

Prepare development contributions plans and infrastructure contributions plans, under the *Planning and Environment Act 1987*, to manage contributions towards infrastructure.

Collect development contributions on the basis of approved development and infrastructure contributions plans.

Require annual reporting by collecting and development agencies to monitor the collection and expenditure of levies and the delivery of infrastructure.

Policy documents

Consider as relevant:

- *Development Contributions Guidelines* (Department of Sustainability and Environment, 2003 -as amended 2007)
- *Infrastructure Contributions Plan Guidelines* (Department of Environment, Land, Water and Planning, November 2019)
- *Ministerial Direction on the Preparation and Content of Development Contribution Plans and Reporting Requirements for Development Contributions Plans*
- *Ministerial Direction on the Preparation and Content of Infrastructure Contribution Plans and Reporting Requirements for Infrastructure Contributions Plans*

MONASH PLANNING SCHEME

19.03-2S

09/10/2020
VC169

Infrastructure design and provision

Objective

To provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.

Strategies

Provide an integrated approach to the planning and engineering design of new subdivision and development.

Integrate developments with infrastructure and services, whether they are in existing suburbs, growth areas or regional towns.

MONASH PLANNING SCHEME

19.03-2L Infrastructure design and provision

Proposed C166mona

Strategies

Ensure development makes provision for its infrastructure impacts.

19.03-3S Integrated water management

10/06/2022
VC216

Objective

To sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach.

Strategies

Plan and coordinate integrated water management, bringing together stormwater, wastewater, drainage, water supply, water treatment and re-use, to:

- Take into account the catchment context.
- Protect downstream environments, waterways and bays.
- Manage and use potable water efficiently.
- Reduce pressure on Victoria's drinking water supplies.
- Minimise drainage, water or wastewater infrastructure and operational costs.
- Minimise flood risks.
- Provide urban environments that are more resilient to the effects of climate change.

Integrate water into the landscape to facilitate cooling, local habitat improvements and provision of attractive and enjoyable spaces for community use.

Facilitate use of alternative water sources such as rainwater, stormwater, recycled water and run-off from irrigated farmland.

Ensure that development protects and improves the health of water bodies including creeks, rivers, wetlands, estuaries and bays by:

- Minimising stormwater quality and quantity related impacts.
- Filtering sediment and waste from stormwater prior to discharge from a site.
- Managing industrial and commercial toxicants in an appropriate way.
- Requiring appropriate measures to mitigate litter, sediment and other discharges from construction sites.

Manage stormwater quality and quantity through a mix of on-site measures and developer contributions at a scale that will provide greatest net community benefit.

Provide for sewerage at the time of subdivision or ensure lots created by the subdivision are capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot.

Ensure land is set aside for water management infrastructure at the subdivision design stage.

Minimise the potential impacts of water, sewerage and drainage assets on the environment.

Protect significant water, sewerage and drainage assets from encroaching sensitive and incompatible uses.

Protect areas with potential to recycle water for forestry, agriculture or other uses that can use treated effluent of an appropriate quality.

Ensure that the use and development of land identifies and appropriately responds to potential environmental risks, and contributes to maintaining or improving the environmental quality of water and groundwater.

MONASH PLANNING SCHEME

Policy guidelines

Consider as relevant:

- Any applicable Sustainable Water Strategy endorsed under Division 1B of Part 3 of the *Water Act 1989*.

Policy documents

Consider as relevant:

- *Water for Victoria - Water Plan* (Victorian Government, 2016)
- *Environment Reference Standard* (Gazette No. S 245, 26 May 2021)
- *Urban Stormwater - Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee, 1999)
- *Planning Permit Applications in Open, Potable Water Supply Catchment Areas* (Department of Sustainability and Environment, 2012)
- *Victorian guideline for water recycling* (Publication 1910, Environment Protection Authority, March 2021)
- *Technical information for the Victorian guideline for water recycling* (Publication 1911, Environment Protection Authority, March 2021)

MONASH PLANNING SCHEME

19.03-3L Stormwater management

Proposed C166mona

Objective

To encourage the provision of on-site retention systems so that stormwater discharge is maintained at pre-development levels.

Strategies

Manage stormwater flows generated from increased impervious areas by providing on-site retention systems.

Encourage the design, construction and operation of drainage systems to reduce impacts on surface waters and groundwater.

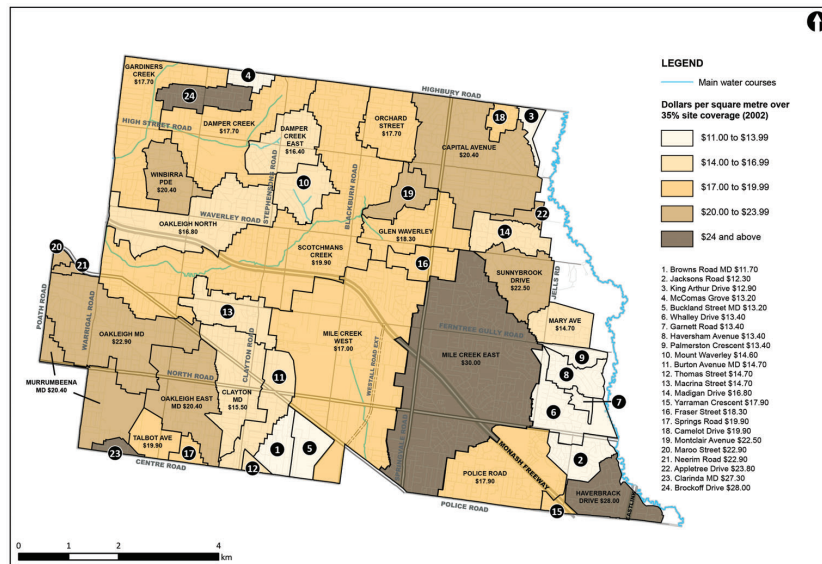
Promote the use of water sensitive urban design techniques that use non-structural devices to reduce the amount of pollutants entering the stormwater system, and structural devices to intercept pollutants that have already entered the system.

Policy guidelines

Consider as relevant:

- Limiting the rate of discharge for the new development to the rate of discharge for the site prior to the development.
- For minor storm events with a 20 percent annual exceedance probability, encouraging stormwater flows to be generally carried in the underground drainage system.
- Applying a levy, in accordance with the map forming part of this clause, to development where:
 - On-site retention systems are not provided.
 - The impervious area of the site is greater than 35 percent of the site area and this area is to be increased. The levy only relates to the increase in impervious area above 35 percent of the site area.

Drainage catchment areas



MONASH PLANNING SCHEME

The levy amounts shown on the map and map legend are sourced from the Monash Drainage Strategy Report (MDSR), October, 2002 (GHD,2004) and will be adjusted annually on 1 July to cover inflation by applying the "percentage change from the corresponding quarter of the previous year" (June) in the All Groups Melbourne CPI, as set out in the ABS publication 'Consumer Price Index, Australia 6401.0'.

A list showing the current levy amounts will be held at Monash City Council's Planning Department.

Policy Document

- *Oakleigh Stormwater Drainage Study* (EGIS, 2002)
- *Monash Drainage Strategy Report (MDSR), October 2002 (GHD, 2004)*

Expiry

This local policy expires 3 years from the date of gazettal of Amendment C166mona.

19.03-4S

04/11/2022
VC226

Telecommunications

Objective

To facilitate the orderly development, extension and maintenance of telecommunications infrastructure.

Strategies

Facilitate the upgrading and maintenance of telecommunications facilities.

Ensure that modern telecommunications facilities are widely accessible and that the telecommunications needs of business, domestic, entertainment and community services are met.

Encourage the continued deployment of telecommunications facilities that are easily accessible by:

- Increasing and improving access for all sectors of the community to the telecommunications network.
- Supporting access to transport and other public corridors for the deployment of telecommunications networks in order to encourage infrastructure investment and reduce investor risk.

Ensure a balance between the provision of telecommunications facilities and the need to protect the environment from adverse impacts arising from telecommunications infrastructure.

Co-locate telecommunications facilities wherever practical.

Planning should have regard to national implications of a telecommunications network and the need for consistency in infrastructure design and placement.

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An expiry date has been inserted into this clause. This clause sets stormwater contributions where impervious surfaces are greater than 35%, and on-site stormwater detention is not being undertaken.

Generally the payment of the levy is more cost effective than building a detention system.

Ordinarily infrastructure is funded through a Development Contributions Plan (DCP), but these are mandatory, and have substantial administrative burdens. The use of policy allows applicants to detain stormwater onsite themselves, or pay the levy.

DTP have have advised that this should be done through a DCP. The planning panel for the new format planning scheme in 1998 recommended that Council prepare and implement a DCP to fund this within 12 months of the new scheme's gazettal.

MONASH PLANNING SCHEME

19.03-4R Telecommunications - Metropolitan Melbourne

26/10/2018
VC154

Strategy

Support the provision of high-quality telecommunications infrastructure in Melbourne's employment, urban renewal and growth areas through early planning for fibre-ready facilities and wireless infrastructure.

MONASH PLANNING SCHEME

19.03-4L Telecommunications

Proposed C166mona

Strategies

Minimise the proliferation of telecommunications infrastructure by encouraging a consolidated approach to the siting and construction of all telecommunications infrastructure (including monopoles and towers).

Locate and design telecommunications infrastructure to minimise any potential visual impact on the surrounding area.

19.03-5S

14/11/2022
VC227

Waste and resource recovery**Objective**

To reduce waste and maximise resource recovery to reduce reliance on landfills and minimise environmental, amenity and public health impacts.

Strategies

Ensure future waste and resource recovery infrastructure needs are identified and planned for to safely and sustainably manage all waste streams and maximise opportunities for resource recovery.

Ensure the long-term viability of waste and resource recovery infrastructure (including state and regional waste and resource recovery hubs) is secured through the use of defined buffer areas that protect against encroachment from incompatible land uses.

Ensure waste and resource recovery facilities are sited, designed, built and operated so as to minimise impacts on surrounding communities and the environment.

Enable waste and resource recovery facilities to be located in proximity to other related facilities and to materials' end-market destinations, to reduce the impacts of waste transportation and improve the economic viability of resource recovery.

Site, design, manage and rehabilitate waste disposal facilities to prevent or minimise contamination of groundwater and surface waters, litter, odour, dust and noise.

Integrate waste and resource recovery infrastructure planning with land use and transport planning.

Encourage technologies that increase recovery and treatment of resources to produce high value, marketable end products.

Encourage development that facilitates sustainable waste and resource recovery, including facilities for Victoria's container deposit scheme.

Policy guidelines

Consider as relevant:

- Any applicable Regional Waste and Resource Recovery Implementation Plan.

Policy documents

Consider as relevant:

- *Statewide Waste and Resource Recovery Infrastructure Plan* (Sustainability Victoria, 2018)
- *Management and storage of combustible recyclable and waste materials - guideline* (Publication 1667, Environment Protection Authority, October 2018)
- *Best Practice Environmental Management Guideline (Siting, Design, Operation and Rehabilitation of Landfills)* (Environment Protection Authority, 2015)
- *Designing, Constructing and Operating Composting Facilities* (Publication 1588, Environment Protection Authority, June 2015)

MONASH PLANNING SCHEME

- *Recommended separation distances for industrial residual air emissions* (Publication 1518, Environment Protection Authority, March 2013)
- *Waste Management and Recycling in Multi-unit Developments. Better Practice Guide* (Sustainability Victoria, 2019)
- *Recycling Victoria A New Economy* (DELWP, February 2020)

MONASH PLANNING SCHEME

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Proposed C166mona

SCHEDULE TO CLAUSE 52.28 GAMING**1.0 Objectives**

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Proposed C166mona

To minimise harm from gaming and the incidence of problem gambling.

To discourage the location of gaming machines in, and proximate to, disadvantaged areas and vulnerable communities.

To minimise opportunities for convenience gaming and the incidence of problem gambling.

To protect the amenity of existing uses surrounding venues containing gaming machines.

2.0 Prohibition of a gaming machine in a shopping complex

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Proposed C166mona

Installation or use of a gaming machine as specified in Clause 52.28-4 is prohibited on land described in Table 1 below.

Table 1

Name of shopping complex and locality	Land description
The Glen, Glen Waverley	203 and 235 Springvale Rd, Glen Waverley, on the southwest corner of Springvale Rd and High St, Glen Waverley
Oakleigh Central Plaza, Oakleigh	Land bounded by Hanover St, Portman St, and the railway line, Oakleigh
Brandon Park Shopping Centre, Wheelers Hill	602-620 Ferntree Gully Rd, Wheelers Hill, being land bounded by Ferntree Gully Rd, Springvale Rd, Magid Avenue and Brandon Park Drive, Wheelers Hill
Wheelers Hill Shopping Centre, Wheelers Hill	190-208 Jells Rd, Wheelers Hill
Waverley Gardens Shopping Centre, Mulgrave	275-375 Police Rd, Mulgrave, being land bounded by Police Rd, the South Eastern Freeway, and Hansworth St, Mulgrave

3.0 Prohibition of a gaming machine in a strip shopping centre

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Proposed C166mona

A gaming machine as specified in Clause 52.28-5 is prohibited in a strip shopping centre specified in Table 2 below.

Table 2

Name of strip shopping centre and locality	Land description
Andrew Street Shopping Centre, Mt Waverley	2-20 (even numbers) Andrew St
Anthony Drive Shopping Centre, Mt Waverley	19-25 (odd numbers) Anthony Drive
Atkinson Street Shopping Centre, Chadstone	41-51 (odd numbers) Atkinson Street
Barlyn Road Shopping Centre, Mt Waverley	1-13 (odd numbers) Barlyn Rd
Batesford Road Shopping Centre, Chadstone	37-53 (odd numbers) Batesford Rd
Bellerive Avenue Shopping Centre, Mt Waverley	14-22 (even numbers) Bellerive Ave
Berkeley Street Shopping Centre, Huntingdale	62-72 (even numbers) Berkeley St

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Name of strip shopping centre and locality	Land description
Bernard Street Shopping Centre, Mt Waverley	1-11 (odd numbers) Bernard St
Berrima Street Shopping Centre, Oakleigh East	9-23 (odd numbers) Berrima St
Tally Ho Shopping Centre, Mt Waverley	47-69 (odd numbers) Blackburn Rd
Lum Road Shopping Centre, Wheelers Hill	192-212 (even numbers) Brandon Park Drive 6 Ondine Drive.
Centre Road Shopping Centre, Clayton	1459A, 1459-1485 (odd numbers) Centre Rd
Clayton Road Shopping Centre, Clayton	162-176 (even numbers) Clayton Rd
Clayton Major Activity Centre, Clayton	299-409 (odd numbers) and 270-368 (even numbers) Clayton Rd 99-151 (odd numbers) Carinish Rd 1389 -1395 Centre Rd 2-18 (even numbers) Cooke St 16 Dunstan St 384-388 Haughton Rd
Cleveland Road Shopping Centre, Ashwood	1-19 (odd numbers) Cleveland Rd 2-22 (even numbers) Mavron St 128-134 High Street Rd 4-8 Yooralla St
Clunies Ross Crescent Shopping Centre, Mulgrave	39-43 (odd numbers) Clunies Ross Cr
Dickson Street Shopping Centre, Mt Waverley	23-31 (odd numbers) Dickson St
Dunoon Court Shopping Centre, Mulgrave	1-9 (odd numbers) Dunoon Ct 1-3 Dunoon St
Essex Heights Shopping Centre, Mt Waverley	3-13 (odd numbers) Essex Rd
Essex Road Shopping Centre, Mt Waverley	54-66 (even numbers) Essex Rd
Ferntree Gully Road Shopping Centre, Notting Hill	402-414 (even numbers) Ferntree Gully Rd
Glen Waverley North Shopping Centre, Glen Waverley	676-710 (even numbers) High Street Rd
Glen Waverley South Shopping Centre, Glen Waverley	363-383 (odd numbers) Springvale Rd
Glen Waverley Major Activity Centre, Glen Waverley	Land bounded by Springvale Rd, O'Sullivan Rd and Kingsway (except for 285-291 (odd numbers) Springvale Rd) 39-59 (odd numbers) Kingsway Land bounded by Kingsway, Bogong Ave, Myrtle St and Coleman Pde (except for 163 Coleman Pde)

MONASH PLANNING SCHEME

Name of strip shopping centre and locality	Land description
	Land bounded by Railway Pde North, Kingsway, O'Sullivan Rd and Euneva Ave 12-22 (even numbers) and 9-13 (odd numbers) Railway Pde North 22-32 (even numbers) O'Sullivan Rd
Glenwood Avenue Shopping Centre, Glen Waverley	1-11 (odd numbers) Glenwood Ave
Hampshire Road Shopping Centre, Glen Waverley	1-19B (odd numbers) Hampshire Rd 51 Norfolk St
Raymond Street Road Shopping Centre, Ashwood	207-219 (odd numbers) High Street Rd
Mount Waverly North Shopping Centre, Mt Waverley	491-513 (odd numbers) High St Rd
Hughesdale Neighbourhood Activity Centre, Oakleigh	40-118 (even numbers) Poath Rd 1-21 (odd numbers) Willesden Rd Part of 3 Arthur St (in northeast corner of site)
Huntingdale Road Shopping Centre, Huntingdale	240-248 (even numbers), 248A, 276, 276A-328 (even numbers) and 273-323 (odd numbers) Huntingdale Rd 1259-1267, 1277 and 1283 (odd numbers) North Rd 2 Moroney Street Western part of 1 Stafford St 47 Railway Avenue
Jordanville Shopping Centre, Ashwood	265-277 (odd numbers) Huntingdale Rd
Jordanville South Shopping Centre, Mt Waverley	414-432 (even numbers) Huntingdale Rd 171-173 (odd numbers) Waverley Rd
Kangaroo Road Shopping Centre, Hughesdale	113-127 (odd numbers) Kangaroo Rd
Kerrie Road Shopping Centre, Glen Waverley	2-24 (even numbers) Kerrie Rd
Lawson Street Shopping Centre, Oakleigh East	2-18 (even numbers) Lawson St
Leicester Avenue Shopping Centre, Mt Waverley	1-17 (odd numbers) Leicester Ave
Mackie Road Shopping Centre, Mulgrave	71-81 (odd numbers) Mackie Rd
Macrina Street Shopping Centre, Oakleigh East	2-4C (even numbers) Macrina St
Martin Place Shopping Centre, Glen Waverley	29-43 (odd numbers) Martin Place
McLochlan Street Shopping Centre, Mt Waverley	13-27 (odd numbers) McLochlan St
Morton Street Shopping Centre, Clayton	41-53 (odd numbers) Morton St
Mt Waverley Major Activity Centre, Mt Waverley	47-63 (odd numbers) Wadham Parade 1-79 (odd numbers) and 2-30 (even numbers) Hamilton Place

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Name of strip shopping centre and locality	Land description
	1-11 (odd numbers) Hamilton Walk Eastern part of 64-74 (even numbers) Virginia St 258-322 (even numbers), 275-283, 303-343 (odd numbers) Stephensons Rd 4-12 (even numbers) The Highway
Marianne Way Shopping Centre, Mt Waverley	47-73 (odd numbers) Marianne Way
Oakleigh Major Activity Centre, Oakleigh	Land bounded by Atherton Rd, Oxford St, Burlington St, Hanover St, the railway and Warrigal Rd 7-103 (odd numbers) and 76-102A (even numbers) Atherton Rd 39 Clyde St 118 and 133 Atkinson St 2-6 (even numbers) and 1-3 (odd numbers) Palmerston Grove 112-156 (even numbers) and 35 Drummond St 33-41 (odd numbers), 45-99 (odd numbers) Warrigal Rd 18-20 (even numbers) Swindon Rd 109A-111 (odd numbers) and 84 Carlisle Crescent 2-30A (even numbers) Haughton Rd 2-14 (even numbers) Johnson St 1 and 14 Mill Rd 19-21 (odd numbers) Mora Ave 2-10 (even numbers) Regent St 1-5 (odd numbers) Westminster St
Oakleigh East Shopping Centre, Oakleigh East	186-202 (even numbers) Huntingdale Rd 1 State St
Pinewood Neighbourhood Activity Centre, Glen Waverley	407-443 (odd numbers) Blackburn Rd 1-69 (odd numbers) and 2-48 (even numbers) Centreway
Clayton North Shopping Centre, Clayton	1895-1919 (odd numbers) Dandenong Road
Scotsburn Avenue Shopping Centre, Clayton	36-42 (even numbers) Scotsburn Ave
Gateway Shopping Centre, Mulgrave	887-909 (odd numbers) Springvale Rd
Stanley Avenue Shopping Centre, Mt Waverley	47-63 (odd numbers) Stanley Ave
Sunhill Road Shopping Centre, Mt Waverley	27-41 (odd numbers) Sunhill Rd
Syndal Neighbourhood Activity Centre, Syndal	613-641 (odd numbers) and 586-588 (even numbers) High Street Rd

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Name of strip shopping centre and locality	Land description
	187-197 (odd numbers), 202-274 (even numbers), 203-217 (odd numbers), 241 and 243 (both excluding western part), 251-277 (odd numbers) and 233 Blackburn Rd 1-33 (odd numbers) Coleman Pde
Thompson Street Shopping Centre, Glen Waverley	22-30 (even numbers) Thompson St
Vannam Drive Shopping Centre, Ashwood	35-45 (odd numbers) Vannam Drive
Viewpoint Avenue Shopping Centre, Glen Waverley	39-49 (odd numbers) Viewpoint Ave
Wanda Street Shopping Centre, Mulgrave	36-50 (even numbers) Wanda St and land at rear of those properties
Ashwood Shopping Centre, Ashwood	475-557 (odd numbers) Warrigal Rd
Holmesglen Neighbourhood Activity Centre, Chadstone	617-653 and 715-723 (odd numbers) Warrigal Rd; 70 Batesford Road; 19-25 Collins Street; 2 Waverley Road
Schoolhall Street Shopping Centre, Oakleigh	140-148 (even numbers) Warrigal Rd
North Road Shopping Centre, Oakleigh	207-211 (odd numbers) and 170-206 (even numbers) Warrigal Rd 1129 and 1142-1164 (even numbers) North Rd Land at the rear of 206 Warrigal Rd
Mount Waverley South Shopping Centre, Mt Waverley	335-361 (odd numbers) Waverley Rd
Westerfield Drive Shopping Centre, Clayton North	39-49 (odd numbers) Westerfield Drive
Willow Avenue Shopping Centre, Glen Waverley	28-48 (even numbers) Willow Ave
Windsor Avenue Shopping Centre, Mt Waverley	1-13A (odd numbers) Windsor Ave
Yertchuk Avenue Shopping Centre, Ashwood	1-19 (odd numbers) and 2-22 (even numbers) Yertchuk Ave
Dominion Avenue Shopping Centre, Glen Waverley	867-869 (odd numbers) Waverley Road
Hansworth Street Shopping Centre, Mulgrave	114-122 (even numbers) Hansworth Street

4.0

Proposed C166mona

Locations for gaming machines

Gaming venues and machines should be located:

- Outside of areas where socio-economic disadvantage of the local community and catchment area in a 2.5km radius of the venue location is high, as defined by the SEIFA index of Relative Disadvantage.
- In areas where the community has a choice of non-gaming entertainment and recreation activities and established social infrastructure, some of which operate during the times that the proposed gaming machines will operate in the local area.

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- Where the gaming machine density of the locality and its catchment is equal to or below the overall municipal average.
- In buildings that do not have dwellings
- More than 400 metres walking distance from:
 - Locations with, or concentrations of, support/referral services and welfare agencies servicing vulnerable communities.
 - Social (public and community) housing developments with 50 or more dwellings or where a cluster of social housing exceeds 50 dwellings.
- On sites that:
 - Minimise the likelihood of people passing the venue in the course of their usual business or every day activities.
 - Are near activity centres that serves more than a local catchment, or at a sports or recreation club with a land holding of more than 2 hectares.
 - Are at the periphery of the activity centres, outside of the main transport, shopping, community and civic functions of the centre, where the machines are located near activity centres.

5.0 Venues for gaming machines

Proposed C166mona

Gaming machines should be located in venues that:

- Promote non-gaming activities that increase net community benefit.
- Offer a range of social, entertainment or recreational opportunities other than gaming as the primary purpose of the venue.
- Promote responsible gaming practices.
- Do not have gaming floor area of more than 25 per cent of the total floor area of the venue.
- Do not have extended opening hours that open before 9:00am and/or remain open after 1:00am.
- Do not have significant adverse amenity impacts on the adjoining land uses as a result of operating hours, traffic, noise, car parking, safety and security .

6.0 Application requirements

Proposed C166mona

The following application requirements apply to an application for a permit under Clause 52.28, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- Details about the existing and proposed distribution and density of gaming machines in the municipality and its neighbourhoods.
- Details of the design and layout of the premises including all proposed signage and evidence of compliance with the relevant gaming regulations for premises layout and design.
- A venue management plan identifying strategies to manage patron behaviour and minimise problem gambling in relation to the design and management of the venue, including the applicant's responsible gaming practices.
- If an application includes a reduction in the number of car parking spaces required in Clause 52.06, a Traffic Impact Assessment and Parking Report that assesses the existing traffic demand and parking provision and the need for improved traffic and pedestrian amenity, including any additional car parking based on the number of gaming machines proposed and likely additional venue patron numbers generated by this use.

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- Characteristics of the local area including the location of and walking distance to shopping complexes and strip shopping centres, community facilities, welfare services, early childhood centres, schools, health services, social housing, counselling services and public transport.
- Details of existing and proposed gambling and non-gambling related entertainment and recreation facilities and activities at the venue and within 2.5km of the venue.
- Pedestrian counts outside the venue on different days and at a variety of times.
- An assessment of the social and economic benefits and disadvantages of the proposed gaming machines and its overall net community impact, including:
 - An analysis of the venue's projected patron catchment and its socio-economic profile with justification and details of the projected catchment area.
 - Where it is proposed to move gaming machines from one part of the municipality to another, details of the relative social and economic differences between the two areas and an explanation of why the gaming machines are being transferred.
 - The relative socio-economic disadvantage of the local suburb or neighbourhood and the broader catchment of the venue in comparison with the Melbourne and Victorian average in the SEIFA index of Relative Disadvantage.
- Details of existing gaming expenditure at the venue over a 3 year period prior to the application (if relevant) and a one year forecast of the anticipated gaming expenditure at the venue if the proposal was to be approved.
- If gaming machines are to be relocated from other venues, and as a result gaming expenditure is likely to be transferred from other venues:
 - Particulars as to how the level of transfer has been calculated (including, but not limited to, a comparison of per machine expenditure at the venue prior to and after the additional machines, current usage levels of machines at the venue, projected usage level of machines at the venue after the additional machines).
 - The amount of transfer expenditure anticipated.
 - The resulting impact on revenue of the venue from where the expenditure is transferred.
 - The resulting impact on the venue from where the expenditure is transferred (such as loss of employment, loss of complementary expenditures, loss of customers, impact on ability to provide services etc).
- Details of the nature and extent of community benefits expected from the proposal and how the benefits are to be secured and distributed to the local community.
- Measures to mitigate any negative social, economic or net community impacts.
- Permission for Council to survey patrons exiting the venue at any time after application is submitted.
- An academically rigorous representative social impact survey from residents and businesses within a 2.5km radius of the venue that:
 - Measures current and anticipated levels of community satisfaction (ie. happiness, contentment, wellbeing) from living in the local area.
 - Has regard to the application with information on anticipated losses to players per year included in the preamble.

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7.0 Decision guidelines

~~7.0~~
Proposed C166mona

The following decision guidelines apply to an application for a permit under Clause 52.28, in addition to those specified in Clause 52.28 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposal will cause a redistribution of gaming machines away from vulnerable communities and areas of relatively high socio-economic disadvantage.
- The net community benefit to be derived from the application.
- Whether the location of the gaming machines or gaming premises will facilitate or discourage convenience gaming.
- Whether the venue is accessible by a variety of transport modes.
- Whether residents will have a choice between entertainment and recreation venues with and without gambling in the local area, as well as established social infrastructure.
- Whether the application is likely to minimise harm from gaming and avoid a detrimental net social and economic impact upon the local community.
- Whether approval is likely to increase the socio-economic disadvantage of the local community or have other adverse impacts on vulnerable communities.
- Whether the proposed use or development will have an impact upon the amenity of the area and surrounding uses as a result of traffic and parking, crowd or patron related noise, hours of operation, and/or an increase in the intensity of the use due to an increase in patron numbers.

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31/07/2018
VC148

SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

1.0

Proposed C166mona

Background documents

Name of background document	Amendment number - clause reference
<i>A Guide to Car Parking in Monash</i> (City of Monash, 2001)	C55 Clause 13.07-1L
<i>Brandon Park Major Activity Centre Structure Plan</i> (City of Monash, 2017)	C86 Clause 11.03-1L
<i>Conservation Guidelines for Residential Areas in the Vicinity of Oakleigh Railway Station</i> (City of Monash, 2000)	NFPS Clause 15.03-1L
<i>City of Monash Student Car Parking Study</i> (O'Brien Traffic, 2009)	C90 Clause 16.01-1L
<i>Design Guidelines for Licensed Venues</i> (Department of Justice, 2009)	C113 Clause 13.07-1L
<i>Design and Development Guidelines for the Sherwood Residential Area, Mount Waverley</i> (City of Monash, 2000)	NFPS 15.03-1L
<i>Glen Waverley Activity Centre Structure Plan</i> (Tract Consultants, 2016)	C120 Clause 11.03-1L
<i>Glen Waverley Activity Centre Sustainable Transport Plan</i> (Tract Consultants, 2014)	C120 Clause 11.03-1L
<i>Guidelines for Non-residential Uses in Residential Zones</i> (City of Monash, 2004)	C55 Clause 13.07-1L
<i>Image Enhancement of Main Roads in the City of Waverley, Scenic Spectrums</i> (Godfrey and Spowers Australia, 1992).	C57 Clause 11.03-1L-01 Clause 15.01-1L Clause 15.01-2L Clause 15.01-5L
<i>Indigenous Reserve Corridors Conservation & Management Plan</i> (City of Monash, 2000)	C57 Clause 15.01-2L
<i>Landscape Requirements for Town Planning Applications for Multi-Unit Developments</i> (City of Monash, 1995)	NFPS Clause 15.01-5L
<i>Monash Drainage Strategy Report, October 2002</i> (GHD, 2004)	C37 Clause 19.03-3L
<i>Monash Heritage Study</i> (Gerner Consulting Pty Ltd and Andrew Ward, 1999)	NFPS Clause 15.01-5L Clause 15.03-1L
<i>Monash Housing Strategy</i> (Planisphere, 2014)	C125Pt2 Clause 16.01-1L Clause 19.02-6L
<i>Monash Neighbourhood Character Guide Volumes 3, 4, 5 and 6</i> (Gerner Consulting Pty Ltd, 1997)	NFPS Clause 15.01-2L Clause 15.01-5L

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Name of background document	Amendment number - clause reference
<i>Monash Open Space Strategy 2021</i> (City of Monash, 2021)	C169mona Clause 02.03 Clause 19.02-6L
<i>Monash Open Space Strategy Implementation Plan and Public Open Space Contribution Rate</i> (City of Monash, 2021)	C169mona Clause 19.02-6L
<i>Monash Outdoor Advertising Policy</i> (City of Monash, 2003)	C26 Clause 15.01-1L
<i>Monash Specialised Activity Centre Revised Final Strategy</i> (Beca Pty Ltd & Essential Economics, 2008)	C65 Clause 17.01-1L
<i>Monash Urban Character Study - Volumes 1 and 2</i> (Gerner Consulting Pty Ltd, 1997)	NFPS Clause 15.01-2L Clause 15.01-5L
<i>Neighbourhood Character Review</i> (Planisphere, 2015)	C125pt2 Clause 15.01-5L
<i>Oakleigh Heritage Study</i> (Hassell, 1991)	NFPS Clause 15.01-1L Clause 15.03-1L
<i>Oakleigh Major Activity Centre Structure Plan</i> (City of Monash, 2012)	C93 Clause 11.03-1L
<i>Oakleigh Stormwater Drainage Study</i> (EGIS, 2002)	C37 Clause 19.03-3L
<i>Urban Design Guidelines – Monash Technology Precinct</i> (Monash Specialised Activity Centre) (City of Monash, 2008)	C65 Clause 17.01-1L
<i>Wheelers Hill Neighbourhood Activity Centre Structure Plan</i> (The Planning Group, 2007)	C59 Clause 11.03-1L

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Proposed C166mona

SCHEDULE TO CLAUSE 74.01 APPLICATION OF ZONES, OVERLAYS AND PROVISIONS

1.0

Proposed C166mona

Application of zones, overlays and provisions

This planning scheme applies the following zones, overlays and provisions to implement the Municipal Planning Strategy and the objectives and strategies in Clauses 11 to 19:

Zones

Mixed Use Zone to areas of high accessibility to public transport and arterial road links to achieve preferred development outcomes.

Residential Growth Zone to nominated areas of higher residential development within activity centres to achieve preferred development outcomes.

General Residential Zone to the residential component of the residential and education area in the Brandon Park Activity Centre to achieve preferred development outcomes.

Neighbourhood Residential Zone to achieve preferred development outcomes to:

- Heritage precinct areas in Oakleigh and Hughesdale (Schedule 1) land abutting creeks (Schedule 2).
- The creek environs (Schedule 3).
- The Dandenong Creek Escarpment (Schedule 4).

Industrial 1 Zone to the industrial area within the Brandon Park Activity Centre.

Commercial 1 Zone to retail, office and office park areas within the Brandon Park Activity Centre.

Commercial 2 Zone to Springvale Road mixed use area within the Brandon Park Activity Centre.

Public Use Zone to:

- Public land used for education and health-related purposes, including Monash University and Monash Medical Centre.
- Council-owned land (excluding parks).

Public Park and Recreation Zone to the Monash Gallery of Art.

Special Use Zone to extractive industry site.

Special Use Zone to Monash Technology Precinct areas, excluding public land areas.

Urban Floodway Zone to urban floodway areas.

Overlays

Vegetation Protection Overlay to areas which possess a special leafy character valued by the community.

Heritage Overlay to protect and enhance identified heritage precincts, buildings and places.

Design and Development Overlay to:

- Define development guidelines for all sites within the Oakleigh Major Activity Centre.
- Areas of design and development of an area of particular interest that achieves the desired goals of Council.
- Parts of the City's industrial and business areas to ensure that design and development is complementary to the garden city character of the municipality, enhancing local streetscape and managing potential car parking problems.
- Retail, office, industrial and mixed use areas within the Brandon Park Activity Centre.

Number: 1 Author: dborton Subject: Highlight Date: 27/02/2024 1:57:04 PM

This needs a full re-write. It's all been taken out of its individual contexts and now only has specific areas rather than the broader Monash context.

For example, the C1Z applies to all of our activity centres, not just BPMAC. Similarly for the GRZ.

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Development Plan Overlay to areas of design and development of an area of particular interest achieves the desired goals of Council.

Neighbourhood Character Overlay to Waverley Park residential area.

Land Subject to Inundation Overlay to:

- Land identified by Melbourne Water as being subject to flooding during 1 in 100 year flood events.
- Ensure that development does not impact the flow characteristics of a flood event and ensure that the risk to human life and property is within acceptable standards, while protecting environmental values of floodways.

Special Building Overlay to:

- Land affected by overland flows in storm events that exceed the capacity of the underground drainage systems.
- Ensure that development does not impact the flow characteristics of a flood event and ensure that the risk to human life and property is within acceptable standards, while protecting environmental values of floodways.

Environmental Audit Overlay to ensure that the condition of a development site is suitable for a residential or other sensitive use.

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Proposed C166mona

SCHEDULE TO CLAUSE 74.02 FURTHER STRATEGIC WORK

1.0 Further strategic work

~~1.1.1.1~~
Proposed C166mona

- The Stage 3 implementation of the Monash Housing Strategy 2014, as follows:
 - Preparing urban design principles and built form guidelines for the boulevards (Springvale Road and Princes Highway) and the accessible areas around activity centres.
 - Preparing structure plans for Hughesdale, Holmesglen, Syndal, Pinewood, Waverley Gardens and Oakleigh South.
 - Implementing the Huntingdale and Mount Waverley Activity Centre Structure Plans.
- Investigating the feasibility of providing incentives for developers to build affordable and social housing through an Affordable Housing Strategy.