

7.1.3 MONASH BOULEVARDS UDF IMPLEMENTATION - AMENDMENT C172 - CONSIDERATION OF PANEL REPORT AND ADOPTION

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

RECOMMENDATION

That Council

1. **Notes the Panel Report for Monash Planning Scheme Amendment C172 as contained at Attachment 1 to the report.**
2. **Having considered the Panel Report and in accordance with Recommendation 5, removes land at 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East from Amendment C172 as those properties are now with the Suburban Rail Loop East Monash Structure Plan Area.**
3. **Notes that the Panel supports Amendment C172 overall and recommends that Council adopt the Amendment generally as exhibited with the minor changes recommended by the Panel Report.**
4. **Having considered the Panel Report under s27 of the *Planning and Environment Act 1987*, adopts Amendment C172 in accordance with s29(1) of the Act with the changes set out in this report and submits the adopted amendment to the Minister for Planning for approval in accordance with s31(1) of the Act.**
5. **Writes to all submitters to the Amendment advising of Council's decision to adopt Amendment C172.**

INTRODUCTION

The purpose of this report is to consider the recommendations of the Panel Report for the Amendment C172 to the Monash Planning Scheme, which proposes to implement the Monash Boulevards Urban Design Framework (BUFD). The report recommends that Council resolve to adopt Amendment C172 to the Monash Planning Scheme with the minor changes recommended by the Panel a set out in this report.

COUNCIL PLAN STRATEGIC OBJECTIVES

A well-planned and future ready city

An attractive and well-designed city with connected neighbourhoods, active transport, open spaces, facilities and infrastructure that meets the current and future needs of our community.

A city that promotes environmental sustainability

Where neighbourhoods are designed and developed along environmentally sustainable development and urban design principles, in sympathy with the natural environment.

BACKGROUND

The *Monash Housing Strategy* adopted in 2014 designated Dandenong Road/Princes Highway and Springvale Road as Category 4 – Boulevards, with the objective to provide for housing change and diversification along the boulevards.

Council developed the Monash BUDF to encourage an increase in the provision of housing and improved landscaping along the boulevards and to respond to the issues and opportunities outlined in the BUDF Discussion Paper 2021. Consultation for the Draft BUDF was held in July and August 2022 and the final BUDF was adopted by Council 13 December 2022.

Amendment C172 was drafted to implement the strategic planning actions of the Monash BUDF.

Council submitted the Amendment to the Department of Transport and Planning (DTP) for authorisation on 21 December 2023.

The Minister for Planning authorised the Amendment on 12 July 2024 subject to 13 conditions – including removing properties from the amendment that fall within the structure plan areas for the Suburban Rail Loop East precincts in Clayton, Monash and Glen Waverley.

Council made changes to the Amendment to comply with the authorisation conditions and formally exhibited the Amendment from 31 October to 19 December 2024.

As a result of exhibiting the Amendment, 32 submissions were received.

These submissions included a mix of support, requests for changes, and objections to the Amendment with key issues being the potential impact of building heights, increases in density, impacts on neighbourhood character, vegetation and canopy cover, and drafting issues.

DISCUSSION

Council considered all submissions and resolved on 25 February 2025 to request that the Minister for Planning appoint an independent Planning Panel under s23(1) and Part 8 of the *Planning and Environment Act 1987* and referred all submissions to Planning Panels Victoria for consideration.

Suburban Rail Loop East Monash Structure Plan Area - boundary realignment

On 6 March 2025 the Suburban Rail Loop Authority (SLRA) alerted Council of a boundary change to the SRL Monash Precinct. The land at 1887-1889 Dandenong Road and 135 Clayton Road had now been included in the Structure Plan area for the Monash SRL precinct.

Section 158AA of the *Planning and Environment Act 1987* requires Terms of Reference to be given to the Panel by the Minister for Planning when a planning scheme amendment applies to land under Suburban Rail Loop declared areas. Without the Panel having received the Terms of Reference from the Minister for Planning, the panel process for this amendment was delayed until 11 August 2025 when the Terms of Reference (**Attachment 2**) were received.

The Terms of Reference specified that the Panel must consider whether the Land at 1887-1889 Dandenong Road and 135 Clayton Road should be removed from Amendment C172.

Panel Hearing and Report

Due to the relatively minor nature of the submissions and the limited range of issues, the Panel Hearing would be held “on the papers” requiring Council and other parties to make their submissions in writing rather than attending an in-person hearing. On-papers hearings are used by

Planning Panels Victoria if there are only a few parties seeking to be heard or limited issues to be discussed.

Panel Report

The Panel Report was received on 7 November 2025 and is included as **Attachment 1** to this report.

The Panel Report was supportive of the Amendment.

The changes recommended by the Panel are minor, with the majority required because of changes to planning provisions at state level.

The panel recommended the following to Council:

1. **Adopt Monash Planning Scheme Amendment C172mona as exhibited with the changes recommended in this report.**
2. **Amend Mixed Use Zone Schedule 3, General Residential Zone Schedule 4 and Residential Growth Zone Schedule 7 to:**
 - a) **replace Standards A3 and B6 (Minimum street setback) with Standards A2-1 and B2-1 – None specified**
 - b) **replace Standards A5 and B8 (Site coverage) with Standards A2-5 and B2-5 – None specified**
 - c) **delete standards A6 and B9 (Permeability), B13 (Landscaping), A10 and B17 (Side and rear setbacks) and A11 and B18 (Walls on boundaries)**
 - d) **replace Standards A17 and B28 (Private open space) with Standards A3-2 and B3-5 – None specified**
 - e) **relabel Standards A20 and B32 (Front fence height) as Standards A2-7 and B2-8.**
3. **Amend Design and Development Overlay Schedule 6 to:**
 - a) **revise Clause 2.0 (Buildings and works)to:**
 - **replace the relevant provision with “Provide a single vehicle crossover per site and where possible avoid vehicle access to Transport Zone 2”**
 - **delete “Allow for the interpretation or reading of each floor level of the building” from the ‘Building form, orientation and design’ section**
 - b) **revise Clause 5.0 (Applications requirements) to require a traffic impact assessment for applications for non-accommodation buildings of three storeys or less, and accommodation buildings of four storeys or more**
 - c) **replace the final decision guideline with:**

Where there are any inconsistencies between the objectives, permit requirements, building heights, design considerations and decision guidelines of the General Residential Zone, Residential Growth Zone and this schedule, this schedule - Schedule 6 to the Design and Development Overlay prevails.
4. **Amend Design and Development Overlay Schedule 19 to revise Clause 5.0 (Applications requirements) to require a traffic impact assessment.**

5. Remove 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East from the Amendment.

The issues discussed in the Panel Report are summarised below.

Built form, neighbourhood character and amenity.

The Panel concluded that Amendment C172 proposes planning provisions that will achieve positive outcomes related to:

- efficient land use
- accessibility and transport connectivity
- environmental sustainability
- economic viability
- housing affordability
- urban revitalisation
- infrastructure services efficiency

The Panel also found that the proposed heights will have little negative impact on the adjoining neighbourhood character within side and rear streets as the boulevard interface is a robust high-volume environment.

Overall, the Panel states that *“the Amendment, supported by the strategic work in the Urban Development Framework, strikes a good balance between planning objectives seeking more housing and greater density with other objectives.”*

Traffic and Carparking

The Panel agreed with Council’s submission on this matter that although there will be increased traffic and parking needs resulting from the increased development density, they can be managed through the proposed provisions.

The Panel supports the intention of the DTP’s submission to avoid any negative impact on the main through-traffic lanes. To that end, the Panel recommends changing the wording in Design and Development Overlay – Schedule 6 (DDO6) to avoid access to Transport Zone 2 “where possible” because the service lane is also within Transport Zone 2, so it will not always be possible or appropriate to avoid access to that zone.

The Panel also supports DTP’s request to require a traffic impact assessment for applications for non-accommodation buildings of three storeys or less, and accommodation buildings of four storeys or more.

The Panel’s recommendation and suggested wording to Clause 2.0 and 5.0 of DDO6 are supported.

Cycling and Public Transport

The Panel concluded that the *“impact on cyclists resulting from increased dwelling density enabled by the Amendment is reasonable”* and *“the impact will improve when cycling infrastructure outlined in the BUDF is implemented.”*

The Panel did not include any recommendations relating to this issue.

Vegetation, canopy cover, and Clause 54 and 55 Requirements

The Panel highlighted that *“the proposed vegetation and canopy cover provisions would have resulted in appropriate outcomes along the boulevards”*. However, due to the recent State government Amendment VC282 and changes to Ministerial Direction 7(5), some of the proposed provisions can no longer be specified in the Mixed Use Zone, Residential Growth Zone and General Residential Zone schedules.

Consequently, the Panel recommended that the Clause 54 and 55 requirements in the proposed schedules should be revised to align with Amendment VC282 and associated changes.

These changes have been included in the revised MUZ, GRZ and RGZ schedules in **Attachment 3** to this report.

Design and Development Overlay 6 provisions

The Panel supported the provisions of the Design and Development Overlay 6 (DDO6).

It stated that it has carefully considered alternative provisions sought through community submissions but was unable to find sufficient justification to support them.

The Panel concluded that the DDO6 is generally appropriate but would benefit from minor changes to delete the Section 2.0 requirement referring to the interpretation or reading of each floor level and replacing the final decision guidelines with one that better explains that the objectives, permit requirements, building heights, design considerations and decision guidelines prevail over any inconsistency in a zone schedule.

All the proposed changes to Amendment C172 have been reflected in revised amendment documentation at **Attachment 3**.

1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East

The Panel confirmed that in response to the Ministers Authorisation conditions, Council revised the Amendment to remove all properties identified in the declared Suburban Rail Loop Planning Area correctly. However, after the exhibition of Amendment C172, the SRLA realigned the boundary for the Monash Structure Plan Precinct to include 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East (the Land). The Panel was clear that Amendment C172 met the Ministers Authorisation conditions despite that change by the SRLA.

The Minister for Planning provided the Panel with Terms of Reference for this land under Section 158AA of the *Planning and Environment Act 1987* on 11 August 2025. The terms of reference directed the Panel to consider whether the Land should be removed from Amendment C172.

The Panel explained that the Suburban Rail Loop is identified as regionally significant and any Victorian or regional planning objectives generally override any conflicting local planning objectives. Despite this, the Panel noted that the general alignment between Amendments C172 and SRLA proposal demonstrates that there is not a conflict between the two, it does not conflict with planning objectives and that:

“arguably, the Amendment C172 provisions enable greater capacity for housing opportunities and thereby better achieve relevant planning policy objectives.”

The Panel concluded that despite the potentially better outcomes of Council’s Amendment, it would be administratively simpler to remove the Land from the Amendment.

FINANCIAL IMPLICATIONS

There are no financial implications to this report.

POLICY IMPLICATIONS

There are no policy implications to this report.

CONSULTATION

The Amendment was formally exhibited between 31 October and 19 December 2024.

There are no further opportunities for community consultation as part of the amendment process, except to inform submitters of Council's decision.

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 agenda item is not a 'policy', 'program' or 'service'.

CONCLUSION

Overall, the Panel was very supportive of Amendment C172 and the work that was prepared to support and justify the Amendment. It did not agree with many of the arguments put forward in the written submissions for lower density but did support submissions that advocated for higher intensity of development along these two boulevards. The Panel did not request changes to the proposed height limits.

The Panel found that Council's Amendment *"strikes a good balance between planning objectives seeking more housing and greater density with other objectives."*

The Panel recognised the importance of Dandenong and Springvale Roads as major boulevards within Monash and their potential to accommodate higher density housing growth with improved liveability and amenity. It supported the proposed building heights as being appropriate, particularly regarding the future preferred neighbourhood character and amenity envisaged for these areas. Most of the Panel recommendations reflect Council's position prior to the hearing. The changes recommended are for recent changes to State level planning controls.

Overall, the Panel concluded that Amendment C172 is strategically based and will provide a sound basis for managed growth along Dandenong Road and Springvale Road.



ATTACHMENT LIST

1. Monash C172 mona Panel Report [**7.1.3.1** - 35 pages]
2. Monash C172 mona - Terms of Reference - Signed 11 August 2025 [**7.1.3.2** - 2 pages]
3. Monash C172 Amendment Package [**7.1.3.3** - 49 pages]

Planning Panels Victoria

Monash Planning Scheme Amendment C172mona The Monash Boulevards Urban Design Framework

Panel Report

Planning and Environment Act 1987

7 November 2025



How will this report be used?

This is a brief description of how this report will be used for the benefit of people unfamiliar with the planning system. If you have concerns about a specific issue you should seek independent advice.

The planning authority must consider this report before deciding whether to adopt the Amendment.
[section 27(1) of the *Planning and Environment Act 1987* (the PE Act)]

For the Amendment to proceed, it must be adopted by the planning authority and then sent to the Minister for Planning for approval.

The planning authority is not obliged to follow the recommendations of the Panel, but it must give its reasons if it does not follow the recommendations. [section 31 (1) of the PE Act, and section 9 of the *Planning and Environment Regulations 2015*]

If approved by the Minister for Planning a formal change will be made to the planning scheme. Notice of approval of the Amendment will be published in the Government Gazette. [section 37 of the PE Act]

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

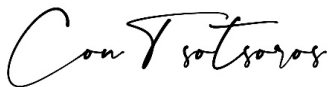
Planning and Environment Act 1987

Panel Report pursuant to section 25 of the PE Act

Monash Planning Scheme Amendment C172mona

The Monash Boulevards Urban Design Framework

7 November 2025



Con Tsotsoros, Chair

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Glossary and abbreviations

the boulevards	Dandenong Road and Springvale Road
Council	Monash City Council
DDO	Design and Development Overlay
DTP	Department of Transport and Planning
GRZ	General Residential Zone
MUZ	Mixed Use Zone
Oakleigh East land	1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East
PE Act	<i>Planning and Environment Act 1987</i>
Planning Scheme	Monash Planning Scheme
RGZ	Residential Growth Zone
SRLA	Suburban Rail Loop Authority
Urban Design Framework	The Monash Boulevards Urban Design Framework (Tract, 2022)

Note: A number following a zone or overlay code refers to its schedule number

Overview

Amendment summary	
The Amendment	Monash Planning Scheme Amendment C172mona
Common name	The Monash Boulevards Urban Design Framework
Brief description	Proposes to implement <i>The Monash Boulevards Urban Design Framework (2022)</i> by rezoning land and applying Design and Development Overlay schedules on the subject land
Subject land	Properties along and near Dandenong Road and Springvale Road within the municipality, as shown in Figure 1
Planning Authority	Monash City Council
Authorisation	12 July 2024, with conditions
Exhibition	31 October to 19 December 2024
Submissions	Number of Submissions: 32

Panel process	
The Panel	Con Tsotsoros (Chair)
Directions Hearings	By video, 3 April and 8 September 2025
Panel process	The Panel considered issues based on documents without a hearing
Site inspections	Unaccompanied, 2 October 2025
Parties to the Panel process	Monash City Council Mark Anderson
Citation	Monash PSA C172mona [2025] PPV
Date of this report	7 November 2025

Executive summary

Monash City Council (Council) recognised the opportunity to transform Dandenong Road and Springvale Road from robust wide road reservations into green boulevards with improved amenity and livability. Council engaged consultants to prepare the Monash Boulevards Urban Design Framework (the Urban Design Framework) which included the following vision:

The Monash Boulevards are great places to live. They are green, safe, well connected, and offer a range of housing choices for all.

The Urban Design Framework sets out four principles relating to built form diversity, movement and connectivity, landscape character and public realm, and sustainable and resilient communities.

Monash Planning Scheme Amendment C172mona (the Amendment) seeks to implement the Urban Design Framework by revising the planning policy framework, rezoning land along and near Dandenong Road and Springvale Road and applying new Design and Development Overlay schedules.

Council exhibited the Amendment from 31 October to 19 December 2024 and received 32 submissions. Key issues raised in submissions related to:

- built form, neighbourhood character and amenity
- traffic and parking
- vegetation, canopy cover and Clause 54 and 55 requirements
- Design and Development Overlay Schedule 6 provisions
- 1887-1889 Dandenong Road and 135 Clayton Road, East Oakleigh.

The Amendment's strategic justification was not an issue raised in submissions. For reasons explained in this report, the Amendment should be adopted subject to recommended changes.

Built form, neighbourhood character and amenity

The proposed building heights are appropriate, particularly with regard to the future preferred neighbourhood character and amenity.

Traffic and parking

A large proportion of Dandenong Road and Springvale Road have service roads which separate slow moving local traffic from faster moving through-traffic. Transport Zone 2 applies to the entire road reservation of these boulevards including the service road which provides access to properties.

It is generally appropriate for Design and Development Overlay Schedule 6 to require a property to avoid access to Transport Zone 2 "*where possible*", though it will be not possible for most properties. Council should consider revising the requirement in Design and Development Overlay Schedule 6 regarding access to Transport Zone 2 to apply specifically to properties without access to a separated local service lane. Similarly, the exhibited Design and Development Overlay Schedule 19 should not be revised to require the relevant site to avoid access to Transport Zone 2 where possible, because it has access to a local service road and side street, without direct access to the main through lanes.

Design and Development Overlay Schedule 6 and 19 should require a traffic impact assessment for permit applications proposing certain developments so that Monash City Council can consider existing and future traffic impacts when assessing an application.

The impact on cyclists resulting from increased dwelling density enabled by the Amendment is reasonable. The impact will improve when cycling infrastructure outlined in the Monash Urban Design Framework is implemented.

Vegetation, canopy cover and Clause 54 and 55 requirements

The proposed vegetation and canopy cover provisions would have resulted in appropriate outcomes along the boulevards, however these provisions can no longer be specified in the Mixed Use Zone, Residential Growth Zone and General Residential Zone schedules due to clause changes introduced by Amendment VC282. Permit applications proposing more than one dwelling will have to respond to the statewide site coverage and tree canopy provisions in Planning Scheme Clauses 55.02-5 and 55.02-7 respectively.

Clause 54 and 55 requirements in the proposed zone schedules should be revised to align with Amendment VC282 and associated changes.

Design and Development Overlay Schedule 6 provisions

Design and Development Overlay Schedule 6 is generally appropriate and would benefit from changes which:

- deletes the Clause 2.0 requirement referring to the interpretation or reading of each building floor level
- replaces the final decision guideline with one that better explains that its objectives, permit requirements, building heights, design considerations and decision guidelines prevail over any inconsistency in a zone schedule.

1887-1889 Dandenong Road and 135 Clayton Road, East Oakleigh

The Amendment and draft Monash Amendment C176mona generally seek similar built form outcomes for 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East (Oakleigh East land). Amendment C176mona forms part of the Victorian government's structure planning process for land around the proposed Suburban Rail Loop East project.

The *Planning and Environment Act 1987* envisages that a local planning scheme amendment will include land in a declared Suburban Rail Loop Planning Area, as evident by the requirement for the Minister for Planning to issue a Panel with terms of reference for such land.

Including the Oakleigh East land in Amendment C172mona is appropriate and would not be contrary to the objectives of planning. However, it would be simpler to remove the land from the Amendment, consistent with other properties in declared Suburban Rail Loop Planning Areas that were removed in response to authorisation conditions.

Recommendations

Based on the reasons set out in this Report, the Panel recommends that Council:

1. **Adopt Monash Planning Scheme Amendment C172mona as exhibited with the changes recommended in this report.**
2. **Amend Mixed Use Zone Schedule 3, General Residential Zone Schedule 4 and Residential Growth Zone Schedule 7 to:**
 - a) **replace Standards A3 and B6 (Minimum street setback) with Standards A2-1 and B2-1 – None specified**

- b) replace Standards A5 and B8 (Site coverage) with Standards A2-5 and B2-5 – None specified
 - c) delete standards A6 and B9 (Permeability), B13 (Landscaping), A10 and B17 (Side and rear setbacks) and A11 and B18 (Walls on boundaries)
 - d) replace Standards A17 and B28 (Private open space) with Standards A3-2 and B3-5 – None specified
 - e) relabel Standards A20 and B32 (Front fence height) as Standards A2-7 and B2-8.
3. Amend Design and Development Overlay Schedule 6 to:
- a) revise Clause 2.0 (Buildings and works) to:
 - replace the relevant provision with *“Provide a single vehicle crossover per site and where possible avoid vehicle access to Transport Zone 2”*
 - delete *“Allow for the interpretation or reading of each floor level of the building”* from the ‘Building form, orientation and design’ section
 - b) revise Clause 5.0 (Applications requirements) to require a traffic impact assessment for applications for non-accommodation buildings of three storeys or less, and accommodation buildings of four storeys or more
 - c) replace the final decision guideline with:

Where there are any inconsistencies between the objectives, permit requirements, building heights, design considerations and decision guidelines of the General Residential Zone, Residential Growth Zone and this schedule, this schedule - Schedule 6 to the Design and Development Overlay prevails.
4. Amend Design and Development Overlay Schedule 19 to revise Clause 5.0 (Applications requirements) to require a traffic impact assessment.
5. Remove 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East from the Amendment.

1 Introduction

1.1 The Amendment

(i) Amendment description

The Monash Planning Scheme Amendment C172mona (the Amendment) seeks to implement *The Monash Boulevards Urban Design Framework* (Tract, November 2022) (the Urban Design Framework) by revising the planning policy framework, rezoning land along and near Dandenong Road and Springvale Road to the Residential Growth Zone (RGZ), Mixed Use Zone (MUZ), and new General Residential Zone (GRZ) schedule, applying new Design and Development Overlay (DDO) schedules, and other changes.

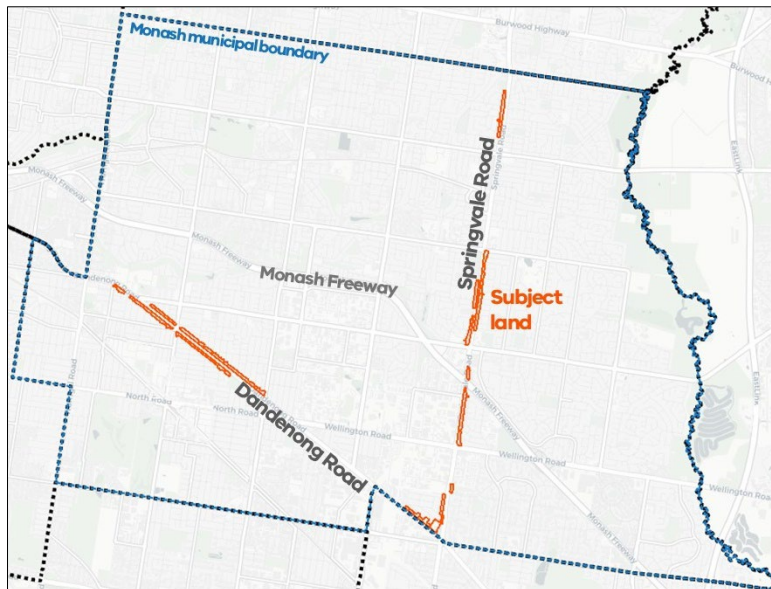
Specifically, the Amendment proposes to:

- amend Clause 15.01-5L by adding new strategies for the Monash Boulevards and revising the Monash residential character areas map
- revise the Clause 72.08 (Background Documents) Schedule to include the Urban Design Framework
- revise the Clause 74.02 (Further Strategic Work) Schedule to delete the work undertaken with the Urban Design Framework and the Amendment
- rezone 21 to 57B Lebanon Crescent, 862 Springvale Road and 2315 Dandenong Road, Mulgrave to General Residential Zone Schedule 3
- rezone 1434A Dandenong Road, Oakleigh to Public Park and Recreation Zone
- rezone 1717 to 1737 and 1873 to 1889 Dandenong Road (Oakleigh East), 2263 to 2275 Dandenong Road (Mulgrave), 726-730 Waverley Road and 1 Kirstina Road, and 523 to 535 Springvale Road and 615-621 Ferntree Gully Road (Glen Waverley) to Residential Growth Zone Schedule 7 (RGZ7)
- rezone all other properties (not listed above) fronting Dandenong Road generally between Warrigal Road and Clayton Road, Blackburn Road and Springvale Road, and Springvale Road generally between Highbury Road and Madeline Street, and Waverley Road and Dandenong Road to General Residential Zone Schedule 4 (GRZ4)
- apply Design and Development Overlay Schedule 19 (DDO19) to 2277 Dandenong Road, Mulgrave
- apply Design and Development Overlay Schedule 6 (DDO6) to all other sites proposed to be rezoned to GRZ4 or RGZ7.

(ii) The subject land

The Amendment applies to land shown within the orange outline in Figure 1.

Figure 1 Subject land



Source: mapshare.vic.gov.au/vicplan and Planning Panels Victoria

1.2 Background

Table 1 Chronology of events

Background summary	
2021	
Aug to Sep	Council started the Urban Development Framework process by consulting on a discussion paper
1 Dec	Suburban Rail Loop legislation was introduced into the PE Act
2022	
Jul to Aug	Council consulted on the draft Urban Development Framework
13 Dec	Council adopted the Urban Development Framework
2023	
26 Apr	Council resolved to request the Minister for Planning authorise the Amendment
7 Dec	The Minister for Planning declared the Suburban Rail Loop planning areas under section 65(1) of the <i>Suburban Rail Loop Act 2021</i>
21 Dec	Council submitted the Amendment to the Department of Transport and Planning for authorisation
2024	
12 Jul	Department of Transport and Planning, under delegation by the Minister for Planning, authorised the Amendment subject to conditions
27 Aug	Council resolved to exhibit the Amendment with the changes required by the authorisation conditions

Background summary

31 Oct to Council exhibited the Amendment
19 Dec

2025

25 Feb	Council considered 32 submissions to the Amendment and resolved to request a Panel
11 Mar	The Panel was appointed comprising Gabby McMillan (Chair) and Joanna Harrison
3 Apr	First Directions Hearing
14 Apr	The Panel advise parties it would not proceed with the second Directions Hearing scheduled for 30 April 2025 because it did not have terms of reference required by the PE Act
6 Jun	The Panel advised parties that it had not received terms of reference
11 Aug	The Minister for Planning provided the Panel with terms of reference
18 Aug	The Panel was reconstituted to replace the existing members with Con Tsotsoros
8 Sep	Second Directions Hearing

1.3 Amendment authorisation conditions

The Amendment was authorised subject to the following conditions:

Suburban Rail Loop and Activity Centre areas

1. Remove the following areas from the amendment as required by the Suburban Rail Loop Authority:
 - a. Dandenong Road – land between Clayton Road and Blackburn Road, Clayton; and
 - b. Springvale Road – land between Waverley Road and Madeline Street, Glen Waverley.

It is noted that this results in the proposed RGZ8 and EAO¹ being removed from the amendment and the revised maps (Version 5 dated 05/04/2024) and instruction sheet which have been submitted. The ordinance and explanatory report must be updated accordingly.

2. Remove the area along Dandenong Road between Warrigal Road and Poath Road/Chadstone Road, Hughesdale from the amendment. This land forms part of work currently being undertaken by the State Government for the Chadstone Activity Centre.

Maps

3. Update all relevant maps (Version 5 dated 05/04/2024) to remove the areas required by condition 2.

Ordinance

4. Delete the mandatory maximum building height from the proposed RGZ7 as it does not meet the criteria for use of a mandatory height control in accordance with Planning Practice Note 59 (PPN59).
5. Update the DDO6 as follows:
 - a. Delete Area C and all references to Area C/RGZ8 as a result of condition 1.
 - b. Delete the discretionary height limit of 11m up to 3 storeys from Area B which applies to the RGZ7. Planning Practice Note 91 (PPN1) states that a maximum building height lower than the maximum building height specified in a residential zone can only be implemented by using an overlay to recognise a special neighbourhood, heritage, environmental, and landscape value or constraint.

¹ Environmental Audit Overlay

- c. Increase the size of the diagrams to improve readability.
- d. Address the comments provided in the DTP markup.
- e. Remove the decision guideline "Whether the development is consistent with the Monash Boulevards Urban Design Framework (City of Monash, November 2022)". In accordance with the Practitioners Guide, a decision guideline should not refer to a background document.
- 6. Remove Clause 22.01 from the amendment due to the gazettal of Amendment C166mona which implemented the Planning Policy Framework.
- 7. The changes proposed to Clause 22.01 (Residential character and development policy) must instead be made to the relevant clauses in the Planning Policy Framework (PPF).
- 8. Update the amended Residential Character Map, which was proposed for inclusion at Clause 22.01 to:
 - a. Remove the areas in conditions 1 and 2, and Precinct SR2 from the Boulevards UDF², which do not form part of the amendment from the 'Monash Boulevards' category. These areas should be white (no category) as they are subject to other strategic work underway.
 - b. Update 'Refer to Clause 22.14' to the relevant PPF clause(s).
- 9. Consider listing the Monash Boulevards Urban Design Framework (Tract, November 2022) as a background document in the Schedule to Clause 72.08, noting that where a background document is directly related to a policy in clauses 10 to 19 it may be referenced in that specific policy, as well as the schedule to clause 72.08.

Strategic justification

- 10. Update the explanatory report to explain how the proposed controls will achieve intensification of housing supply consistent with council's housing strategy and state planning objectives. This should include economic considerations of relying on lot consolidation to achieve increased building heights and density and the economic incentive for lot consolidation.

Other

- 11. Make corrections and updates to the explanatory report identified in the DTP track changes version of the document and ensure that the addresses and relevant maps in the mapping reference table are correct.
- 12. Amend all relevant amendment documents, including the amendment description, as a result of the above conditions of authorisation.
- 13. The Suburban Rail Loop Authority must be notified of the amendment during exhibition.

The following areas were removed from the Amendment in response to the authorisation conditions:

- Residential land on Dandenong Road between Poath Road and Warrigal Road – this land forms part of the Victorian Government's Activity Centre Program
- Residential land on Dandenong Road between Clayton Road and Blackburn Road, and Springvale Road between Madeline Street and Waverley Road – this land forms part of the declared Suburban Rail Loop area.

1.4 The Panel's approach

Key issues raised in submissions related to:

- built form, neighbourhood character and amenity
- traffic and parking
- vegetation and canopy cover

² Urban Design Framework

- Design and Development Overlay Schedule 6 provisions
- 1887-1889 Dandenong Road and 135 Clayton Road, East Oakleigh.

The Panel has assessed the Amendment against the principles of net community benefit and sustainable development, as set out in Clause 71.02-3 (Integrated decision making) of the Planning Scheme.

The Panel considered all written submissions made in response to the exhibition of the Amendment, observations from site visits, submissions and other information presented to it during the Panel process. All submissions and information have been considered by the Panel in reaching its conclusions, regardless of whether they are specifically mentioned in the Report.

1.5 Limitations

The following issues were raised in submissions and are not discussed further in this report.

Property title easements

Submissions referred to existing property title easements that restrict the extent of development on a property. Council recognised this restriction, noting such easements benefit other authorities and cannot be easily removed.

Crime and safety

Submissions considered that increased development and density will increase crime and potential security issues in the area.

Council response:

- There is no demonstrated link between increased housing density and increased crime rates, and no submission provided any.
- Higher densities, when done well, can reduce crime by increasing visual surveillance of streets and public areas.

Panel response:

- Submissions did not explain how the Amendment would result in increased crime and safety issues.
- The Panel agrees with Council's response.

Local infrastructure capacity

Submissions were concerned there would be insufficient water, sewage and other infrastructure capacity to support future population growth.

Council response:

- This is an established suburban area that is connected to reliable potable water supply.
- These relevant water agencies adjust their infrastructure based on projected demand and were notified about the Amendment.
- Pressure on infrastructure can be mitigated through engineering and design solutions.

Panel response:

- No infrastructure authority advised that existing infrastructure had insufficient capacity or that its capacity could not be increased to service a future larger population.
- Similarly, no submission provided supporting information to explain why they thought there would be insufficient infrastructure capacity.

2 Strategic issues

2.1 Planning context

This chapter identifies planning context relevant to the Amendment.

Table 2 Planning context

	Relevant references
Victorian planning objectives	- section 4 of the PE Act
Municipal Planning Strategy	- Clause 02.03-5 (MPS – Housing)
Planning Policy Framework	- Clauses 15.01-1R, 15.01-2S, 15.01-4S, 15.01-5S - Clauses 16.01-1S, 16.01-1R - Clauses 21.01 (Settlement), 21.02 (Title) - Clauses 22.01 (Title), 2202 (Title)
Other planning strategies and policies	- Monash Housing Strategy 2014
Planning scheme provisions	- General Residential Zone - Residential Growth Zone - Mixed Use Zone - Design and Development Overlay
Planning scheme amendments	VC282, VC283 and VC289
Ministerial directions	- Ministerial Direction 11 (Strategic Assessment of Amendments)
Planning practice notes	- Planning Practice Note 46: Strategic Assessment Guidelines - Planning Practice Note 91: Using the residential zones

2.2 Strategic justification

No submission recommended the Amendment be abandoned due to insufficient strategic justification. Strategic justification is not an issue for the Panel to consider.

For reasons explained in this report, the Panel recommends that Council:

Adopt Monash Planning Scheme Amendment C172mona as exhibited with the changes recommended in this report.

3 Issues

3.1 Built form, neighbourhood character and amenity

(i) The issue

The issue is whether the proposed building heights are appropriate, particularly with regard to the future preferred neighbourhood character and amenity.

(ii) Background

The Urban Design Framework outlines its approach to building heights and density and sets out its built form objective:

3.1 Built Form Diversity Framework

There are a number of factors that have influenced the approach to building heights and density. These include:

- Gateway locations,
- Large scale redevelopment sites,
- Adjoining sensitive residential and heritage interfaces
- Provision of a service road, or a second frontage for access,
- Proximity to public transport stops and open space,
- Proximity to active transport links,
- Existing Strata titled lots,
- Existing parcel size (acknowledging that lot consolidation may occur), and
- Site topography.

Objective

To create a contemporary mid-rise residential character for the Monash Boulevards through high quality building design and architectural form that respects the surrounding context.

The exhibited DDO6 and DDO19 include design objectives and specify discretionary maximum building heights, as shown in Table 3.

Table 3 DDO6 and DDO19 design objectives, building heights and lot width

DDO6	DDO19
Objectives	
To provide a consistent, strongly landscaped setback along each boulevard, enhancing the garden city character of Monash.	To provide a consistent, strongly landscaped setback along each boulevard, enhancing the garden city character of Monash.
To provide high quality and environmentally sustainable mid-rise development along each boulevard, with taller built form located at key gateways.	To provide high quality, visually interesting, environmentally sustainable, contemporary building(s) at this key gateway site near the intersection of Dandenong Road and Springvale Road.

DDO6	DDO19
To ensure the height and built form of new buildings provide an acceptable interface, amenity outcomes and transition to adjoining lower scale residential areas in the General Residential Zone and Neighbourhood Residential Zone.	To ensure the height and built form of new buildings provide an acceptable interface, amenity outcomes and transition to adjoining lower scale residential areas in the General Residential Zone.
To encourage lot consolidation in order to achieve the maximum building heights and to provide for sufficient building setbacks to deliver high levels of internal and external amenity.	-
To minimise the need for fencing along street interfaces through appropriate landscaping and building design.	To minimise the need for fencing along street interfaces through appropriate landscaping and building design.
Building height and lot width	
Area A (GR24) – Discretionary maximum building height of: <ul style="list-style-type: none"> - 11 metres (3 storeys) for sites less than 24 metres wide - 13.5 metres (4 storeys) for sites greater than 24 metres wide 	2277 Dandenong Road, Mulgrave – Discretionary maximum building height of 27 metres (8 storeys)
Area B (RGZ7) – Discretionary maximum building height of: <ul style="list-style-type: none"> - 13.5 metres (4 storeys) for sites less than 30 metres wide - 21 metres (6 storeys) for sites greater than 30 metres wide 	

(iii) Submissions

Submissions seeking less development:

- The proposed built form provisions will:
 - be out of scale with surrounding properties and not consistent with existing character
 - negatively impact amenity and affect privacy
 - enclose existing properties and remove views of the sky and trees
 - result in overlooking and loss of privacy
 - overshadow adjacent properties
 - transform the existing neighbourhood character and community atmosphere that has been long valued by residents.
- Referred to specific locations including:
 - the Gateway Location of 1717-1737 Dandenong Road, Oakleigh East
 - Mulgrave and Glen Waverley neighbourhood character
 - properties surrounding the RGZ7 area.
- The proposed built form provisions may compromise heritage protections.

Submissions seeking more development:

- Increasing development potential than what was exhibited is justified because it will:
 - maximise land potential to accommodate a larger population
 - reduce urban sprawl
 - be often serviced by public transport, reduce car dependency, and improve mobility
 - improve environmental sustainability through a reduced carbon footprint and energy efficiency

- improve economic vitality and housing affordability
- renew and revitalise the urban environment
- improve existing infrastructure use and support local schools and health care
- align with state and regional planning policies.
- Properties along Dandenong Road should have:
 - a maximum building height of 6 storeys rather than the exhibited 4 storeys
 - reduced front setbacks.
- Increasing the setback to side streets from 2 metres to 3 metres will restrict development potential on corner sites.
- The exhibited maximum height of 4 storeys does not align with the Victorian Government's announcements for increased density to support population growth.
- 682-688 Springvale Road, Mulgrave offers more residential development opportunity than proposed by the Amendment.

Council submission regarding built form:

- The Amendment, in concert with relevant planning provisions relevant to new residential development, will provide adequate amenity protection for interfacing properties while increasing the capacity for more housing.
- The potential impacts from the additional building height will be well managed:
 - through the requirements of DDO6 and DDO19
 - following the detailed assessment at the permit application stage.
- The Amendment provides relevant building form guidance through setbacks, wall heights and landscape responses to manage the interfaces between land covered by the Amendment and between the Amendment land and the adjoining residential properties.
- The setback, building façade and landscaping requirements in DDO6 and DDO19 are specific examples of measures to manage offsite amenity impacts.
- The proposed provisions will:
 - be considered with the provisions of Clauses 55 and 57 (and Clause 58 for buildings exceeding 5 storeys)
 - provide further guidance about appropriate setbacks and design details to manage overlooking and overshadowing
 - will ensure that important amenity considerations relating to overlooking and overshadowing are appropriately managed through the permit application process.
- The Amendment, together with the other planning provisions will ensure the right balance is struck between achieving additional built form and densities while appropriately managing the interfaces and impacts of the new development.
- The Amendment does not reduce existing rights of a third party to receive notice or to review a Council decision on a permit application.
- No further changes are required in response to these submissions.

Council submission regarding neighbourhood character:

- A change to the existing character is necessary and appropriate to accommodate additional dwellings.
- The Framework provides sound strategic justification to establish a new character as proposed by the Amendment.
- The Amendment:
 - will lead to a change in the existing character by allowing taller and larger buildings

- seeks to incorporate substantial vegetation to maintain a 'garden city' character along the boulevard interfaces
- seeks to build on important aspects of the existing character through the retention and improvement of canopy tree coverage within the front setbacks of new development.
- The DDO schedules achieve these objectives through:
 - a 7.6 metre front setback
 - a 4 metre rear setback
 - landscaping requirements.
- The landscape requirements:
 - prioritise the retention of significant and large canopy trees
 - maximise deep soil planting
 - seek to have canopy vegetation emerging above the predominant form of the development when viewed from the street
 - set minimum areas for landscaping within the boulevard interface.
- These requirements will be important for maintaining and enhancing the garden city character.
- No further changes are required in response to these submissions.

(iv) Discussion

The Panel agrees that generally, when well planned, increased development density can achieve positive outcomes related to efficient land use, accessibility and transport connectivity, environmental sustainability, economic viability, housing affordability, urban revitalisation and infrastructure and services efficiency. Such outcomes align with planning policy objectives.

The Amendment proposes planning provisions that will achieve these outcomes over time. The point of difference between the Amendment and submissions is the degree of development opportunities.

The Panel has had regard to whether the proposed planning provisions are appropriate for achieving the future preferred neighbourhood character of the area along Dandenong Road and Springvale Road (the boulevards). Properties along the boulevard interface with a robust high volume road environment, with little relationship to the neighbourhood character within side streets. The character change along the boulevards will therefore have little impact to the character of the area in the side streets behind them.

Regarding the boulevards, the Urban Design Framework identifies opportunities to:

- use the public realm and built form to create identifiable neighbourhoods with a strong sense of place
- mitigate amenity impacts of high traffic volumes to create the Boulevards as attractive housing destinations
- strengthen the 'Garden City' character through high quality landscaping and canopy trees within new townhouse and apartment developments.

The proposed planning provisions will enable development that can achieve these outcomes. The Panel particularly agrees with Council that they will help maintain and enhance the garden city character. The provisions have carefully considered and balanced the need to accommodate further built form to accommodate Monash's growing population with neighbourhood character and amenity.

The maximum building heights of 13.5 metres (four storeys) in most of the boulevard areas combined with generous landscape setbacks and requirements will help buffer the more sensitive residential areas behind these properties from the more robust highway environment. Not all properties proposed to be rezoned are equal so not all of them will be able to achieve the maximum building heights due to other planning considerations.

The Panel agrees with submissions seeking more development that the significant road reservation widths of Dandenong Road and Springvale Road can sustain greater building heights. However, built form considerations alone do not determine the appropriate maximum building heights and setbacks. Other planning objectives related to matters such as sunlight to southern properties, landscaping and tree canopies, and proximity to public transport and an activity centre are a few of many factors to be considered when planning for future development along the boulevards.

The Amendment will introduce an appropriate framework for Council to consider future permit applications. This is when proposal details will be known, and when potential impacts such as shadowing and amenity will be better understood. It would be speculative to assume these impacts at the strategic planning stage of the process. Not all properties are equal so they will not all be able to achieve the maximum development extent enabled by the proposed planning provisions. For example, development on a property north of an existing residential property may need to be designed with a lower building height and greater setbacks to avoid unacceptable overshadowing.

The issue of potential heritage impact is confined to the several properties along Dandenong Road and Springvale Road where the Heritage Overlay applies. There is no identified heritage on most properties along each boulevard. The Amendment will not impact these several properties because it does not propose to remove the Heritage Overlay. Any development proposal on land with the Heritage Overlay will be required to respond to the existing heritage fabric.

The Amendment, supported by the strategic work in the Urban Development Framework, strikes a good balance between planning objectives seeking more housing and greater density with other objectives.

(v) Conclusion

The Panel concludes the proposed building heights are appropriate, particularly with regard to the future preferred neighbourhood character and amenity.

3.2 Traffic and parking

(i) The issue

The issue is whether the existing road network can accommodate future traffic volumes and associated parking requirements resulting from increased development and population enabled by the Amendment.

(ii) Submissions

Submissions – Increased dwelling and population density may:

- result in more people requiring car parking
- reduce available street car parking spaces

- increase traffic congestion and noise on a road network not designed for such traffic volumes
- negatively impact an already congested Springvale Road and Dandenong Road intersection
- result in potential car accidents, including on some existing dangerous service roads.

DTP submission:

- Movement and Place in Victoria (Department of Transport, February 2019) is in the Planning Policy Framework.
- The Urban Design Framework should refer to Movement and Place rather than 'Connectivity' to strengthen section 3.2 (Movement and Connectivity Framework).
- DDO6 and DDO19 should require a Movement and Place Assessment for the whole transport network to assist Council when assessing a planning application in the framework area.
- Permit applications should avoid access, where possible, to Transport Zone 2 and 3.
- DDO6 – add the underline text:

2.0 Buildings and works

Car parking and building access, pedestrians and cycling Vehicle crossovers and car parking access should be designed to:

Provide a single vehicle crossover per site and where possible avoid vehicle access to Transport Zone 2 and 3.

Satisfy a Transport Impact Assessment including Movement & Place principles.

- DDO19 – add the underline text:

2.0 Buildings and works

...

Car parking and building access, pedestrians and cycling

Focus vehicle access to car parking from Harcourt Avenue and Wilma Avenue (including via the laneway from Wilma Avenue).

Provide a Transport Impact Assessment including Movement & Place principles.

Vehicle crossovers and car parking access should be designed to:

Provide a single vehicle crossover per site and where possible avoid vehicle access to Transport Zone 2 and 3.

Council submission:

- Impacts from increased densities can be managed.
- Council accepted that demand for on street car spaces and traffic movements will likely increase if behaviour does not change when the boulevards are built out.
- Over time, particularly as the vision of the boulevards is delivered, behavioural changes will help mitigate the traffic and parking impacts of additional dwellings.
- It is expected that the reliance on private motor vehicles will reduce and increased pedestrian, cycling and public transport trips will occur over time.
- The Head, Transport for Victoria reviewed the Amendment and:
 - was particularly interested about its impact on the operation of Springvale Road and Dandenong Road
 - did not object or raise any concerns regarding the capacity of Springvale Road or Dandenong Road to accommodate increased vehicle movements as a result of the Amendment.
- requested some changes to DDO6 and DDO19, including:

- that a transport impact assessment be provided with a permit application
- to avoid vehicle access to the Transport 2 Zone
- to provide only a single-width crossover where possible.
- Council has generally accepted these recommendations and included these changes in DDO6 and DDO19.
- These changes will ensure that:
 - detailed traffic and parking implications for each development will be considered
 - new access points to Springvale Road or Dandenong Road will be minimised which will assist with maintaining their primary function as an arterial road.
- Most new development will be able to accommodate most of its resident car parking demand onsite because the Amendment does not change the standard car parking rates in Clause 52.06.
- No further changes are required in response to these submissions.

Council response to DTP submission:

- Requiring a traffic impact assessment is supported but it should be an application requirement in:
 - DDO6 Clause 5.0 (Application requirements – Applications for non-accommodation buildings of three storeys or less, and accommodation buildings of four storeys or more)
 - DDO19 Clause 5.0 (Application requirements).
- Adding “*and where possible avoid vehicle access to Transport Zone 2*” in DDO6 is supported.
- There is no need to refer to Transport Zone 3 because it is not referenced in the Planning Scheme.
- There is no need for DDO19 to seek to avoid vehicle access to Transport Zone 2 and 3 because the site has access to side streets and a service lane and does not have direct access to Dandenong Road.

(iii) Discussion

The Panel agrees with Council’s submission on this matter. There will be increased traffic and parking needs resulting from increased density but this can be managed through the proposed provisions. No submission included information to demonstrate otherwise. The traffic impact assessment required for permit applications proposed larger developments will help to identify and mitigate any potential impact on the road network.

DTP’s request to avoid vehicle access to Transport Zone 2 appears sensible if its intention is to avoid any negative impact on the main through-traffic lanes. However, Transport Zone 2 also applies to local service roads along Dandenong Road and Springvale Road which are generally separated by a median. The service road is designed to safely separate slower moving local traffic from faster moving through-traffic. This is acknowledged by Council’s response regarding DDO19. The requirement to avoid access to Transport Zone 2 does not appear to consider the zone also applies to the local service road.

In most instances, properties will not be able to avoid accessing Transport Zone 2. The words “*where possible*” enables these properties to access Transport Zone 2. To target the intended properties, Council should consider revising the provision to refer only to properties without access to a separated local service road.

There is no need for DDO6 to refer to Transport Zone 3 because this zone is not in the Planning Scheme.

(iv) Conclusions and recommendations

The Panel concludes:

- It is generally appropriate for Design and Development Overlay Schedule 6 to require a property to avoid access to Transport Zone 2 *“where possible”*, though it will be not possible for most properties.
- Council should consider revising the requirement in Design and Development Overlay Schedule 6 regarding access to Transport Zone 2 to target only properties without access to a separated local service lane.
- The exhibited Design and Development Overlay Schedule 19 should not be revised to require the relevant site to avoid access to Transport Zone 2, where possible, because it has access to a local service road and side street, without direct access to the main through lanes.
- Design and Development Overlay Schedules 6 and 19 should require a traffic impact assessment for permit applications proposing certain developments so that Monash City Council can consider existing and future traffic impacts when assessing each application.

The Panel recommends:

Amend Design and Development Overlay Schedule 6 to:

- revise the relevant provision in Clause 2.0 to *“Provide a single vehicle crossover per site and where possible avoid vehicle access to Transport Zone 2”***
- revise Clause 5.0 (Applications requirements) to require a traffic impact assessment for applications for non-accommodation buildings of three storeys or less, and accommodation buildings of four storeys or more.**

Amend Design and Development Overlay Schedule 19 to revise Clause 5.0 (Applications requirements) to require a traffic impact assessment.

3.3 Cycling and public transport

(i) The issue

The issue is whether the increased dwelling density enabled by the Amendment will reasonably impact cyclists.

(ii) Submissions

Submissions – Increased dwelling and population density may:

- result in more people requiring bicycle parking
- result in dangerous traffic conditions for cyclists resulting from increased traffic on service roads.

Council submission:

- Public transport and cycling infrastructure improvements will be a competitive option for existing and future residents.
- There may be actions and further engagement on cycling infrastructure in the future.

- The Urban Design Framework and the Clayton, Monash and Glen Waverley Suburban Rail Loop Stations will promote public transport and cycling, resulting in less cars on the roads.

(iii) Discussion

The Panel acknowledges concerns raised in submissions regarding cyclist safety and agrees with Council's submission on this matter. Increased traffic alone will not result in unsafe conditions for cyclists. To better understand potential impact, the Panel considered future (rather than existing) conditions. For example, the Urban Design Framework seeks the future improved cycling infrastructure for Dandenong Road – Precinct 6:

- Painted 'sharrows' or other line marking to improve cycle safety and visibility along the northern and southern service road.
- Advocate for lower service road speeds (less than 30km/h) to improve cyclist safety and driver awareness in the shared environment.
- Potential for linemarking of parking bays to delineate carriageway and improve safety for all road users.
- Potential for a shared path cut-through within the verge along the frontage of the Bunnings site.

Such improved cycling infrastructure will provide a safer environment which encourages people to ride rather than drive. As traffic volumes increase in Melbourne, public transport and cycling will become a competitive option over time. Those residing near a future Suburban Rail Loop station may consider public transport as an alternative to driving.

(iv) Conclusions

The Panel concludes:

- The impact on cyclists resulting from increased dwelling density enabled by the Amendment is reasonable.
- The impact will improve when cycling infrastructure outlined in the Monash Urban Design Framework is implemented.

3.4 Vegetation, canopy cover, and Clause 54 and 55 requirements

(i) The issues

The issues are

- whether the proposed vegetation and canopy cover provisions are appropriate
- whether the Clause 54 and 55 requirements in the proposed zone schedules should be revised to align with Amendment VC282 and associated changes.

(ii) Background

The MUZ, RGZ, GRZ schedules specify the following Standard B13 (of Clause 55) landscaping requirements:

New development should provide or retain:

- At least one canopy tree, plus at least one canopy tree per 5 metres of site width.
- A mixture of vegetation.
- A minimum of 60% vegetation and permeable surfaces (including canopy trees) to the setback with Dandenong Road or Springvale Road (or a service road).

- Vertical greening within side and rear setbacks.
- At least one interface of the building being a green roof, green wall or series of greened balconies.

A canopy tree should reach a mature height at least equal to the maximum building height of the new development.

DDO6 includes the following landscaping and fencing requirements:

- Landscaping should be designed to:
 - Prioritise the retention of significant and large canopy trees.
 - Maximise deep soil planting zones within boulevard interface and rear setbacks.
 - Have canopy vegetation of a suitable size and height which emerges above the predominant form of the proposed development visible from the street.
 - Be a minimum of 60 per cent of the total area of the boulevard interface, incorporating grassed and planted areas.
 - Have vertical greening within side (and side street) setbacks to create the effect of the buildings sitting in a landscaped setting. This will preferably include trees with a narrow canopy or shrubs or climbers on fences / walls are to reach a minimum of 1.8 metres high where trees are not feasible.
 - Utilise green roofs, walls and balconies to provide additional landscaping and soften the visual impact of buildings.

(iii) Submissions

Submissions:

- Planning provisions and landscape advice should include adequate setbacks or designs for plantings and canopy trees along the thoroughfare frontages.
- The DDO6 requirement to prioritise the retention of significant and large trees should not unduly compromising development potential.
- Large trees such as Sycamore or Plane trees should be planted in road reservations.

Council submission:

- The Amendment will lead to appropriate landscape outcomes along the boulevards and will improve the extent of canopy tree planting.
- Vegetation and canopy cover is an important aspect of the Amendment and are strongly interconnected with the concerns about neighbourhood character.
- The requirements in DDO6 and DDO19 seek:
 - to retain and incorporate significant trees into new development
 - new canopy trees to be planted.
- Consistent with the Amendment's vision to enhance the landscape boulevard character, the DDO schedules and the changes to Clause 15.01-5L will improve the extent of canopy cover along the boulevards.
- Amendment VC289 will provide additional protection and consideration of canopy trees, particularly with respect to a 'boundary canopy tree'.
- No further changes are required in response to these submissions.

Council submission regarding Amendment VC282:

- The explanatory report states:
Amendment VC282 makes changes to the Victoria Planning Provisions (VPP) and all planning schemes to extend the new deemed to comply residential development planning assessment provisions introduced by Amendment VC267 to single dwelling development at clause 54. The amendment also makes technical corrections resulting from Amendment VC267.

- The Ministerial Direction on the Form and Content of Planning Schemes (Ministerial Direction 7(5)) was amended about the same time that Amendment VC282 was approved.
- Amendment VC282 amended the MUZ, RGZ and GRZ so that their respective schedule can only specify a requirement of standards A2-1, A2-5, A2-7 and A3-2.
- A schedule to these zones can no longer specify a Clause 54 requirement for landscaping, permeability, side and rear setbacks or walls on boundaries.
- Accordingly, Amendment C172mona's proposed Clause 54 variations relating to minimum street setbacks, site coverage and private open space can no longer be included in the MUZ, RGZ and GRZ schedules.
- Council has marked up the exhibited MUZ, RGZ and GRZ schedules to illustrate the effect of Amendment VC282 and the revised Ministerial Direction.³
- Any necessary changes to comply with the new format of the MUZ, RGZ, GRZ and Ministerial Direction can be addressed when Council considers whether to adopt the Amendment or when the Minister for Planning decides whether to approve the Amendment.

(iv) Discussion

The Panel agrees with Council's submission on these matters. The DDO6 and DDO19 requirements seek to retain and incorporate significant trees into new development and to plant new canopy trees.

The exhibited MUZ, RGZ, GRZ schedules sought to apply complementary landscaping requirements through Clause 4.0 (Clause 54 and 55 requirements). It is acknowledged that Amendment VC282 has restricted the degree of flexibility available for the MUZ, RGZ, GRZ schedules to vary Clause 54 and 55 requirements. The Panel agrees with Council's proposed changes to these schedules which align them with Amendment VC282 and changes to Ministerial Direction 7(5).

The Panel was not persuaded by the view that DDO6 should prioritise the retention of significant and large trees without compromising development potential. The Amendment seeks to increase development opportunities while achieving other Planning Scheme policy objectives related to urban heat (Clause 13.01-3S), urban design (Clause 15.01-1S) and the purpose of Clause 52.37 (Canopy trees).

Planting large trees such as Sycamore or Plane trees in road reservations would certainly help to complement the objectives sought by the Urban Design Framework and relevant planning policy objectives. However, road reservations do not form part of the Amendment and cannot be considered by the Panel.

(v) Conclusion and recommendations

The Panel concludes:

- The proposed vegetation and canopy cover provisions would have resulted in appropriate outcomes along the boulevards, however these provisions can no longer be

³ Documents 23, 24 and 25

specified in the Mixed Use Zone, Residential Growth Zone and General Residential Zone schedules.

- Permit applications proposing more than one dwelling will have to respond to the statewide site coverage and tree canopy provisions in Planning Scheme Clauses 55.02-5 and 55.02-7 respectively.
- Clause 54 and 55 requirements in the proposed zone schedules should be revised to align with Amendment VC282 and associated changes.

The Panel recommends:

Amend Mixed Use Zone Schedule 3, General Residential Zone Schedule 4 and Residential Growth Zone Schedule 7 to:

- replace Standards A3 and B6 (Minimum street setback) with Standards A2-1 and B2-1 – None specified
- replace Standards A5 and B8 (Site coverage) with Standards A2-5 and B2-5 – None specified
- delete standards A6 and B9 (Permeability), B13 (Landscaping), A10 and B17 (Side and rear setbacks) and A11 and B18 (Walls on boundaries)
- replace Standards A17 and B28 (Private open space) with Standards A3-2 and B3-5 – None specified
- relabel Standards A20 and B32 (Front fence height) as Standards A2-7 and B2-8.

3.5 DDO6 provisions

(i) The issue

The issue is whether DDO6 provisions are appropriate.

(ii) Submissions

Submissions requested DDO6 changes (which Council responded to) outlined in Table 4.

Table 4 Requested DDO6 changes and Council's response

Issue and requested change	Council response
1.0 Design objectives	
Low-rise should be defined as 1-4 storeys, mid-rise as 5-14 storeys and high-rise as 15 storeys or more.	The interpretation of medium rise is consistent with the definition provided by the Australian Bureau of Statistics.
Objective 4 should be separated into two objectives – building height and setbacks.	Not supported. Objective 4 is appropriately worded and the Ministerial Direction on Form and Content requires a maximum of five objectives.
2.0 Buildings and works	
Require a permit to construct a fence within 3 metres of any street interface.	Not supported. DDO6 requires a permit for a fence constructed within the street interface for any development. The boulevard setback is not always the front setback. Standards A20 and B32 only apply to front fences – not side fences or non-residential developments. Specifying fence requirements is now consistent along the boulevard interfaces.

Issue and requested change	Council response
Table 1 – The preferred building height of 13.5 metres (up to 4 storeys) for Area A (GRZ4) should apply to a site width of 24 metres or more unless more than 50 metres from the Boulevard boundary.	Not supported.
Boulevard setback <ul style="list-style-type: none"> - A building should be set back a minimum of 4 metres rather than 7.6 metres. - A basement should be allowed to encroach within the boulevard boundary. - The canopy spread to shade at least 80 percent of the boulevard setback is too prescriptive. 	Not supported. The provision provides enough guidance and detail to achieve DDO6 design objective 1 that seeks to “ <i>consistent, strongly landscaped setback along each boulevard, enhancing the garden city character of Monash</i> ”.
Other setbacks <ul style="list-style-type: none"> - In ‘Corner and dual frontage sites’, Points 1 and 3 conflict with each other. - In ‘Side setbacks’ and ‘Rear setbacks’, the wall height before upper level setbacks should be 11 metres rather than 10.1 metres. - In ‘Rear setbacks’, the setback of 4.5 metres to the common boundary is excessive for ground floor and level 1. 	<p>Not supported.</p> <p>Point 1 relates to the minimum setback of the secondary frontage of corner sites. Point 2 relates to respecting the existing setbacks of the side street if they are setback more than 3 metres requiring that side setbacks should respect the existing setback pattern of the street. The setback should be at least 3 metres if there is no existing setback pattern.</p> <p>A specified wall height and rear setback are appropriate.</p>
Building form, orientation and design <ul style="list-style-type: none"> - The provision seeking building facades to be designed to “<i>Allow for the interpretation or reading of each floor level of the building</i>” will blur the floor levels and diminish a sense of scale. - It is unclear whether the provision relating to using alternate materials for privacy of open spaces is allowed. 	<p>The building façade provision may be unclear and there is adequate design guidance elsewhere in DDO6. This requirement is now proposed to be deleted.</p> <p>No change is proposed for the alternative materials provision.</p>
Landscaping and fencing – The provision to “ <i>Prioritise the retention of significant and large canopy trees</i> ” should be subject to not compromising development potential.	Not supported. Deep soil planting zones will not compromise the development potential.

Council proposed to revise DDO6 to delete the requirement “*Allow for the interpretation or reading of each floor level of the building*”

(iii) Discussion

The Panel agrees with Council’s submission regarding the DDO6 provisions. The requirement regarding the interpretation or reading of each building floor is unclear and should be deleted.

The proposed decision guideline applies wording similar to other provisions in the Planning Scheme and more clearly explains what is intended.

Council will need to consider competing planning objectives and provisions when assessing a planning permit application. This includes whether objectives seeking urban consolidation and housing should have more weight than objectives associated with prioritising significant and large canopy trees.

The Urban Development Framework broadly justifies the built form provisions proposed in DDO6. The Panel has carefully considered the alternative provisions sought through submissions but was unable to find sufficient justification to support them.

(iv) Conclusions and recommendations

The Panel concludes that Design and Development Overlay Schedule 6 is generally appropriate and would benefit from changes which:

- deletes the Clause 2.0 requirement referring to the interpretation or reading of each building floor level
- replaces the final decision guideline with one that better explains that its objectives, permit requirements, building heights, design considerations and decision guidelines prevail over any inconsistency in a zone schedule.

The Panel recommends:

Amend Design and Development Overlay Schedule 6 to:

- a) revise Clause 2.0 (Buildings and works) to delete “*Allow for the interpretation or reading of each floor level of the building*” from the ‘Building form, orientation and design’ section
- b) replace the final decision guideline with:

Where there are any inconsistencies between the objectives, permit requirements, building heights, design considerations and decision guidelines of the General Residential Zone, Residential Growth Zone and this schedule, this schedule - Schedule 6 to the Design and Development Overlay prevails.

3.6 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East

3.6.1 The issues

The issues are:

- whether 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East (the land) should be included in the Amendment
- whether the proposed planning provisions are appropriate for 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East.

3.6.2 Should the land be included in the Amendment?

(i) Background

The Amendments’ authorisation letter included a condition to:

Remove the following areas from the amendment as required by the Suburban Rail Loop Authority:

- a. Dandenong Road – land between Clayton Road and Blackburn Road, Clayton; and
- b. Springvale Road – land between Waverley Road and Madeline Street, Glen Waverley.

In response to authorisation conditions, Council revised the Amendment to remove all properties identified in a declared Suburban Rail Loop Planning Area.

The Suburban Rail Loop Authority (SRLA) subsequently realigned the boundary for the Monash (University) precinct and included 1887-1889 Dandenong Road and 135 Clayton Road in Oakleigh East (the Oakleigh East land). The Amendment continues to meet authorisation conditions because the Oakleigh East land is not located on Dandenong Road between Clayton Road and Blackburn Road, Clayton.

The Oakleigh East land is also included in draft Amendment C176mona (Suburban Rail Loop East). PE Act section 158AA requires the Minister for Planning provide the relevant Panel with terms of reference for land in a declared Suburban Rail Loop Planning Area.

The Minister of Planning provided the Panel with Terms of Reference⁴ on 11 August 2025 regarding the Oakleigh East land. The Terms of Reference state:

14. On 31 March 2025, SRLA made a submission to the Panel that (in summary) it is inappropriate and contrary to the objectives of planning for the Land to be subject to Amendment C172mona in circumstances in which the Land is proposed to be subject to draft Amendment C176mona.
- ...
16. In fulfilling its obligations under Division 2 of Part 3 of the PE Act in relation to Amendment C172mona, the Panel must consider whether the Land described in Clause 13 (and, if relevant, any other land) should be removed from Amendment C172mona.
17. Except to the extent necessary for the purposes of Clause 14, the SRL East precinct planning process and draft Amendment C176mona does not fall within the scope of the Panel's consideration.

(ii) Submissions

SRLA letter to the Panel:⁵

- It is inappropriate and contrary to the objectives of planning, including the principle of orderly planning, for the land to be subject to the Amendment.
- The land is proposed to be included in draft Planning Scheme Amendment C176mona which is proposed to introduce new planning settings to the Planning Scheme to give effect to the key directions and outcomes of the Suburban Rail Loop East Draft Structure Plan for the Monash precinct.
- It would be inefficient, unproductive and unhelpful for the land to be subject to two overlapping and competing strategic planning processes that have different objectives and purposes.
- The Suburban Rail Loop East structure planning process is critically important to Victoria.
- Draft Amendment C176mona should therefore be given priority over Amendment C172mona.
- Accordingly, the Amendment should be revised to remove the land.

Council submission:

- Council officers acknowledge:

⁴ Document 17

⁵ Document 8

- 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East is included in Amendment C176mona (being the Monash station amendment as part of the Suburban Rail Loop Project)
- a Panel recommendation to remove this land from the Amendment would be consistent with the purpose of the authorisation conditions.
- Council is not in a position to present an adopted position in response to the Terms of Reference, though it made the following observations.
- Council officers understand that the authorisation conditions were intended to prevent the Amendment from applying the same land as the structure planning work associated with the proposed Suburban Rail Loop station precincts.
- Whether 1887-1889 Dandenong Road, Oakleigh East and 135 Clayton Road, Oakleigh East should remain in the Amendment is a decision that Council will need to make after it receives the Panel's report.
- Until this decision, officers can only advocate for an outcome that retains the land in the Amendment.
- Council welcomes the Panel's recommendation on whether this land should remain in the Amendment.

(iii) Discussion

The authorisation condition sought to remove all land in a declared Suburban Rail Loop Planning Area. However, its wording specifically defined the previous planning area which was later realigned to include the Oakleigh East land. The Amendment continues to meet the authorisation conditions because the Oakleigh East land is outside the area defined in the authorisation letter.

The advice sought by the terms of reference is whether the Oakleigh East land should be removed from the Amendment.

The legislation introduced into the PE Act regarding the Suburban Rail Loop project envisages there will be land in a planning scheme amendment that is within a declared Suburban Rail Loop Planning Area. This is because PE Act section 158AA requires the Minister for Planning to provide the relevant Panel with terms of reference for "*land to which a Suburban Rail Loop planning area declaration applies*".

The PE Act does not require an amendment to exclude land from a declared Suburban Rail Loop Planning Area. Rather, it seeks a planning scheme amendment to carefully consider any potential impact to the Suburban Rail Loop project and its surrounding structure plan areas. The structure plan area around Monash University (Monash precinct) includes the Oakleigh East land.

The PE Act and Victorian planning policy identify the Suburban Rail Loop as of regional significance. The Panel considers that any Victorian or regional planning objectives generally override any conflicting local planning objectives.

The SRLA letter to the Panel did not explain:

- why the provisions proposed by Amendment C172mona conflict with:
 - aspirations and objectives sought for the Suburban Rail Loop Planning Area
 - planning provisions proposed through draft Amendment C176mona
- how including the Oakleigh East land in Amendment C172mona is inappropriate and contrary to the objectives of planning.

Following its review, the Panel found no conflicting policy objectives. Amendment C172mona and draft Amendment C176mona propose similar built form provisions. Both seek to increase development capacity on the Oakleigh East land. For example, draft Amendment C176mona proposes a discretionary maximum building height of:

- 11 metres for a property less than 24 metres wide
- 14 metres for a property 24 metres wide or wider.

Amendment C172mona proposes a maximum building height of:

- 13.5 metres for a property less than 30 metres wide
- 21 metres for a property 30 metres wide or wider.

Their general alignment demonstrates that simply including the Oakleigh East land in both amendments does not necessarily represent a conflict between the two and does not conflict with planning objectives. Arguably, the Amendment C172mona provisions enable greater capacity for housing opportunities and thereby better achieve relevant planning policy objectives.

However, it may be administratively simpler to remove the Oakleigh East land from the Amendment because:

- Amendment C176mona proposes to apply a new zone and overlay, even if they achieve similar built form outcomes to Amendment C172mona
- there is uncertainty regarding the timing and order of the two amendments.

As acknowledged by Council, removing the Oakleigh East land from the Amendment would be consistent with the approach required by the authorisation condition.

3.6.3 What provisions should apply to the land?

(i) Submissions

The owner of 1887-1889 Dandenong Road and 135 Clayton Road raised issues specific to their property (which Council responded to in its agenda report for its 25 February 2025 meeting), as outlined in Table 5.

Table 5 Issues regarding 1887-1889 Dandenong Road and 135 Clayton Road and Council's response

Issue and requested change	Council response
It is unclear whether the maximum building height is mandatory or discretionary	<p>The maximum heights for land proposed to be rezoned RGZ7 are discretionary. These heights are specified in DDO6 and DDO19 rather than RGZ7 due to a condition of authorisation which removed the ability to make them mandatory provisions.</p> <p>The interaction between the RGZ and DDO6 is unclear because the RGZ sets a maximum discretionary height of 13.5 metres (4 storeys) in its parent provision, and DDO6 allows for a potentially taller height of 21 metres (6 storeys). There is a decision guideline that states that the DDO6 prevails across any inconsistency with the zone. However, it would be clearer to specify the maximum building heights as mandatory provisions in RGZ7.</p>

Issue and requested change	Council response
<p>The minimum street setback of 7.6 metres to Dandenong Road:</p> <ul style="list-style-type: none"> - will significantly limit development opportunities and contradicts the intention of the RGZ - should be reduced - will not allow basement carparks to encroach within 7.6 metres of the sites frontage. 	<p>The 7.6 metre front street setback is:</p> <ul style="list-style-type: none"> - intended to enhance the 'Boulevard Character' - is required at a minimum to ensure planted trees will survive and have sufficient room for large canopy coverage - has been a consistent setback applied in Monash for many years and is the front setback in the current GR22. <p>Basement carpark entrances are discouraged from encroaching into the boulevard setback so that there is a consistent landscaped setback, sufficient space for deep soil zones for canopy trees, and minimal hard surfacing. A permit can be granted to allow basements to encroach into this setback, if designed well and landscaping is otherwise maximised.</p>
<p>The secondary front setback [side setback] requirement of 3 metres should be reduced where active interfaces can be achieved by other methods.</p>	<p>Not supported. The RGZ7 objective is to provide consistent side and rear setbacks that allow generous space for landscaping and visual consistency. Reducing the secondary setback requirement will:</p> <ul style="list-style-type: none"> - not allow consistency between setbacks - not provide the adequate space needed for landscaping, including canopy trees - compromise the objective of the RGZ7.
<p>Requiring one street tree every 5 metres is excessive.</p>	<p>Providing at least one canopy tree every five metres of site frontage will achieve the RGZ7 objective to provide a consistent strongly landscaped setback along each boulevard, enhancing the garden city character of Monash. Not all trees are required to be in the front setback, and some can be located elsewhere on site.</p>
<p>The requirement for 30 per cent permeability is excessive. The requirement should be 20 per cent, as specified at Clause 55.</p>	<p>The 30 per cent permeability:</p> <ul style="list-style-type: none"> - is to encourage visual separation and landscaping between buildings - will assist with establishing the 'Boulevard Setback', a consistent space for landscaping across the boulevards. <p>Lot consolidation should be considered if more space for development is required.</p>
<p>There is no need for 75 square metres of private open space.</p>	<p>Requiring 75 square metres of private open space will only apply to Standard A17, which applies to dwellings on lots of less than 300 square metres. There is no proposed variation to Standard B28.</p>
<p>Does the DDO6 allow for additional height beyond the maximum height limits?</p>	<p>DDO6 states "<i>building heights should not exceed the heights identified in Table 1...</i>". This provides discretion for taller building heights to be assessed by Council. It is only possible to exceed the height limit on land in RGZ7.</p>

Issue and requested change	Council response
There should be a discretionary front and side setback requirement based on the existing streetscape character of the area.	The response regarding discretionary front and side setbacks applies here.
Requiring 60 per cent of the front setback to be landscaped: - diminishes development opportunities for the site - will limit creativity and unique interface design.	The 60 per cent landscaping requirement within the boulevard setback will support the: - DDO6 design objectives <i>“to provide a consistent, strongly landscape setback along each boulevard, enhancing the garden city character of Monash”</i> - the intention of the Urban Design Framework.
The proposed 10.6 metre upper level setback will impact residential development on narrow allotments.	The 10.6 metre setback from the boulevard boundary will ensure there is a consistent human scale of buildings fronting the boulevards.

(ii) Discussion

The Panel has considered the issues raised in submissions and Council’s response regarding the Oakleigh East land. It has concluded the Oakleigh East land should be removed from the Amendment for administrative reasons. The Panel makes no further comment to avoid prejudicing any future decision made about this land through draft Monash Amendment C176mona.

3.6.4 Conclusions and recommendation

The Panel concludes:

- The Amendment and draft Monash Amendment C176mona generally seek similar built form outcomes for 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East.
- Including the land in the Amendment would not be inappropriate and would not be contrary to the objectives of planning.
- For simplicity, the land should be removed from the Amendment, consistent with other properties removed in response to authorisation conditions.

The Panel recommends:

Remove 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East from the Amendment.

Appendix A Document list

No	Date	Description	Provided by
2025			
1	11 Mar	Directions Hearing notice letter	Planning Panels Victoria (PPV)
2	14 Mar	Letter – To Suburban Rail Loop Authority (SRLA) regarding Panel appointment and invitation to participate in the Panel process	PPV
3	20 Mar	Letter – Inviting SRLA to the Directions Hearing and request for map	PPV
4	20 Mar	Letter – To Monash City Council (Council) regarding Suburban Rail Loop declared area and Clause 55 changes	PPV
5	20 Mar	Submission	Mark Anderson
6	21 Mar	Submitter location map (for Panel only)	Council
7	28 Mar	Letter – From Metropolitan Planning Services (DTP) regarding the terms of reference that will be provided to the Panel under section 158AA of the PE Act	Department of Transport and Planning (DTP)
8	31 Mar	Letter – From SRLA to PPV confirming it will attend the Directions Hearing, and properties to be removed from the Amendment, with: <ul style="list-style-type: none"> a) Map A.1 (Amendment C172mona and draft Amendment C176mona overlap) b) Map A.2 (Enlarged overlap area) 	Suburban Rail Loop Authority
9	7 Apr	Interim Panel Directions and Distribution List (version 1)	PPV
10	14 Apr	Email – To parties advising the second Directions Hearing is deferred	PPV
11	16 Apr	Letter – From DTP providing advice to the Panel regarding the second Directions Hearing deferral	DTP
12	6 Jun	Email – To parties providing a terms of reference update	PPV
13	23 Jun	Letter – From Council regarding Amendment VC267 changes and impacts	Council
14	23 Jun	MUZ3 (tracked changes in response to Amendment VC267)	
15	23 Jun	RGZ7 (tracked changes in response to Amendment VC267)	
16	23 Jun	GRZ4 (tracked changes in response to Amendment VC267)	
17	11 Aug	Letter – From the Minister for Planning to Acting Chief Panel Member PPV with attached terms of reference	DTP
18	5 Sep	Letter – Council to the Panel and parties regarding Hearing process	Council
19	5 Sep	Email – Withdrawing as party to the Hearing	Apricot Group
20	8 Sep	Panel letter and directions advising it will consider the matter based on documents	PPV
21	25 Sep	Email – From Council suggesting site inspection locations	Council

No	Date	Description	Provided by
22	23 Oct	Submission to the Panel	Council
23	23 Oct	General Residential Zone Schedule 4 (tracked changes)	Council
24	23 Oct	Residential Growth Zone Schedule 7 (tracked changes)	Council
25	23 Oct	Mixed Use Zone Schedule 3 (tracked changes)	Council
26	29 Oct	Design and Development Overlay Schedule 6 (tracked changes)	Council
27	29 Oct	Design and Development Overlay Schedule 19 (tracked changes)	Council

Terms of Reference

Monash Planning Scheme Amendment C172mona
Version: June 2025



Pursuant to Section 158AA of the *Planning and Environment Act 1987* (PE Act), the Minister for Planning provides this Terms of Reference (TOR) to the Panel (Panel) appointed under section 153 of the PE Act to consider submissions relating to the preparation of Monash Planning Scheme Amendment C172mona (Amendment C172mona), which proposes to amend the Monash Planning Scheme that applies to land to which a Suburban Rail Loop planning area declaration applies.

Purpose

1. The purpose of these Terms of Reference is to specify the scope of matters that the Panel appointed to consider submissions relating to preparation of Amendment C172mona may consider.

Background

2. The *Suburban Rail Loop Act 2021* (SRL Act) establishes the Suburban Rail Loop Authority (SRLA) with the object of undertaking the Suburban Rail Loop (SRL) program (Program) and SRL projects in accordance with the SRL program objectives contained in the SRL Act.
3. The Program includes the planning, delivery, maintenance, operation and management of a new orbital rail line from Cheltenham to Werribee. This includes the section of rail line from Cheltenham to Box Hill known as SRL East, complete with new stations at Box Hill, Burwood, Glen Waverley, Monash, Clayton, and Cheltenham. SRL East is currently being developed following assessment under the *Environment Effects Act 1978* and approval under the PE Act through planning scheme amendment GC197 to the Whitehorse, Monash, Kingston, and Bayside Planning Schemes.
4. On 21 December 2023 the Monash City Council (Council) sought authorisation from the Minister for Planning to prepare and exhibit Amendment C172mona. Amendment C172mona proposes to implement the Monash Boulevards Urban Design Framework through the application of zoning and design and development overlay changes to the Monash Planning Scheme.
5. Section 8A of the PE Act relevantly provides that, if a municipal council is a planning authority who lodges an application to prepare a planning scheme amendment that will apply to land to which a Suburban Rail Loop planning area declaration applies, the Minister for Planning:
 - a. must refer the application to the SRL Minister; and
 - b. must not authorise the preparation of the planning scheme amendment without the consent of the SRL Minister under section 8C of the PE Act.
6. Amendment C172mona was subject to further review in accordance with section 8A(4)(b) of the PE Act and it was referred to the SRL Minister under section 8A(6A) of the PE Act on 13 February 2024.
7. On 16 March 2024 the SRL Minister gave consent to the authorisation of Amendment C172mona requesting that if Amendment C172mona was to be authorised by the Minister for Planning, conditions of authorisation be applied to exclude the following land:
 - a. Dandenong Road – land between Clayton Road and Blackburn Road, Clayton; and
 - b. Springvale Road – land between Waverley Road and Madeline Street, Glen Waverley.
8. On 12 July 2024, Amendment C172mona was authorised by the Department of Transport and Planning (DTP), under delegation from the Minister, which included eleven conditions. Condition 1 required the removal of the land as requested by the SRL Minister as specified in Clause 7 above.



9. Monash City Council, in its capacity as the planning authority, prepared Amendment C172mona in accordance with the conditions of authorisation and publicly exhibited Amendment C172mona from 31 October 2024 to 9 December 2024, receiving thirty-two submissions.
10. The Council, as the planning authority, after considering submissions, referred submissions to the Panel appointed under Part 8 of the PE Act.
11. On 11 March 2025, the Panel wrote to parties to Amendment C172mona advising that a directions hearing was scheduled for 3 April 2025, with a full hearing scheduled for 30 April 2025 and inviting those to register their intent to be heard. The Panel wrote separately to the SRLA on 20 March inviting them to be party to the directions hearing.
12. SRLA is undertaking SRL East precinct planning and, among other things, has proposed draft planning scheme amendment C176mona (draft Amendment C176mona) as part of the that process. Draft Amendment C176mona has been prepared for the SRL East Monash Structure Plan Area and implements the draft SRL East Monash Structure Plan.
13. SRLA officers advised DTP officers on 11 March 2025 that the boundary of the SRL East Monash Structure Plan Area had changed, resulting in an overlap between the Structure Plan Area and the land affected by Amendment C172mona, as exhibited. This applies to the following land:
 - a. 1887-1889 Dandenong Road, Oakleigh East (being the land more particularly described as Lot 1 on TP114279 and Lots 2, 3 and 5 on LP29467); and
 - b. 135 Clayton Road, Oakleigh East (being the land more particularly described as Lot 4 on LP29467),(collectively, the **Land**).
14. On 31 March 2025, SRLA made a submission to the Panel that (in summary) it is inappropriate and contrary to the objectives of planning for the Land to be subject to Amendment C172mona in circumstances in which the Land is proposed to be subject to draft Amendment C176mona.
15. On 14 April 2025, the Panel advised all parties in writing that the directions hearing scheduled for 30 April 2025 would be vacated until such time that a Terms of Reference was provided to the Panel from the Minister for Planning, in accordance with Section 158AA.

Scope

16. In fulfilling its obligations under Division 2 of Part 3 of the PE Act in relation to Amendment C172mona, the Panel must consider whether the Land described in Clause 13 (and, if relevant, any other land) should be removed from Amendment C172mona.
17. Except to the extent necessary for the purposes of Clause 14, the SRL East precinct planning process and draft Amendment C176mona does not fall within the scope of the Panel's consideration.

Sonya Kilkenny MP
Minister for Planning

Date: 11 August 2025

Planning and Environment Act 1987

Monash Planning Scheme

Amendment C172mona

Explanatory Report

Overview

The amendment implements *The Monash Boulevards Urban Design Framework (Tract, November 2022)* by rezoning residential land generally along Springvale and Dandenong Roads to the Residential Growth Zone Schedule 7 (RGZ7) and General Residential Zone Schedule 4 (GRZ4), applying the Design and Development Overlay Schedule 6 (DDO6) and amending Clause 15.01-5L (Monash preferred neighbourhood character) – except west of Warrigal Road, between Clayton and Blackburn Roads, and Madeline Street and Waverley Road. The amendment also rezones 2277 Dandenong Road, Mulgrave to the Mixed Use Zone Schedule 3 (MUZ3) and applies the Design and Development Overlay Schedule 19 (DDO19), and rezones a row of properties fronting Lebanon Crescent, Mulgrave from GRZ2 to GRZ3.

Where you may inspect this amendment

The amendment can be inspected free of charge at the Monash City Council's website at www.monash.vic.gov.au/amendment-c172

The amendment is available for public inspection, free of charge, during office hours at the following places:

- Civic Centre, 293 Springvale Road, Glen Waverley
- Oakleigh Service Centre, 3 Atherton Road, Oakleigh
- Clayton Library, 9-15 Cooke Street, Clayton

The amendment can also be inspected free of charge at the Department of Transport and Planning website at <http://www.planning.vic.gov.au/public-inspection> or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

Details of the amendment

Who is the planning authority?

This amendment has been prepared by Monash City Council, which is the planning authority for this amendment.

Land affected by the amendment

The amendment applies to residential land generally adjacent to Dandenong Road (Princes Highway) in Oakleigh, Oakleigh East, Huntingdale and Mulgrave, and Springvale Road in Glen Waverley, Wheelers Hill and Mulgrave.

A mapping reference table is attached at Attachment 1 to this Explanatory Report.

What the amendment does

The amendment implements *The Monash Boulevards Urban Design Framework (Tract, November 2022)* through changes to the planning policy framework, rezoning land along the boulevards (Dandenong Road and Springvale Road) to the Residential Growth Zone and Mixed Use Zone, applying a new schedule to the General Residential Zone, applying a Design and Development Overlay, and other changes. This does not apply west of Warrigal Road, between Clayton and Blackburn Roads, and Madeline Street and Waverley Road.

Specifically, the amendment proposes the following:

- Amends Clause 15.01-5L by adding new strategies for the Monash Boulevards and revising the Monash residential character areas map;
- Revising the schedule to Clause 72.08 (Background Documents) to include *The Monash Boulevards UDF (Tract, November 2022)*;
- Revising the schedule to Clause 74.02 (Further Strategic Work) to delete the work undertaken with The Monash Boulevards UDF and this amendment; and
- Applies new zones and overlays through mapping changes as outlined in the tables below:

Area (refer to mapping reference table Att 1)	Proposed zones
2277 Dandenong Road, Mulgrave	Mixed Use Zone 3
21 to 57B Lebanon Crescent, 862 Springvale Road and 2315 Dandenong Road, Mulgrave	General Residential Zone 3
1434A Dandenong Road, Oakleigh	Public Park and Recreation Zone
1717 to 1737 and 1873 to 1885 Dandenong Road (Oakleigh East), 2263 to 2275 Dandenong Road (Mulgrave), 726-730 Waverley Road and 1	Residential Growth Zone 7

Area (refer to mapping reference table Att 1)	Proposed zones
Kirstina Road, and 523 to 535 Springvale Road and 615-621 Ferntree Gully Road (Glen Waverley)	
All other properties (not listed above) fronting Dandenong Road generally between Warrigal Road and Clayton Road, Blackburn Road and Springvale Road, and Springvale Road generally between Highbury Road and Madeline Street, and Waverley Road and Dandenong Road – as listed in Attachment 1.	General Residential Zone 4

Area (refer to mapping reference table Att 1)	Proposed overlays
2277 Dandenong Road, Mulgrave	Design & Development Overlay 19
All other sites proposed to be rezoned to GRZ4 or RGZ7	Design & Development Overlay 6

Strategic assessment of the amendment

Why is the amendment required?

The *Monash Housing Strategy 2014* has identified the boulevard areas of Dandenong Road and Springvale Road as areas for future housing change and diversification (Category 4). In addition, there are some properties that adjoin the boulevards that are also within accessible areas around activity centres (Category 2) and residential land within the Monash National Employment and Innovation Cluster (Category 3), which are also areas that the Housing Strategy has nominated for moderate housing change and diversification.

Prior to the approval of Amendment C125 Part 2 to the Monash Planning Scheme, the Boulevard and Accessible Areas that were to be zoned General Residential Zone 3 were removed from the amendment and have been retained in General Residential Zone 2. The maximum building height for dwellings and residential buildings in the General Residential Zone 2 is 3 storeys / 11 metres.

An Urban Design Framework (UDF) has been prepared that sets out, amongst other things, an appropriate built form response for the Monash Boulevards. This amendment proposes to implement the UDF through policy, zoning and overlay changes.

Zoning and overlay changes are required in order to facilitate development in accordance with the UDF, particularly in allowing building heights to exceed 3 storeys on appropriately sized sites.

This amendment also seeks to correct some anomalies, including rezoning of land that was retained in GRZ2 but does not form part of either boulevard, to GRZ3, and aligning zone and property boundaries where required.

The proposed amendment seeks to enhance the boulevards through the development of high-quality residential built form outcomes. This is supported by public realm upgrades that are identified in the UDF to create linear neighbourhoods that are safe, liveable, sustainable and resilient.

The proposed amendment does this by applying the General Residential Zone (with a mandatory 13.5m / 4 storey height limit), the Residential Growth Zone (with a discretionary 21m / 6 storey height limit) in gateway areas, and applying the Design and Development Overlay (DDO) to provide specific design guidance. The General Residential Zone and Residential Growth Zone and local schedules provide inadequate guidance alone to guide future development above 3 storeys, does not encourage or incentivise lot consolidation, and would not satisfactorily implement many aspects of the UDF. The variations to the ResCode standards within the schedule (except for the front setback) do not apply to apartment developments. Importantly, the DDO would establish the concept of the 'Boulevard setback', which is the front setback in many but not all cases, creating a consistency of space for landscaping across both boulevards, regardless of whether the setback is to the front, side or rear of an individual site. The proposed DDO provides more guidance for all forms of development, including medical centres and other permitted non-residential uses.

The Amendment does not propose any changes to the residential land along Springvale Road that is within the Glen Waverley Major Activity Centre boundary, within the boundaries of the Glen Waverley, Monash or Clayton Suburban Rail Loop Precincts (i.e. Springvale Road south of Madeline Street and north of Waverley Road, Dandenong Road between Clayton and Blackburn Roads), or within the boundaries of the Chadstone Activity Centre (Dandenong Road between Poath and Warrigal Roads). The SRLA are currently preparing precinct plans for the SRL Precincts and the Victorian Planning Authority (VPA) and Department of Transport and Planning (DTP) are undertaking a structure plan for Chadstone Activity Centre – which includes some land within the City of Monash.

How does the amendment implement the objectives of planning in Victoria?

The objectives of planning in Victoria that are relevant to this amendment are:

- (a) - to provide for the fair, orderly, economic and sustainable use, and development of land;
- (c) - to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;
- (f) - to facilitate development in accordance with the objectives set out in

paragraphs (a), (b), (c), (d) and (e);

- (g) - to balance the present and future interests of all Victorians.

The proposed amendment is required to provide for the fair, orderly, economic and sustainable use, and development of land, and to facilitate development in accordance with that objective consistent with the objectives (a) and (f). The application of the General Residential Zone allowing up to 4 storeys designates these areas as suitable for housing change and diversification, and Residential Growth Zone designates these areas as suitable for housing growth at and above 5 storeys. The application of the DDO will provide certainty on future built form outcomes for developers, the community and Council. These controls are supported by local policy changes.

The proposed amendment is required to enable a pleasant, efficient and safe working, living and recreational environment for all Victorians and to balance the present and future interests of all Victorians consistent with objectives (c) and (g). The amendment balances the need to provide well-located and diverse housing and to enhance the boulevards, while also mitigating the impact to surrounding residential areas through generous ground and upper level setback requirements, and consideration of other amenity matters such as overshadowing and limiting visual bulk.

How does the amendment address any environmental, social and economic effects?

Environmental

Except for a minor boundary realignment with an industrial property, the amendment does not seek to increase the amount of residential land, rather to allow more intensive residential development on existing residential land. The subject area is within busy arterial road environments and therefore there is minimal impact on natural systems. The proposed amendment seeks to require space for landscaping, and to require canopy trees and other vegetation to be planted within front, side and rear setbacks.

Social

The amendment is following the objectives of the Monash Housing Strategy in directing housing growth and change to appropriate locations.

There are provisions to protect the amenity of adjoining residential areas, siting to ensure a transition in scale to nearby heritage places, and neighbourhood character considerations where a development site extends to a rear street.

Economic

There is economic benefit in increasing housing diversity in well-located areas, providing housing choice in the form of townhouses, units and apartments in areas that are currently mainly single, detached dwellings. Some of the areas along the

boulevards are very well located within walking distance of major and neighbourhood activity centres (e.g. Brandon Park) – and more intensive development can be accommodated in these areas.

The amendment would allow an increase in residential density along the boulevards, with some of these areas within existing industrial land use buffers (principally in Mulgrave). However, there is no additional encroachment into existing buffers. Increase in housing density around the MNEIC would potentially provide better housing choice for workers.

Rezoning the land along the boulevards to allow more intensive residential development would provide a positive impact on public and private investment along the boulevards.

Encouraging building heights through lot consolidation / minimum site width achieves greater dwelling yield overall due to there being less space needed per dwelling for services, and access compared to smaller sites, and space that would ordinarily be used to protect the amenity of the adjoining lot can be utilised for dwellings. Furthermore, the amenity impacts of building height can be mitigated on larger sites.

Does the amendment address relevant bushfire risk?

The amendment does not affect any land that is prone to bushfire risk.

Does the amendment comply with the requirements of any other Minister's Direction applicable to the amendment?

The proposed amendment complies with Minister Direction - The Form and Content of Planning Schemes by using the latest templates available and drafting the zone and overlay schedules, the local policy and schedules to provisions in accordance with the Ministerial Direction.

The proposed amendment also complies with Ministerial Direction No. 11 (Strategic Assessment of Amendments), which seeks to ensure comprehensive strategic evaluation is undertaken of the amendment and its outcomes.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment supports and implements the Planning Policy Framework by:

- Strengthening Melbourne's network of boulevards, through consistent sized and landscaped setbacks, and maintaining human scale buildings along the interface with the boulevards and upper levels set back. (Clause 15.01-1R)
- Achieving building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development, through encouraging good design outcomes in the DDO. (Clause 15.01-2S)

- Achieving neighbourhoods that foster healthy and active living and community wellbeing, through promoting density along a linear transport corridor that is, mostly, within the PPTN. (Clause 15.01-4S)
- Ensuring that the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing, through using the Residential Growth Zone and Mixed Use Zone along the boulevards. (Clause 15.01-5S)
- Facilitating well-located, integrated and diverse housing that meets community needs, through providing opportunities for greater density along the boulevards. (Clause 16.01-1S)
- Managing the supply of new housing to meet population growth, create a sustainable city and deliver sufficient, realisable development capacity by developing housing and mixed use development opportunities in locations that are: [...] Areas for residential growth. This is achieved through rezoning more than 60 hectares of residential land to the RGZ and MUZ to clearly identify areas for housing growth. (Clause 16.01-1R)

How does the amendment support or implement the Municipal Planning Strategy?

The implementation of The Monash Boulevards UDF is the stage 3 implementation of the Monash Housing Strategy 2014 and is identified in the MPS at Clause 02.03-5 as an area with future development potential for housing, and is noted as being Category 4 on the Residential Development Framework Plan. The amendment is consistent with what Council is seeking to achieve, including directing residential development to locations based on their development potential (as outlined in the framework plan), encourages a high level of external and internal amenity, and encourages the provision of a variety of housing types.

Does the amendment make proper use of the Victoria Planning Provisions?

The Amendment utilises the General Residential Zone to designate areas for housing change and diversification and the Residential Growth Zone to designate areas for future housing growth along both boulevards, as identified in the Monash Housing Strategy 2014 and Clause 02.03-5 (MPS – Housing).

PPN91 (Using the residential zones) states that the role and application of the RGZ is for it to be “Applied to areas suitable for housing diversity and housing at increased densities in locations offering good access to services, jobs and public transport, and to provide a transition between areas of more intensive use and development such as activity centres, and other residential areas.”

60% of the residential land along Dandenong Road and 100% of the residential land along Springvale Road is within the Principal Public Transport Network. These linear

networks provide good access to services, jobs, education facilities and public transport. Principle 3 in PPN91 allows for heights greater than 4 storeys / 13.5m within the RGZ. Proposed height within the DDO for the RGZ areas is 21m (6 storeys).

PPN91 states that the role and application of the GRZ is for it to be “Applied to areas where housing development of three storeys exists or is planned for in locations offering good access to services and transport.”

The use of the GRZ to allow for building heights exceeding 11m is consistent with PPN91, as the GRZ can be used to signal both incremental and substantial change. There is conflict between these two objectives in PPN91 because in Table 3, it states that 3 storeys should be maintained but a new mandatory height (in metres) can be included – but in Table 2, the GRZ can be used to encourage substantial change. The GRZ has been used to signal substantial change in GRZ5 (allowing heights up to 14m / 4 storeys), GRZ8 (13.5m / 4 storeys), GRZ9 (29m / 8 storeys), and GRZ10 (22.5m / 5 storeys). The GRZ has been used for housing diversity areas where there is an expectation that heights will gradually increase on all sites to 3 storeys over time, while giving flexibility for up to 4 storeys on larger and consolidated sites.

The Mixed Use Zone is proposed to be applied to a large, key development site on Dandenong Road, to accommodate existing (non-residential) uses, a wider range of potential uses, and dwellings.

PPN91 states that the role of and application of the MUZ is for it to be “Applied to areas suitable for a mixed-use function, including a range of residential, commercial, industrial and other uses. Suitable for areas identified for residential development at higher densities including urban renewal and strategic redevelopment sites.”

The proposed use of the MUZ is consistent with the practice note.

The other main tool used in the amendment is the Design and Development Overlay. DDO19 applies only to the key development site, and DDO6 applies to all other residential land along both boulevards. The requirements of DDO6 are specifically targeted at taller forms of development and non-accommodation uses, and do not apply to buildings of 3 storeys or less used for accommodation (with a few exceptions). The exceptions are:

- Buildings, including basements, constructed within 7.6m from the boulevard boundary;
- Less than 60% of the boulevard setback is landscaped and free of hard surfaces.
- Construction of a fence with a street interface.

This is designed to create a consistent and well-landscaped boulevard interface, and to discourage solid, high fencing.

How does the amendment address the views of any relevant agency?

Exhibition stage

Consultation on the Monash Boulevards Urban Design Framework (UDF) occurred in two stages and relevant agencies were consulted both times. In particular, the views of the EPA have been addressed through changes to the UDF to mitigate human health impacts from noise, odour and dust. The views of APA Group were also sought and their feedback resulted in changes to the UDF, particularly in relation to facilitating ease of evacuation in the event of gas pipeline failure along Dandenong Road.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The amendment is not expected to have a significant impact on the transport system, as defined by section 3 of the *Transport Integration Act 2010*.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

It is not anticipated that there will be any significant impacts on the resource and administrative costs for the responsible authority.

Attachment 1 – Mapping reference table

Location	Land /Area Affected	Mapping Reference	Address	Proposed changes	
				Zones	Overlays
Oakleigh	Land generally adjacent to Dandenong Road	Monash C172mona 012znMaps07_13_14 Exhibition	1436A to 1448 and 1462 to 1552 Dandenong Road (even numbers) 78 Atkinson Street	Rezone from GRZ2 to GRZ4 or RGZ7	DDO6
		Monash C172mona 005ddoMaps07_13_14 Exhibition	183 to 185 Atherton Road 5 to 7 Logie Court 1434A Dandenong Road	1434A Dandenong Road rezone from GRZ2 to PPRZ	1434A Dandenong Road – no overlay
Oakleigh East	Land generally adjacent to Dandenong Road	Monash C172mona 012znMaps07_13_14 Exhibition	1647 to 1707-1711 and 1717 to 1885 Dandenong Road (odd numbers) 1642 to 1650-1656 Dandenong Road (even numbers)	Rezone from GRZ2 to GRZ4 or RGZ7	DDO6
		Monash C172mona 005ddoMaps07_13_14 Exhibition	27 Alexander Avenue 29 Bowmans Parade 19 Dover Street 58 Dublin Street 37 Gordon Avenue 72 Leumear Street 85 Macrina Street 95 to 99 Patrick Street		
Huntingdale	Land generally adjacent to Dandenong Road	Monash C172mona 012znMaps07_13_14 Exhibition	1554-1556 to 1640 Dandenong Road (even numbers) 79 Greville Street	Rezone from GRZ2 to GRZ4 or RGZ7	DDO6
		Monash C172mona 005ddoMaps07_13_14 Exhibition			

Location	Land /Area Affected	Mapping Reference	Address	Proposed changes	
				Zones	Overlays
Mulgrave	Land generally adjacent to Dandenong or Springvale Roads	Monash C172mona 015znMap16 Exhibition	2223 to 2277 (odd numbers) and 2315 Dandenong Road	Rezone from GRZ2 to GRZ4 or RGZ7	DDO6
		Monash C172mona 016znMaps21_22 Exhibition	11 Harcourt Avenue	Rezone from GRZ2 to MUZ3 (2277 Dandenong Road)	DDO19 (2277 Dandenong Road)
		Monash C172mona 008ddoMap16 Exhibition	602 to 682-688 and 766 to 776-780 (even numbers) and 862 Springvale Road	Rezone from GRZ2 to GRZ3 (Lebanon Crescent properties)	Nil (Lebanon Crescent)
		Monash C172mona 009ddoMaps21_22 Exhibition	831 to 877 Springvale Road (odd numbers) 1 to 3 Clunies Ross Crescent 1 and 7 Dobell Court 48 and 75 Highfield Avenue 2 Monash Drive 21 to 57B Lebanon Crescent		
Glen Waverley	Land generally adjacent to Springvale Road (excluding within Glen Waverley Major Activity Centre)	Monash C172mona 010znMap04 Exhibition	87 to 155, 437 to 535 Springvale Road (odd numbers)	Rezone from GRZ2 to GRZ4 or RGZ7	DDO6
		Monash C172mona 014znMaps10_16 Exhibition	396 to 516 (even numbers) Springvale Road		
		Monash C172mona 003ddoMap04 Exhibition	24, 26 and 47 Aurisch Avenue 26 and 39 Booran Avenue		
		Monash C172mona 001d-ddoMap10 Exhibition	615-621 Ferntree Gully Road 2 Harris Street 1 Kirstina Road		
		Monash C172mona 007ddoMaps10_16 Exhibition	1 and 13 Lyric Court 67 Madeline Street 1 Oleander Street 41 Rowitta Drive 22 The Boulevard 2 View Road 726-730 Waverley Road		

Location	Land /Area Affected	Mapping Reference	Address	Proposed changes	
				Zones	Overlays
		Monash C172mona 002eaoMap10 Exhibition	90 Winmalee Drive		
Wheelers Hill	Land generally adjacent to Springvale Road	Monash C172mona 015znMap16 Exhibition	544 to 600 Springvale Road (even numbers)	Rezone from GRZ2 to GRZ4	DDO6
		Monash C172mona 008ddoMap16 Exhibition	2 Magrid Avenue		

Planning and Environment Act 1987

Monash Planning Scheme

Amendment C172mona

Instruction sheet

The planning authority for this amendment is Monash City Council.

The Monash Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 12 attached map sheets.

Zoning Maps

1. Amend Planning Scheme Map No 4, 7, 10, 13, 14, 16, 21 and 22 in the manner shown on the 6 attached maps marked "Monash Planning Scheme, Amendment C172mona".

Overlay Maps

2. Amend Planning Scheme Map No 4DDO, 7DDO, 10DDO, 13DDO, 14DDO, 16DDO, 21DDO and 22DDO in the manner shown on the 6 attached maps marked "Monash Planning Scheme, Amendment C172mona".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

3. In **Planning Policy Framework** - replace Clause 15.01-5L with a new Clause 15.01-5L in the form of the attached document.
4. In **Zones** – Clause 32.04 (Mixed Use Zone) insert a new Schedule 3 in the form of the attached document.
5. In **Zones** – Clause 32.07 (Residential Growth Zone) insert a new Schedule 7 in the form of the attached document.
6. In **Zones** – Clause 32.08 (General Residential Zone) insert a new Schedule 4 in the form of the attached document.
7. In **Overlays** – Clause 43.02 (Design & Development Overlay), insert a new Schedule 6 in the form of the attached document.

Unofficial

8. In **Overlays** – Clause 43.02 (Design & Development Overlay), insert a new Schedule 19 in the form of the attached document.
9. In **Operational Provisions** – Clause 72.08 (Background Documents), replace the Schedule with a new Schedule in the form of the attached document.
10. In **Operational Provisions** – Clause 74.02 (Further Strategic Work), replace the Schedule with a new Schedule in the form of the attached document.

End of document

Unofficial

MONASH PLANNING SCHEME

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Proposed C172mona

SCHEDULE 3 TO CLAUSE 32.04 MIXED USE ZONE

Shown on the planning scheme map as **MUZ3**.

THE MONASH BOULEVARDS - KEY DEVELOPMENT SITE (2277 DANDENONG ROAD, MULGRAVE)**1.0**

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Proposed C172mona

Objectives

To provide a consistent, strongly landscaped setback along Dandenong Road, enhancing the garden city character of Monash.

To provide ground level setbacks along the other road interfaces, providing generous space for landscaping, including canopy trees, and laneway interface to support laneway widening.

To facilitate mixed use development of five to eight storeys.

To provide building articulation that reflects the surrounding subdivision pattern.

To enhance the pedestrian access between the site and the Gateway Shopping Centre.

2.0

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Proposed C172mona

Clause 54 and Clause 55 requirements

	Standard	Requirement
Minimum street setback	A3 and B6 A2-1 and B2-1	Minimum street setback — 7.6 metres from the boundary with the service lane on Dandenong Road, 3.0 metres from Harcourt Avenue and 4.0 metres from Wilma Avenue. None specified
Site coverage	A5 and B8 A2-5 and B2-5	None specified
Permeability	A6 and B9	The site area covered by permeable surfaces should be at least 30 per cent.
Landscaping	B13	<p>New development should provide or retain:</p> <ul style="list-style-type: none"> At least one canopy tree, plus at least one canopy tree per 5 metres of site width. A mixture of vegetation. A minimum of 60% vegetation and permeable surfaces (including canopy trees) to the setback with the service road on Dandenong Road. Vertical greening within side and rear setbacks. At least one interface of the building being a green roof, green wall or series of greened balconies. <p>A canopy tree should reach a mature height at least equal to the maximum building height of the new development or 13.5 metres, whichever is the lesser.</p>
Side and rear setbacks	A10 and B17	A new wall not on or within 200mm of a side or rear boundary, including a laneway, should be set back at least 3 metres.
Walls on boundaries	A11 and B18	None specified
Private open space	A17	A dwelling should have private open space consisting of an area of 75 square metres, with one part of the private open space to consist of secluded private open space at the side or the rear of the dwelling with a minimum area of 35 square metres, a minimum dimension of 5 metres and convenient access from a living room.
	B28 A3-2 and B3-5	None specified
Front fence height	A20 and B32 A2-7 and B2-8	A front fence within 3 metres of a street should not exceed 1.2 metres in height.

MONASH PLANNING SCHEME

3.0 Maximum building height requirement

---/---/---
Proposed C172mona None specified.

4.0 Exemption from notice and review

---/---/---
Proposed C172mona None specified.

5.0 Application requirements

---/---/---
Proposed C172mona The following application requirements apply to an application for a permit under Clause 32.04, in addition to those specified in Clause 32.04 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- Plans showing existing vegetation and any trees proposed to be removed.
- Plans showing proposed landscaping works and planting including tree species and mature height.
- Where applicable, a statement about how the landscaping requirements are being achieved and maintained.
- A schedule of materials and finishes to be used in the development.
- A plan identifying service areas, such as waste and recycling areas, utilities and services.

6.0 Decision guidelines

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Proposed C172mona The following decision guidelines apply to an application for a permit under Clause 32.04, in addition to those specified in Clause 32.04 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposal enhances pedestrian access to the Gateway Shopping Centre.
- Whether there is sufficient building articulation (including variations in setbacks, materiality, building separation, etc) to reflect the surrounding subdivision pattern, avoiding monolithic forms and visual bulk.
- Whether there is sufficient space to allow canopy trees to reach a mature height equal to or greater than the height of the proposed development.
- Whether the proposal prejudices future laneway widening through buildings and works within 3 metres of the laneway.
- The design and placement of vehicle access to avoid the removal or harm to existing street trees, prioritising pedestrian and bicycle access from Dandenong Road.
- Where a permit is required for the development under the Design and Development Overlay, if there is any inconsistency between the requirements of this schedule and the DDO, the DDO prevails.

7.0 Signs

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Proposed C172mona None specified.

MONASH PLANNING SCHEME

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Proposed C172mona

SCHEDULE 7 TO CLAUSE 32.07 RESIDENTIAL GROWTH ZONE

Shown on the planning scheme map as **RGZ7**.

THE MONASH BOULEVARDS - AREA B**1.0****Design objectives**

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Proposed C172mona

To provide a consistent, strongly landscaped setback along each boulevard, enhancing the garden city character of Monash.

To facilitate the development of apartment developments, units and townhouses.

To provide consistent side and rear setbacks that allow generous space for landscaping, including canopy trees.

To minimise the need for fencing along street interfaces through appropriate landscaping and building design.

2.0**Requirements of Clause 54 and Clause 55**

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Proposed C172mona

	Standard	Requirement
Minimum street setback	A3 and B6 A2-1 and B2-1	Minimum street setback — 7.6 metres from the boundary with Dandenong Road, Springvale Road or a service road accessed from Dandenong Road or Springvale Road. Where a development is located on a corner, the setback to the side street is 3 metres. None specified.
Site coverage	A5 and B8 A2-5 and B2-5	None specified
Permeability	A6 and B9	The site area covered by permeable surfaces should be at least 30 per cent.
Landscaping	B13	New development should provide or retain: <ul style="list-style-type: none"> At least one canopy tree, plus at least one canopy tree per 5 metres of site width. A mixture of vegetation. A minimum of 60% vegetation and permeable surfaces (including canopy trees) to the setback with Dandenong Road or Springvale Road (or a service road). Vertical greening within side and rear setbacks. At least one interface of the building being a green roof, green wall or series of greened balconies. A canopy tree should reach a mature height at least equal to the maximum building height of the new development.
Side and rear setbacks	A10 and B17	A new wall not on or within 200mm of a side boundary should be set back at least 3 metres. A new wall not on or within 200mm of a rear boundary should be set back at least 4 metres.
Walls on boundaries	A11 and B18	None specified
Private open space	A17 B28 A3-2 and B3-5	A dwelling should have private open space consisting of an area of 75 square metres, with one part of the private open space to consist of secluded private open space at the side or the rear of the dwelling with a minimum area of 35 square metres, a minimum dimension of 5 metres and convenient access from a living room. None specified
Front fence height	A20 and B32 A2-7 and B2-8	A front fence within 3 metres of a street should not exceed 1.2 metres in height.

MONASH PLANNING SCHEME

3.0 Maximum building height requirement for a dwelling or residential building

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Proposed C172mona None specified.

4.0 Application requirements

---/---/---
Proposed C172mona The following application requirements apply to an application for a permit under Clause 32.07, in addition to those specified in Clause 32.07 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- Plans showing existing vegetation and any trees proposed to be removed.
- Plans showing proposed landscaping works and planting including tree species and mature height.
- Where applicable, a statement about how the landscaping requirements are being achieved and maintained.
- A schedule of materials and finishes to be used in the development.
- A plan identifying service areas, such as waste and recycling areas, utilities and services.

5.0 Decision guidelines

---/---/---
Proposed C172mona The following decision guidelines apply to an application for a permit under Clause 32.07, in addition to those specified in Clause 32.07 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the placement of any structures, including porches, balconies and architectural features within the required front, side and rear setbacks are reasonable due to their lightweight design.
- Whether there is an appropriate balance between greening of the site and providing for reasonable levels of accommodation and access.
- Whether there is sufficient space to allow canopy trees to reach a mature height equal to or greater than the height of the proposed development.
- The practicality of providing ground level setbacks on all interfaces, particularly on smaller and irregularly shaped sites.
- The design and placement of vehicle access to avoid the removal or harm to existing street trees.
- Where a permit is required for the development under the Design and Development Overlay, if there is any inconsistency between the requirements of this schedule and the DDO, the DDO prevails.

MONASH PLANNING SCHEME

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Proposed C172mona

SCHEDULE 4 TO CLAUSE 32.08 GENERAL RESIDENTIAL ZONE

Shown on the planning scheme map as **GRZ4**.

THE MONASH BOULEVARDS - AREA A**1.0****Neighbourhood character objectives**

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Proposed C172mona

To provide a consistent, strongly landscaped setback along each boulevard, enhancing the garden city character of Monash.

To facilitate the development of apartment developments up to four storeys on consolidated lots.

To facilitate the development of smaller apartment buildings, units and townhouses up to three storeys on narrower lots.

To provide consistent side and rear setbacks that allow generous space for landscaping, including canopy trees.

To minimise the need for fencing along street interfaces through appropriate landscaping and building design.

2.0**Construction or extension of a dwelling or residential building - minimum garden area requirement**

---/---/---
Proposed C172mona

Is the construction or extension of a dwelling or residential building exempt from the minimum garden area requirement?

Yes

3.0**Permit requirement for the construction or extension of one dwelling or a fence associated with a dwelling on a lot**

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Proposed C172mona

Is a permit required to construct or extend one dwelling on a lot of between 300 and 500 square metres?

No

Is a permit required to construct or extend a front fence within 3 metres of a street associated with a dwelling on a lot of between 300 and 500 square metres?

No

4.0**Requirements of Clause 54 and Clause 55**

---/---/---
Proposed C172mona

	Standard	Requirement
Minimum street setback	A3 and B6 A2-1 and B2-1	Minimum street setback – 7.6 metres from the boundary with Dandenong Road, Springvale Road or a service road accessed from Dandenong Road or Springvale Road. Where a development is located on a corner, the setback to the side street is 3 metres. None specified
Site coverage	A5 and B8 A2-5 and B2-5	None specified
Permeability	A6 and B9	The site area covered by permeable surfaces should be at least 30 per cent.
Landscaping	B13	New development should provide or retain: <ul style="list-style-type: none"> At least one canopy tree, plus at least one canopy tree per 5 metres of site width. A mixture of vegetation.

MONASH PLANNING SCHEME

Standard	Requirement
	<ul style="list-style-type: none"> A minimum of 60% vegetation and permeable surfaces (including canopy trees) to the setback with Dandenong Road or Springvale Road (or a service road). Vertical greening within side and rear setbacks. At least one interface of the building being a green roof, green wall or series of greened balconies. <p>A canopy tree should reach a mature height at least equal to the maximum building height of the new development.</p>
Side and rear setbacks	<p>A10 and B17</p> <p>A new wall not on or within 200mm of a side boundary should be set back at least 3 metres.</p> <p>A new wall not on or within 200mm of a rear boundary should be set back at least 4 metres.</p>
Walls on boundaries	<p>A11 and B18</p> <p>None specified</p>
Private open space	<p>A17</p> <p>A dwelling should have private open space consisting of an area of 75 square metres, with one part of the private open space to consist of secluded private open space at the side or the rear of the dwelling with a minimum area of 35 square metres, a minimum dimension of 5 metres and convenient access from a living room.</p> <p>B28 A3-2 and B3-5</p> <p>None specified</p>
Front fence height	<p>A20 and B32 A2-7 and B2-8</p> <p>A front fence within 3 metres of a street should not exceed 1.2 metres in height.</p>

5.0

Proposed C172mona

Maximum building height requirement for a dwelling or residential building

A building used as a dwelling or a residential building must not exceed a height of 13.5 metres and four storeys.

6.0

Proposed C172mona

Application requirements

The following application requirements apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- Plans showing existing vegetation and any trees proposed to be removed.
- Plans showing proposed landscaping works and planting including tree species and mature height.
- Where applicable, a statement about how the landscaping requirements are being achieved and maintained.
- A schedule of materials and finishes to be used in the development.
- A plan identifying service areas, such as waste and recycling areas, utilities and services.

7.0

Proposed C172mona

Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the placement of any structures, including porches, balconies and architectural features within the required front, side and rear setbacks are reasonable due to their lightweight design.
- Whether there is an appropriate balance between heavy greening to the site and providing for reasonable levels of accommodation and access.

MONASH PLANNING SCHEME

- Whether there is sufficient space to allow canopy trees to reach a mature height equal to or greater than the height of the proposed development.
- The practicality of providing ground level setbacks on all interfaces, particularly on smaller and irregularly shaped sites.
- The design and placement of vehicle access to avoid the removal or harm to existing street trees.
- Where a permit is required for the development under the Design and Development Overlay, if there is any inconsistency between the requirements of this schedule and the DDO, the DDO prevails.

MONASH PLANNING SCHEME

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Proposed C172mona

SCHEDULE 6 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO6**.

THE MONASH BOULEVARDS**1.0**

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Proposed C172mona

Design objectives

To provide a consistent, strongly landscaped setback along each boulevard, enhancing the garden city character of Monash.

To provide high quality and environmentally sustainable mid-rise development along each boulevard, with taller built form located at key gateways.

To ensure the height and built form of new buildings provide an acceptable interface, amenity outcomes and transition to adjoining lower scale residential areas in the General Residential Zone and Neighbourhood Residential Zone.

To encourage lot consolidation in order to achieve the maximum building heights and to provide for sufficient building setbacks to deliver high levels of internal and external amenity.

To minimise the need for fencing along street interfaces through appropriate landscaping and building design.

2.0

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Proposed C172mona

Buildings and works

A permit is not required to construct a building or construct or carry out works for a development up to and including 3 storeys if the following conditions are met:

- No part of a building, including a basement, is constructed within 7.6m from the boundary with Dandenong Road, Springvale Road or a service road accessed from Dandenong Road or Springvale Road;
- A minimum of 60% of the above setback is landscaped and free of impermeable surfaces; and
- The building is used for the purposes of accommodation.

A permit is required to construct a fence with any street interface.

The following buildings and works requirements apply to an application to construct a building, construct or carry out works:

Definitions

'Boulevard' means Dandenong Road, Springvale Road or a service road accessed from Dandenong Road or Springvale Road.

'Boulevard boundary' means a lot boundary shared with a boulevard.

'Boulevard setback' means the space between the boulevard boundary and any buildings.

Building height

- Building heights should not exceed the heights identified in Table 1 relative to the site width requirements.
- Building heights above 11 metres (up to three storeys) should not exceed 13.5 metres (up to four storeys) beyond 50 metres from the *boulevard boundary*, regardless of the applicable maximum building height in Table 1.

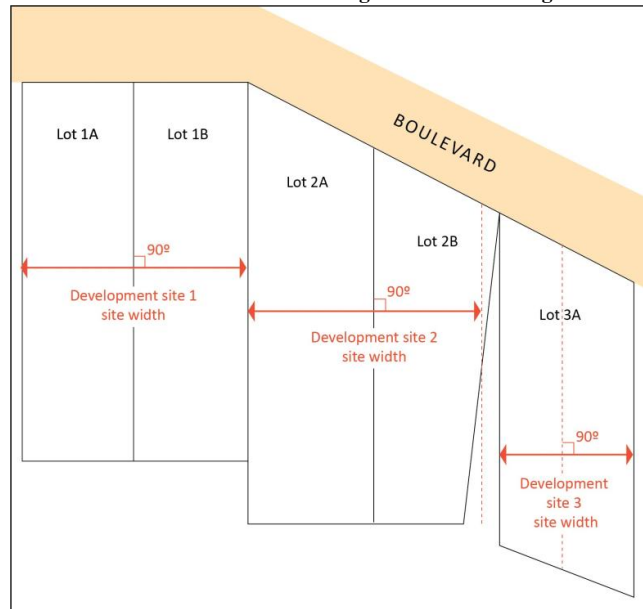
MONASH PLANNING SCHEME

Table 1: Building height and lot width

Height area	Site width*	Preferred building height
Area A (GRZ4)	Less than 24 metres in width	11 metres up to 3 storeys
	24 metres or greater in width	13.5 metres up to 4 storeys
Area B (RGZ7)	Less than 30 metres in width	13.5 metres up to 4 storeys
	30 metres or greater in width	21 metres up to 6 storeys

**Note - As illustrated in Diagram 1, 'site width' is calculated by combining the widths of all lots making up the development site as measured perpendicular to the side boundary. Where side boundaries are not parallel, the average site width is used.*

Diagram 1: Calculating site widths

**Boulevard setback**

- All parts of a building should be set back a minimum of 7.6 metres from the *boulevard boundary*. This includes any part of a basement, excluding an access ramp. (Refer to Diagrams 2 & 3 below)
- Upper levels above 13.5 metres (four storeys) should be set back an additional 3.0 metres from the *boulevard boundary* (10.6 metres in total). (Refer to Diagram 3 below)
- A minimum of 60% of the boulevard setback should contain landscaping and pervious surfaces.
- Canopy trees should be planted within the *boulevard setback* to achieve a mature height greater than the predominant height of the building visible from the street and with sufficient canopy spread to shade to at least 80% of the *boulevard setback*. For the purposes of this requirement, the predominant height will be 13.5m (or the height of the development, whichever is lesser) in Area A or if levels above 13.5m are setback an additional 3.0m from the *boulevard* in Area B.

MONASH PLANNING SCHEME

- Secluded private open space areas at ground level should not be provided within the *boulevard setback*. Instead, these areas should be provided within the other setbacks.

Other setbacks***Corner and dual frontage sites***

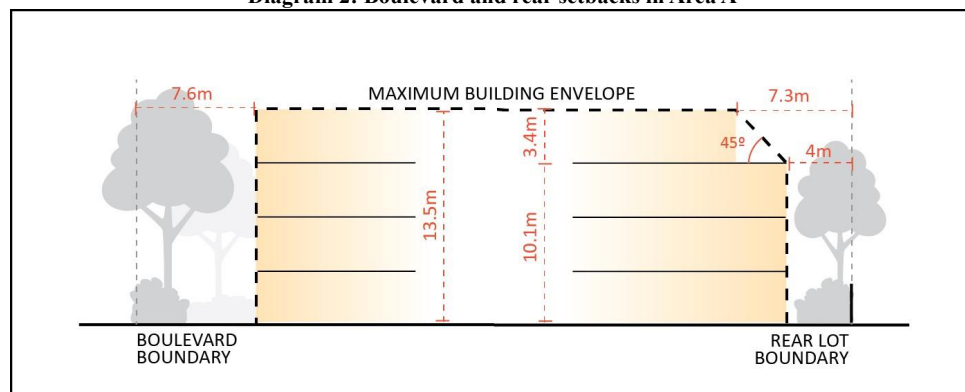
- A building should be set back at least 3.0 metres from the intersecting side street. (Refer to Diagrams 5 & 6)
- Upper levels above 13.5 metres (four storeys) should be set back an additional 3.0 metres from the intersecting side street (6.0 metres in total). (Refer to Diagram 6)
- Where a site has more than one frontage, the setback from the secondary (non-boulevard) frontage should respect the setbacks of the surrounding built form.

Side setbacks

- Buildings should be set back 1.0m plus 0.3m for every metre of height over 3.6m up to 10.1 metres, plus 1 metre for every metre of height over 10.1m, up to 16.9m). (Refer to Diagrams 5 & 6)
- On sites within Area B that abut a site in Area A or a residential zone that allows for heights up to 4 storeys, ensure that buildings exceeding 16.9 metres (5 storeys) in height provide a transition in height along that interface.

Rear setbacks

- Buildings should be set back 4.0m from the rear boundary for development up to 10.1m (3 storeys), plus 1.0m additional setback for every metre of height over 10.1m up to 16.9m (5 storeys). Rear setback to be taken from the rear boundary, and not the centre of a laneway (if applicable). (Refer to Diagrams 2 & 3)
- Where a habitable room window, balcony, terrace, deck or patio faces a common side or rear boundary, provide a setback of 4.5m to the common boundary.
- Where a site directly abuts a property within the Neighbourhood Residential Zone, provide 4.0m rear setback for development up to 6.8m (2 storeys), plus 1.0m additional setback for every metre of height over 6.8m up to 13.5m (4 storeys). (Refer to Diagram 4)

Diagram 2: Boulevard and rear setbacks in Area A**Diagram 3: Boulevard and rear setbacks in Area B**

MONASH PLANNING SCHEME

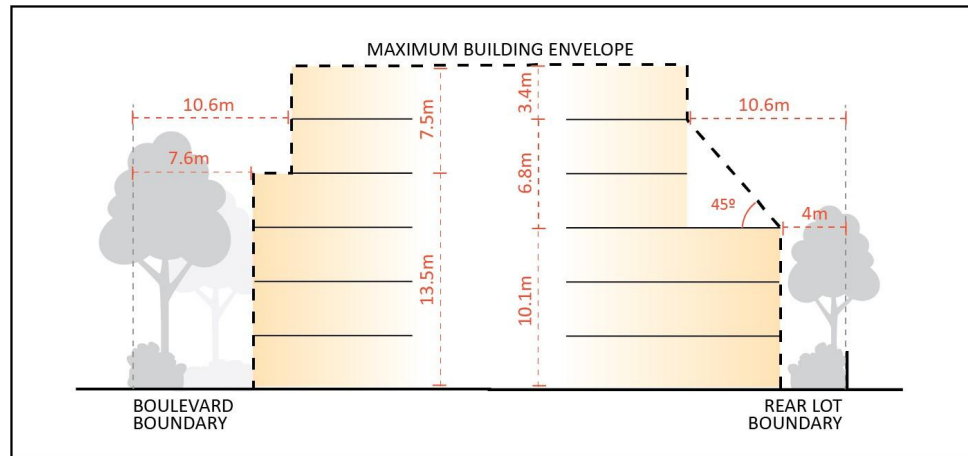


Diagram 4: Rear setbacks with NRZ

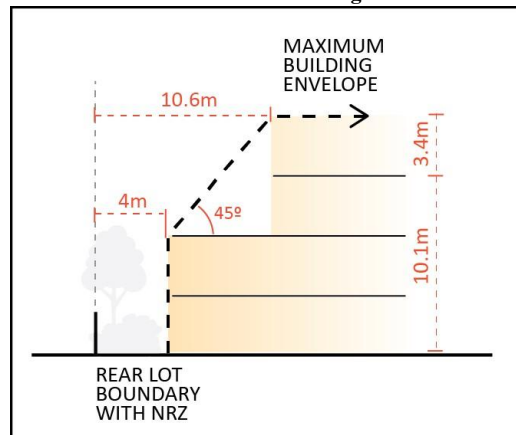


Diagram 5: Side boundary and side street setbacks in Area A

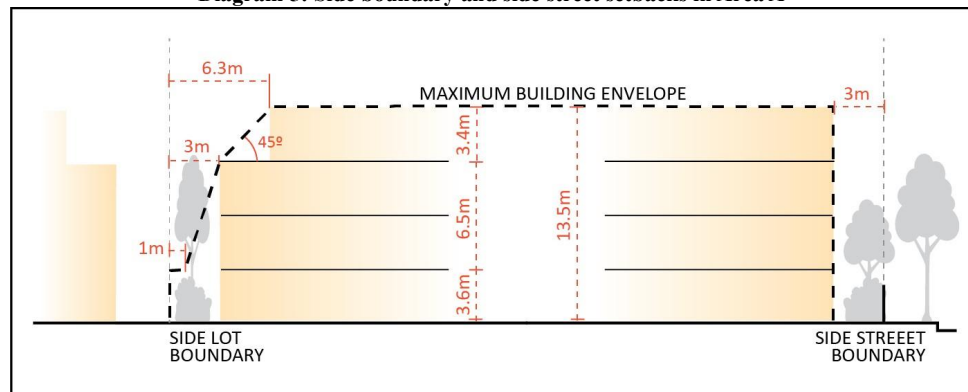
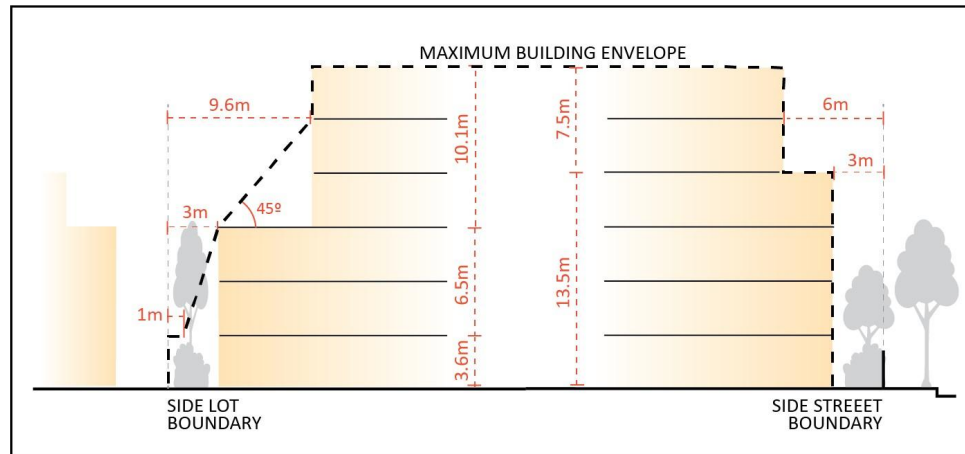


Diagram 6: Side boundary and side street setbacks in Area B

MONASH PLANNING SCHEME

**Building form, orientation and design**

- For sites adjoining heritage places, provide a transition in scale and form to respect and integrate with the heritage character and significance of the adjoining heritage places.
- Building façades should be designed to:
 - Be sufficiently articulated to avoid visual bulk through the considered design of openings, balconies, varied materials, recessed and projected elements, opportunities for vegetation, and revealing structural elements such as columns and beams.
 - Avoid large areas of rendered surfaces.
 - Avoid a ‘wedding cake’ built form outcome through upper levels on buildings of five storeys or more set back in a minimum of two steps.
 - ~~Allow for the interpretation or reading of each floor level of the building.~~
 - Be simple and articulated, and not rely on excessive use of materials to achieve visual interest.
- Roof forms should be designed to:
 - Be articulated or divided into distinct sections on larger buildings in order to minimise visual bulk and respond to the roof proportions of existing buildings.
 - Consider site orientation so that element such as eaves and external shades can respond to solar access and shading needs.
 - Consider the architectural detail of eaves as part of the design.
- Services and equipment above the roof (such as plant, lift cores, heating and cooling) should be well integrated, not face the street and contained within the roof form or screened behind a parapet so that they are not visible.
- Site services, such as meter boxes, fire fighting equipment and mail boxes, should be incorporated into the design of the building.
- Buildings to include provision for rainwater capture, storage and re-use, and future readiness for connection to recycled water.
- Provide a sense of address and human scale interaction with the street through:

MONASH PLANNING SCHEME

- Ground level occupation and the presence of habitable rooms and balconies at all levels.
 - Placing inactive uses, such as laundries, garages and bathrooms, away from street-facing interfaces (where practicable).
 - Utilise modulation to distinguish between individual dwellings.
 - Activated and landscaped interfaces along all street frontages.
 - Separate entries to individual dwellings at ground level.
 - Clearly defined building entries directly front the street.
- Where private open space is located at ground floor and visible from a street, innovative techniques should be used to define and give privacy to areas in place of solid fencing. This may include the use of raised garden beds or decorative screening and permeable fencing.
 - Buildings should be sited to:
 - Facilitate natural light and ventilation to windows and openings, including cross-ventilation breezes.
 - Mitigate noise and air pollution from the main road environment and, in some cases, nearby industrial uses, to noise sensitive rooms and balconies.
 - Allow for adequate light and sun penetration to existing and future development on adjoining properties.
 - Designed and orientated to maximise opportunities for solar access to living areas and private open space.
 - Locate driveways on the south side of lots with an east-west orientation to maximise solar access to habitable spaces and minimise overshadowing of neighbouring properties.
 - Respond to existing conditions including adjoining uses, topography, vegetation and views.

Car parking and building access, pedestrians and cycling .

Vehicle crossovers and car parking access should be designed to:

- Provide a single vehicle crossover per site- and where possible avoid vehicle access to Transport Zone 2.
 - Be provided from the intersecting side street rather than the Boulevard interface or service lanes, if the site is on a corner.
 - Be positioned away from existing street trees to avoid root damage and/or removal.
- Pedestrian entries, routes between public areas and site facilities, and access should be designed to:
 - Be visible, and accessible to all people, including those with limited mobility, and those with bikes, prams, wheelchairs and mobility scooter.
 - Have integrated pedestrian access ramps and stairs, without compromising the extent of landscaping within street setbacks.
 - Be easy to locate and orientated to address the *boulevard boundary*.
 - Have planting and landscape treatments.

MONASH PLANNING SCHEME

- Facilitate ease of evacuation to side and rear streets in the event of high pressure gas pipeline failure along Dandenong Road.
- The location of bicycle parking should be easily accessible from the street and at ground level and should be in an area of the site subject to passive or active surveillance.
- Ensure new apartment developments have capacity and readiness for EV charging.

Landscaping and fencing

- Landscaping should be designed to:
 - Prioritise the retention of significant and large canopy trees.
 - Maximise deep soil planting zones within boulevard interface and rear setbacks.
 - Have canopy vegetation of a suitable size and height which emerges above the predominant form of the proposed development visible from the street.
 - Be a minimum of 60 per cent of the total area of the boulevard interface, incorporating grassed and planted areas.
 - Have vertical greening within side (and side street) setbacks to create the effect of the buildings sitting in a landscaped setting. This will preferably include trees with a narrow canopy or shrubs or climbers on fences / walls are to reach a minimum of 1.8 metres high where trees are not feasible.
 - Utilise green roofs, walls and balconies to provide additional landscaping and soften the visual impact of buildings.
 - Incorporate fencing solutions.
- Water run-off from impervious surfaces should be collected, cleaned and re-used through passive irrigation where practical.
- Where paved surfaces are required, position trees and built form to ensure these are at least partially shaded during summer.
- Encourage the use of permeable paving surfaces, where feasible, to assist with overall soil moisture content.
- Fences along street interfaces, particularly the boulevard interface, should be avoided to create open and welcoming entrances. However, if fences are required they should be designed to:
 - Not exceed a maximum height of 1.2 metres.
 - Be designed to incorporate landscaping and permeability to contribute greenery and provide a level of passive surveillance to the street.
 - Avoid high fencing along footpaths.

3.0

Proposed C172mona

Subdivision

None specified.

4.0

Proposed C172mona

Signs

None specified.

MONASH PLANNING SCHEME

5.0

Proposed C172mona

Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

Applications for a fence

- Plans showing proposed fencing, including height, materials and transparency.

Applications for a buildings of three storeys or less

- Plans showing the extent of walls and other architectural features extending into the 7.6 metre boulevard setback.
- Plans showing existing vegetation and any trees proposed to be removed.
- Plans showing proposed landscaping works, permeable/impervious surfaces, and planting including tree species and mature height.
- A schedule of materials and finishes to be used in the development.
- The location and number of vehicle crossovers.
- A statement about how the development meets the requirements of this schedule.

Applications for non-accommodation buildings of three storeys or less, and accommodation buildings of four storeys or more

- A landscape plan prepared by a landscape architect or a suitably qualified landscape designer, drawn to scale and dimensioned which:
 - Identifies, retains and protects significant vegetation on the site and significant vegetation on adjoining properties in proximity to the development which contributes to the character of the area, including the identification of tree protection zones.
 - Proposes new canopy trees and other vegetation that will enhance the landscape character of the neighbourhood particularly within the front, side and rear setbacks, along driveways and walkways, and within private open space areas.
 - Provides a schedule of all proposed trees, shrubs and ground covers including the size of all plants (at planting and at maturity), their location, botanical names and the location of all areas to be covered by grass, lawn, mulch or other surface material.
 - Provides the location and details of all fencing and external lighting.
 - Identifies the extent of any cut and fill, embankments or retaining walls associated with the landscape treatment of the site.
 - Details of all proposed surface materials including pathways, patios or decked areas and measures to reduce stormwater runoff such as porous paving, swales and infiltration, ponding areas and grey water reuse.
- A schedule of materials and finishes to be used in the development.
- A plan identifying service areas, such as waste and recycling areas, utilities and services.
- Details of screening to waste and recycling areas if provided external to the building.
- [A Transport Impact Assessment.](#)
 - A statement about how the development meets the requirements of this schedule.

MONASH PLANNING SCHEME

6.0 Decision guidelines~~---Proposed C172mona~~

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the development meets the building heights, building setbacks, building form and design, access, landscaping and fencing requirements of this schedule.
- Whether there is an appropriate balance between greening of the site and providing for reasonable levels of accommodation and access.
- The practicality of providing ground level setbacks on all interfaces, particularly on smaller and irregularly shaped sites.
- The design and placement of vehicle access to avoid the removal or harm to existing street trees.
- Whether there is an appropriate balance between simple architectural detail and articulation to avoid visual bulk.
- ~~Where a permit is required for the development under the General Residential Zone or the Residential Growth Zone, any inconsistency between the requirements of the schedule to the RGZ and this schedule. In the event of any inconsistency, this schedule prevails.~~
 - Where there are any inconsistencies between the objectives, permit requirements, building heights, design considerations and decision guidelines of the General Residential Zone, Residential Growth Zone and this schedule, this schedule - Schedule 6 to the Design and Development Overlay prevails.

MONASH PLANNING SCHEME

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Proposed C172mona

SCHEDULE 19 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO19**.

THE MONASH BOULEVARDS KEY DEVELOPMENT SITE - 2277 DANDENONG ROAD, MULGRAVE**1.0**

--/---
Proposed C172mona

Design objectives

To provide a consistent, strongly landscaped setback along Dandenong Road, enhancing the garden city character of Monash.

To provide high quality, visually interesting, environmentally sustainable, contemporary building(s) at this key gateway site near the intersection of Dandenong Road and Springvale Road.

To ensure the height and built form of new buildings provide an acceptable interface, amenity outcomes and transition to adjoining lower scale residential areas in the General Residential Zone.

To minimise the need for fencing along street interfaces through appropriate landscaping and building design.

2.0

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Proposed C172mona

Buildings and works

A permit is required to construct a fence with a street interface.

Note: a permit is required to construct a building, construct or carry out works.

The following buildings and works requirements apply to an application to construct a building, construct or carry out works:

Definitions

'Boulevard' means Dandenong Road, Springvale Road or a service road accessed from Dandenong Road or Springvale Road.

'Boulevard boundary' means a lot boundary shared with a boulevard.

'Boulevard setback' means the space between the boulevard boundary and any buildings.

Building height

Building heights should not exceed 27 metres (up to 8 storeys).

Boulevard setback

. All parts of a building should be set back a minimum of 7.6 metres from the *boulevard boundary*. This includes any part of a basement, excluding an access ramp.

. Upper levels above 13.5m (4 storeys) should be set back an additional 3.0 metres from the *boulevard boundary* (10.6 metres in total). (Refer to Diagram 1)

. A minimum of 60% of the *boulevard setback* should contain landscaping and pervious surfaces.

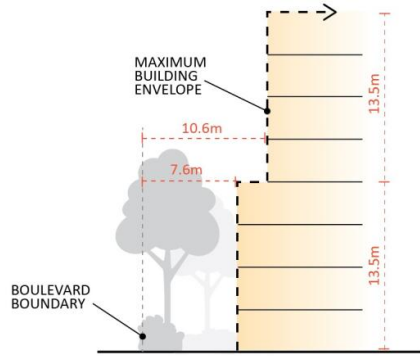
. Canopy trees should be planted within the boulevard setback to achieve a mature height greater than the height of the building and with sufficient canopy spread to shade to at least 80% of the boulevard setback.

. Canopy trees should be planted within the *boulevard setback* to achieve a mature height greater than the predominant height of the building visible from the street and with sufficient canopy spread to shade to at least 80% of the *boulevard setback*. For the purposes of this requirement, the predominant height will be 13.5m (or the height of the development, whichever is lesser).

MONASH PLANNING SCHEME

- Secluded private open space areas at ground level should not be provided within the *boulevard setback*. Instead, these areas should be provided within the side and rear setbacks

Diagram 1: Boulevard setback



Other setbacks

A building should be set back at least 3.0m from Harcourt Avenue.

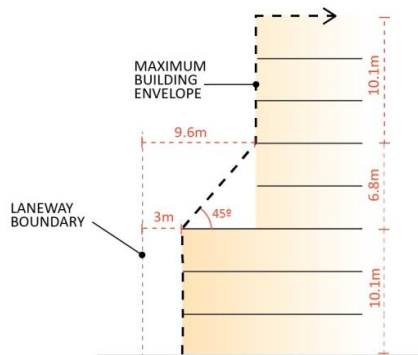
- Upper levels above four storeys (13.5m) should be set back an additional 3.0m from Harcourt Avenue (6.0m in total).

A building should be set back at least 4.0m from Wilma Avenue.

- Upper levels on the Wilma Avenue interface above 6.8m (2 storeys) should be set back 1.0m for every metre of height over 6.8m, up to 16.9m, and avoiding a 'wedding cake' built form outcome.
- A building should be set back at least 3.0m from the laneway at the rear of the Gateway Shopping Centre.
- Upper levels along the laneway interface should be set back 0.3m for every metre of height over 3.6m up to 10.1m (3 storeys), plus 1 metre of height over 10.1m, up to 16.9m. (Refer to Diagram 2)

Diagram 2: Laneway interface setback

MONASH PLANNING SCHEME

**Building form, orientation and design**

- Provide building modulation to Dandenong Road, Springvale Road and Harcourt Avenue that reflects the grain of the adjoining land subdivision to the north west and north east.

Avoid monolithic forms.

- Vary ground level setbacks to reduce visual bulk and create additional opportunities for landscaping.
- Building façades should be designed to:
 - Be sufficiently articulated to avoid visual bulk through the considered design of openings, balconies, varied materials, recessed and projected elements, opportunities for vegetation, and revealing structural elements such as columns and beams.
 - Avoid large areas of rendered surfaces.
 - Avoid a 'wedding cake' built form outcome through upper levels on buildings of five storeys or more set back in a minimum of two steps.
 - Allow for the interpretation or reading of each floor level of the building.
 - Be simple and articulated, and not rely on excessive use of materials to achieve visual interest.
- Roof forms should be designed to:
 - Be articulated or divided into distinct sections on larger buildings in order to minimise visual bulk and respond to the roof proportions of existing buildings.
 - Consider site orientation so that element such as eaves and external shades can respond to solar access and shading needs.
 - Consider the architectural detail of eaves as part of the design.
- Services and equipment above the roof (such as plant, lift cores, heating and cooling) should be well integrated, not face the street and contained within the roof form or screened behind a parapet so that they are not visible.

MONASH PLANNING SCHEME

- Site services, such as meter boxes, fire fighting equipment and mail boxes, should be incorporated into the design of the building.
- Buildings to include provision for rainwater capture, storage and re-use, and future readiness for connection to recycled water.
- Provide a sense of address and human scale interaction with the street through:
 - Ground level occupation and the presence of habitable rooms and balconies at all levels.
 - Placing inactive uses, such as laundries, garages and bathrooms, away from street-facing interfaces (where practicable).
 - Utilise modulation to distinguish between individual dwellings.
 - Activated and landscaped interfaces along all street frontages.
 - Separate entries to individual dwellings at ground level.
 - Clearly defined building entries directly front the street.
- Where private open space is located at ground floor and visible from the street, innovative techniques should be used to define and give privacy to area in place of solid fencing. This may include the use of raised garden beds or decorative screening and permeable fencing.
- Buildings should be sited to:
 - Facilitate natural light and ventilation to windows and openings, including cross-ventilation breezes.

MONASH PLANNING SCHEME

- Mitigate noise and air pollution from the main road environment and nearby industrial uses, to noise sensitive rooms and balconies.
- Allow for adequate light and sun penetration to existing and future development on adjoining properties.
- Designed and orientated to maximise opportunities for solar access to living areas and private open space.
- Locate driveways on the south side of lots with an east-west orientation to maximise solar access to habitable spaces and minimise overshadowing of neighbouring properties.
- Respond to existing conditions including adjoining uses, topography, vegetation and views.

Car parking and building access, pedestrians and cycling

- Provide pedestrian access between the site and shops.
 - Provide ground level setback of 3 metres to the existing laneway along the south eastern boundary of to support laneway widening and provide buffer to adjoining retail uses.
 - Focus vehicle access to car parking from Harcourt Avenue and Wilma Avenue (including via the laneway from Wilma Avenue).
 - Vehicle crossovers and car parking access should be designed to:
- Provide a single vehicle crossover per site.
- Be provided from the intersecting side street rather than the Boulevard interface or service lanes, if the site is on a corner.
- Be positioned away from existing street trees to avoid root damage and/or removal.
 - Pedestrian entries, routes between public areas and site facilities, and access should be designed to:
- Be visible, and accessible to all people, including those with limited mobility, and those with bikes, prams, wheelchairs and mobility scooter.
- Have integrated pedestrian access ramps and stairs, without compromising the extent of landscaping within street setbacks.
- Be easy to locate and orientated to address the *boulevard boundary*.
- Have planting and landscape treatments.
- Facilitate ease of evacuation to side and rear streets in the event of high pressure gas pipeline failure along Dandenong Road.
 - The location of bicycle parking should be easily accessible from the street and at ground level and should be in an area of the site subject to passive or active surveillance.
 - Ensure new apartment developments have capacity and readiness for EV charging.

Landscaping and fencing

- Landscaping should be designed to:
 - Prioritise the retention of significant and large canopy trees.
 - Maximise deep soil planting zones within boulevard interface and rear setbacks.

MONASH PLANNING SCHEME

- Have canopy vegetation of a suitable size and height which emerges above the predominant form of the proposed development visible from the street.
- Be a minimum of 60 per cent of the total area of the boulevard interface, incorporating grassed and planted areas.

Have vertical greening within side street setbacks to create the effect of the buildings sitting in a landscaped setting. This will preferably include trees with a narrow canopy or shrubs or climbers on fences / walls are to reach a minimum of 1.8 metres high where trees are not feasible.

- Utilise green roofs, walls and balconies to provide additional landscaping and soften the visual impact of buildings.
- Incorporate fencing solutions.

- Water run-off from impervious surfaces should be collected, cleaned and re-used through passive irrigation where practical.
- Where paved surfaces are required, position trees and built form to ensure these are at least partially shaded during summer.
- Encourage the use of permeable paving surfaces, where feasible, to assist with overall soil moisture content.
- Fences along street interfaces, particularly the boulevard interface, should be avoided to create open and welcoming entrances. However, if fences are required they should be designed to:
 - Not exceed a maximum height of 1.2 metres.
 - Be designed to incorporate landscaping and permeability to contribute greenery and provide a level of passive surveillance to the street.
 - Avoid high fencing along footpaths.

3.0

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Proposed C172mona

Subdivision

A permit is not required to subdivide land.

4.0

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Proposed C172mona

Signs

None specified.

5.0

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Proposed C172mona

Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A landscape plan prepared by a landscape architect or a suitably qualified landscape designer, drawn to scale and dimensioned which:
 - Identifies, retains and protects significant vegetation on the site and significant vegetation on adjoining properties in proximity to the development which contributes to the character of the area, including the identification of tree protection zones.
 - Proposes new canopy trees and other vegetation that will enhance the landscape character of the neighbourhood particularly within the front, side and rear setbacks, along driveways and walkways, and within private open space areas.

MONASH PLANNING SCHEME

- Provides a schedule of all proposed trees, shrubs and ground covers including the size of all plants (at planting and at maturity), their location, botanical names and the location of all areas to be covered by grass, lawn, mulch or other surface material.
- Provides the location and details of all fencing and external lighting.
- Identifies the extent of any cut and fill, embankments or retaining walls associated with the landscape treatment of the site.
- Details of all proposed surface materials including pathways, patios or decked areas and measures to reduce stormwater runoff such as porous paving, swales and infiltration, ponding areas and grey water reuse.
- A schedule of materials and finishes to be used in the development.
- A plan identifying service areas, such as waste and recycling areas, utilities and services.
- Details of screening to waste and recycling areas if provided external to the building.
- A statement about how the development meets the requirements of this schedule.

- A Transport Impact Assessment.

6.0**Decision guidelines**

---/---Proposed C172mona

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the development meets the building heights, building setbacks, building form and design, access, landscaping and fencing requirements of this schedule.
- Whether the placement of any structures, including porches, balconies and architectural features within the required front, side and rear setbacks are reasonable due to their lightweight design.
- Whether there is an appropriate balance between heavy greening to the site and providing for reasonable levels of accommodation and access.



The design and placement of vehicle access to avoid the removal or harm to existing street trees.

- Whether there is an appropriate balance between simple architectural detail and articulation to avoid visual bulk.

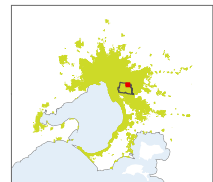
MONASH PLANNING SCHEME - LOCAL PROVISION AMENDMENT C172mona



LEGEND

-  DDO6 - Design and Development Overlay - Schedule 6
-  Local Government Area

Part of Planning Scheme Map 4DDO



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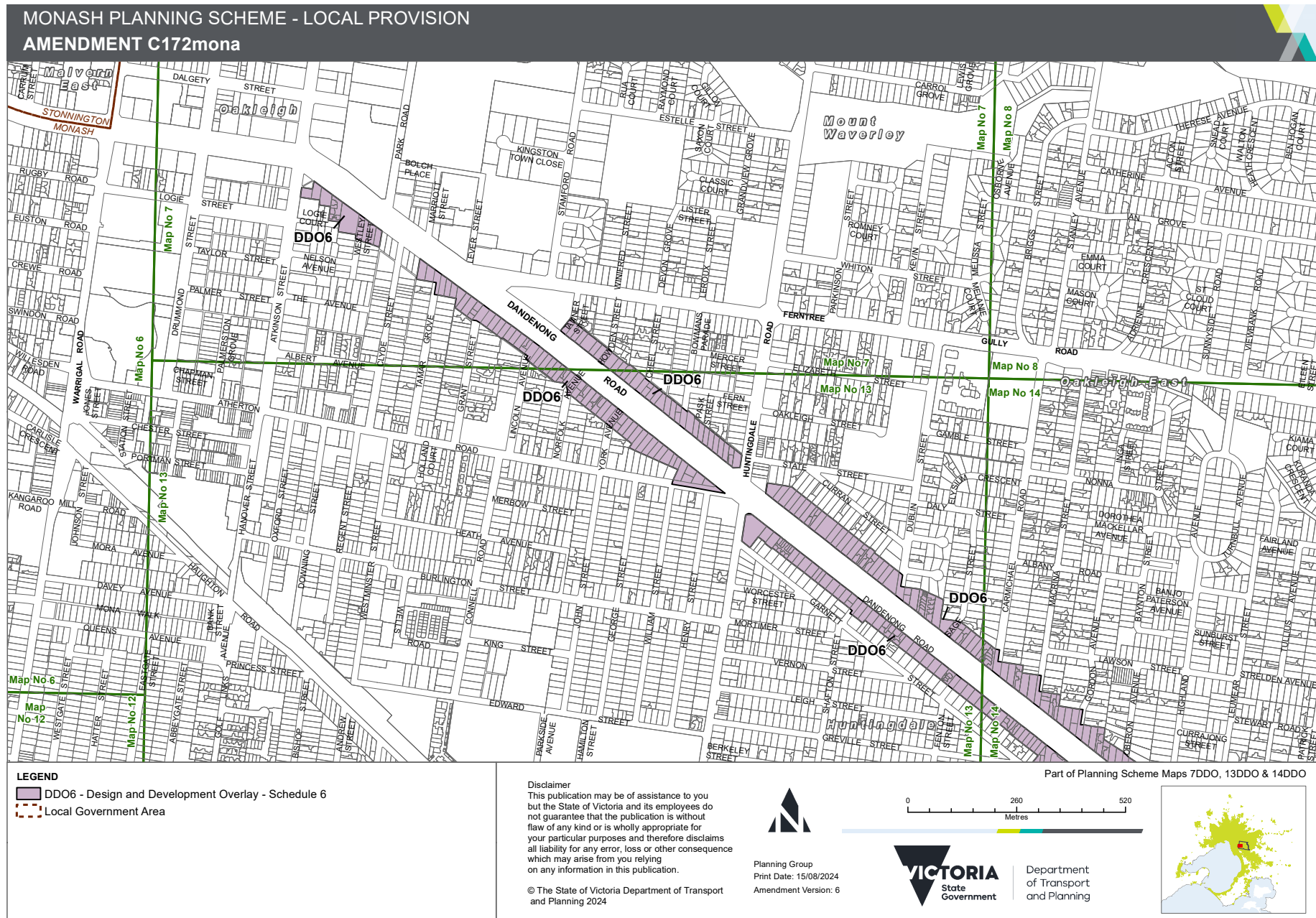


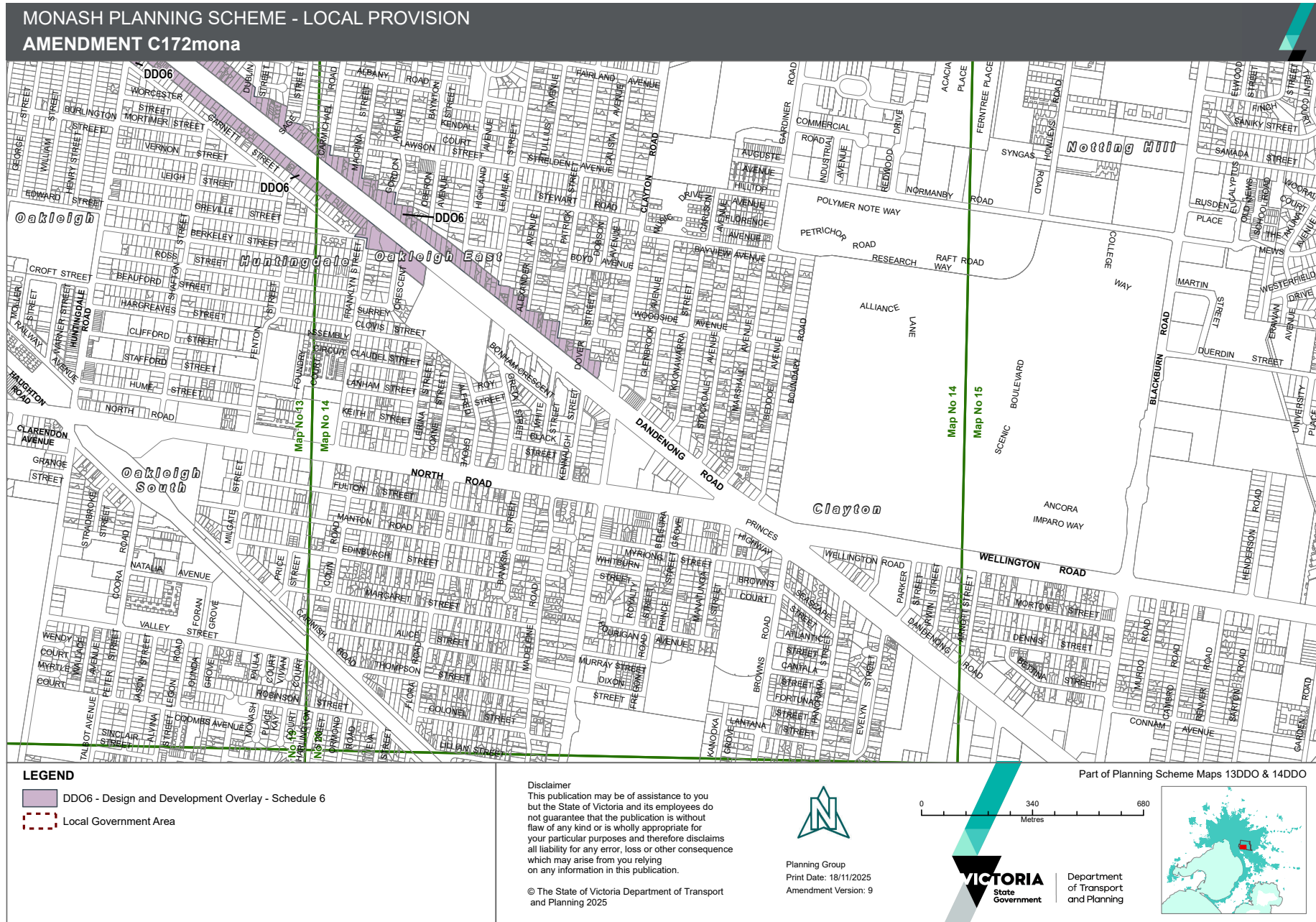
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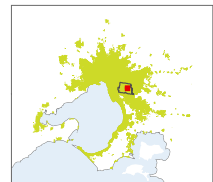
MONASH PLANNING SCHEME - LOCAL PROVISION AMENDMENT C172mona



LEGEND

- DDO6 - Design and Development Overlay - Schedule 6
- Local Government Area

Part of Planning Scheme Maps 10DDO & 16DDO



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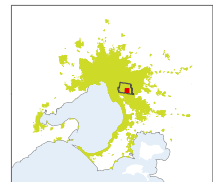
**MONASH PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C172mona**



LEGEND

- DDO6 - Design and Development Overlay - Schedule 6
- Local Government Area

Part of Planning Scheme Map 16DDO



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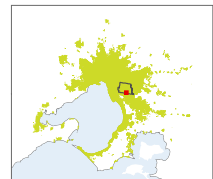
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MONASH PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C172mona



LEGEND

- DDO6 - Design and Development Overlay - Schedule 6
- DDO19 - Design and Development Overlay - Schedule 19
- Local Government Area

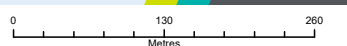


Part of Planning Scheme Maps 21DDO & 22DDO

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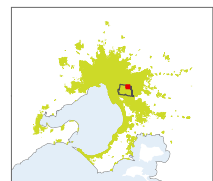
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MONASH PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C172mona



LEGEND

-  GRZ - General Residential Zone
 Local Government Area



Part of Planning Scheme Map 4

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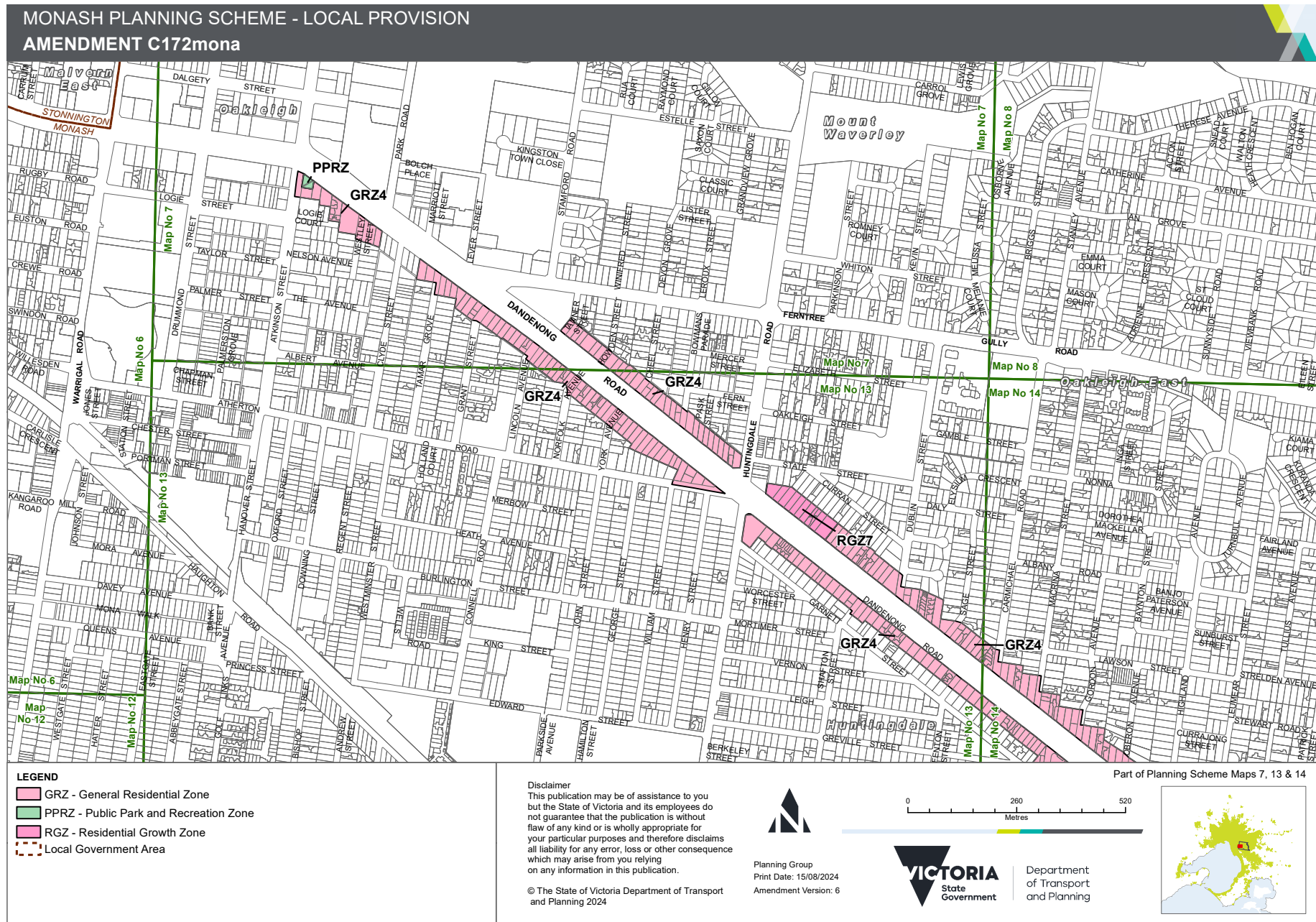
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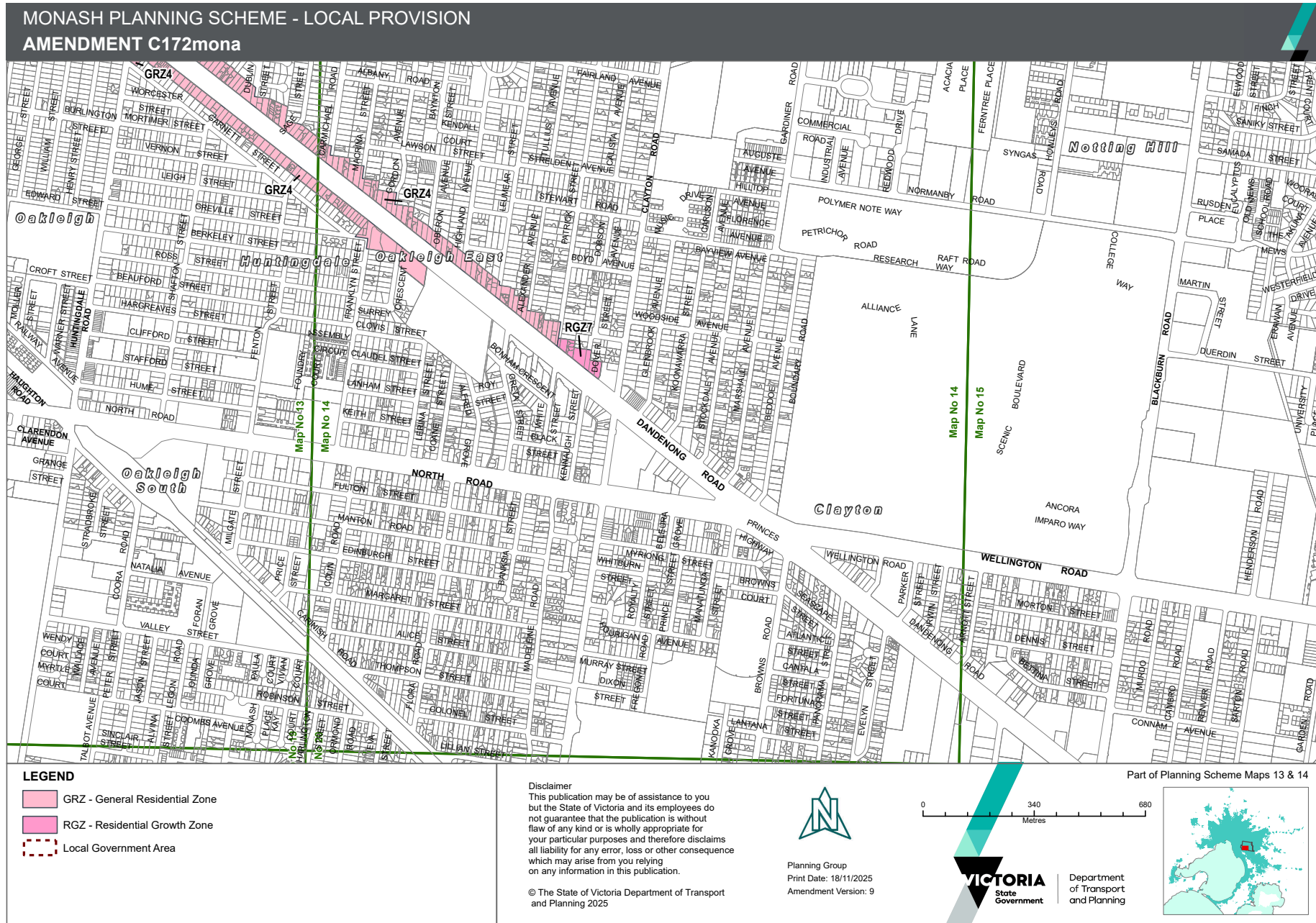
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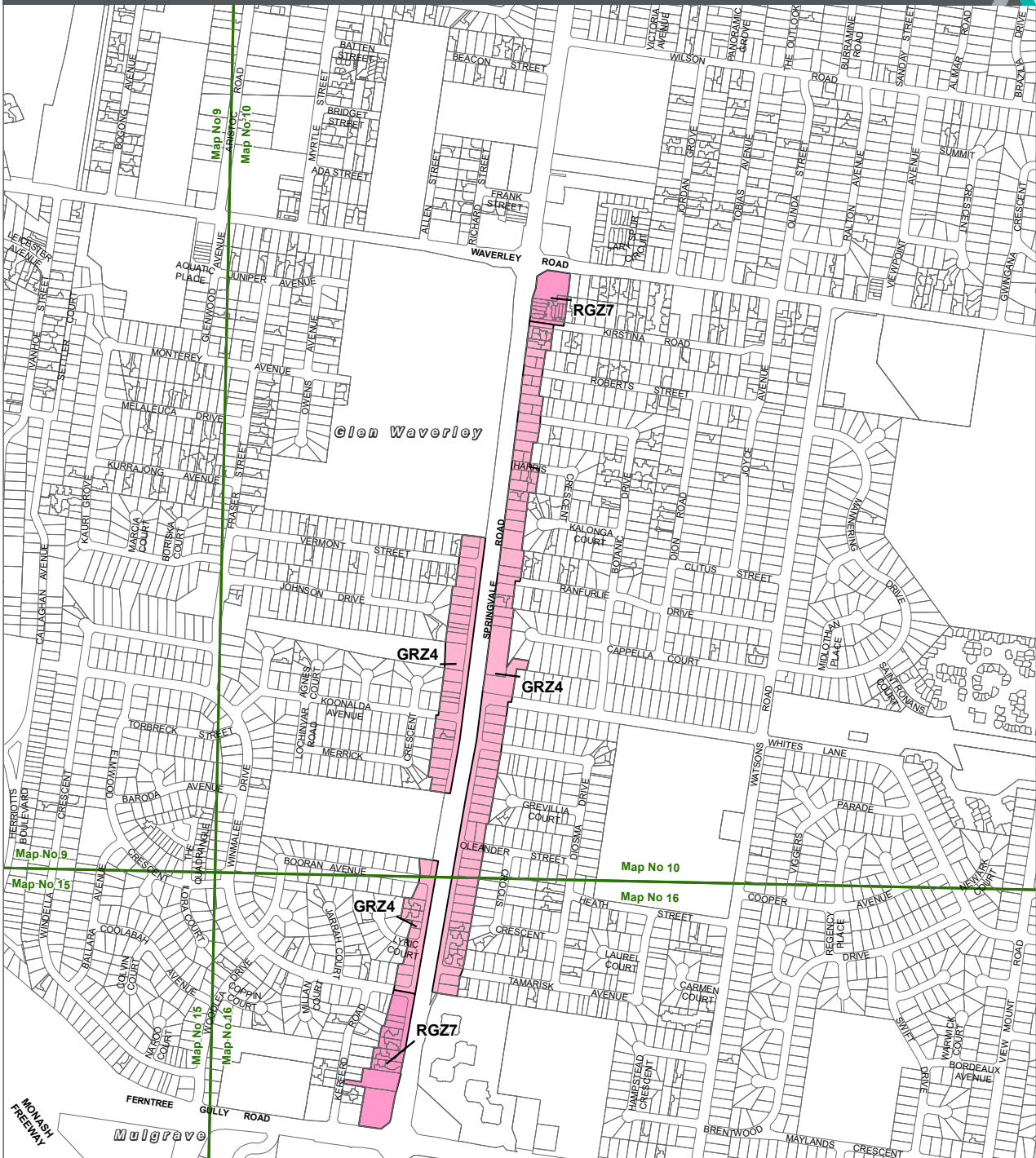
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MONASH PLANNING SCHEME - LOCAL PROVISION AMENDMENT C172mona



LEGEND

- GRZ - General Residential Zone
- RGZ - Residential Growth Zone
- Local Government Area

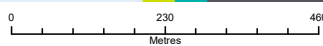
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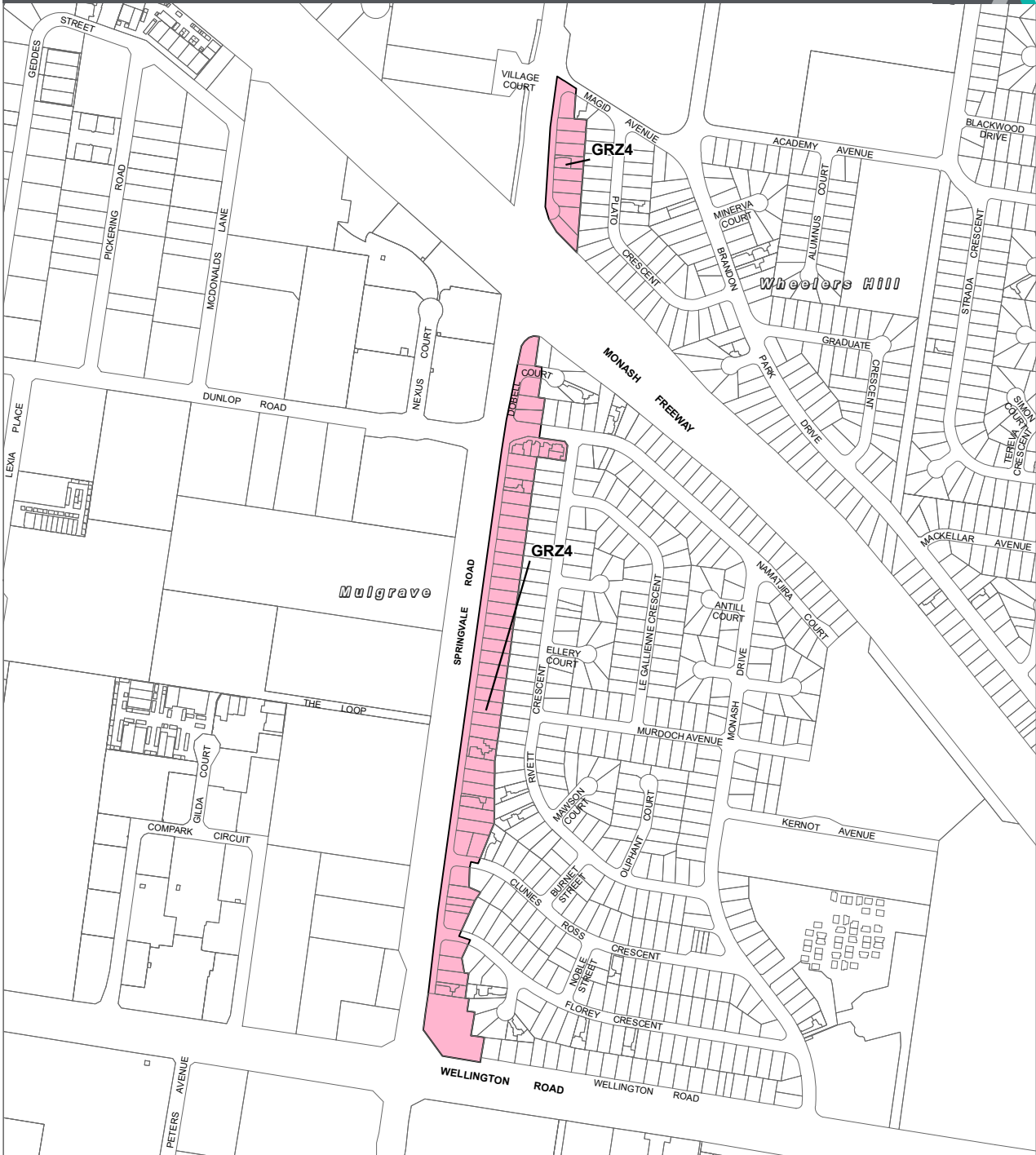
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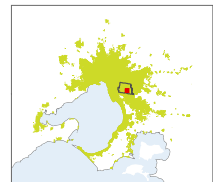
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**MONASH PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C172mona**



LEGEND

- GRZ - General Residential Zone
- Local Government Area



Part of Planning Scheme Map 16

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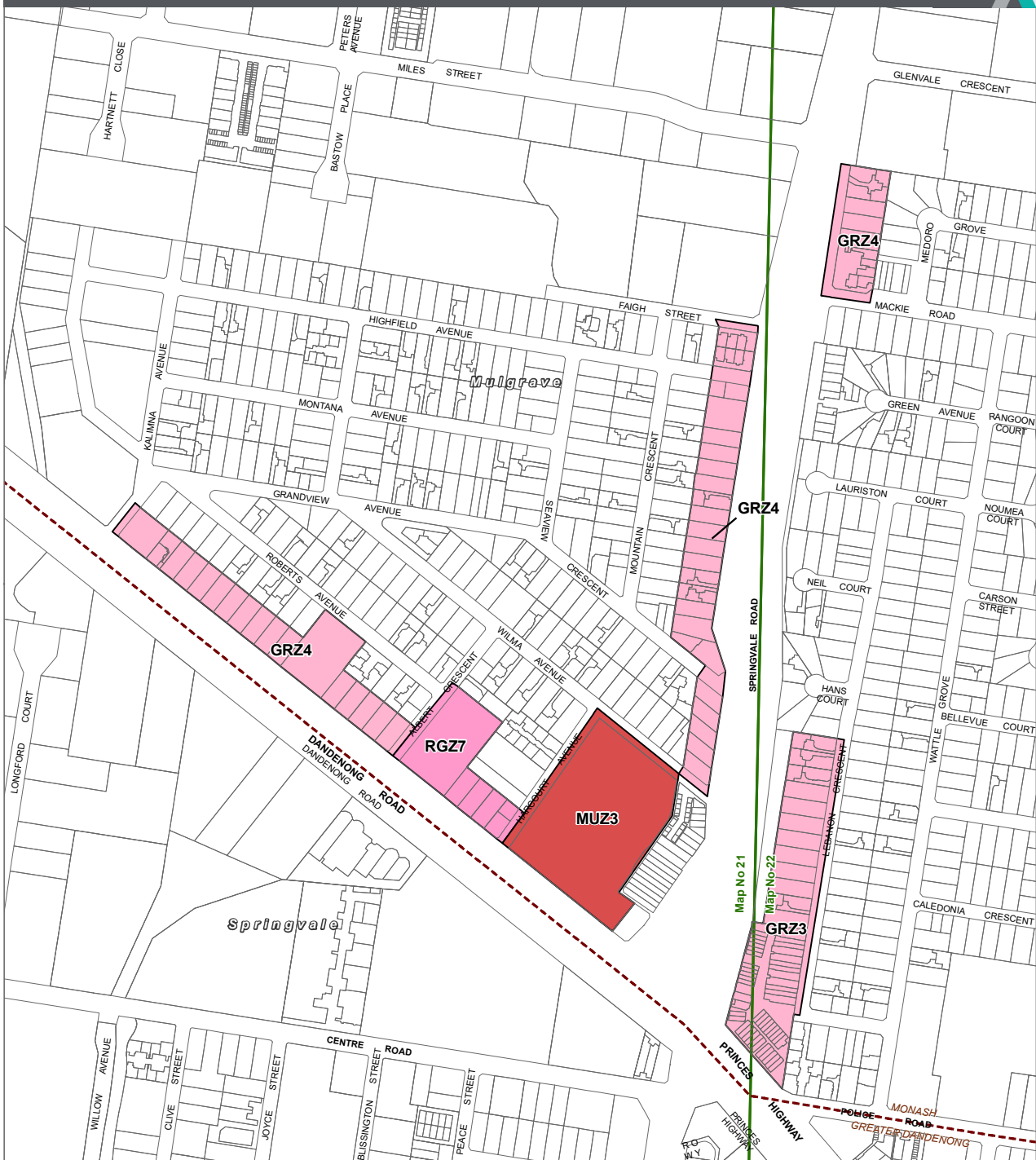


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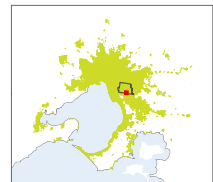
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MONASH PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C172mona



LEGEND

- GRZ - General Residential Zone
- MUZ - Mixed Use Zone
- RGZ - Residential Growth Zone
- Local Government Area



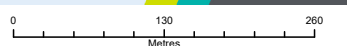
Part of Planning Scheme Maps 21 & 22

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