

Planning Panels Victoria

Suburban Rail Loop East Precincts Standing Advisory Committee

Volume 1: Summary and Approach

Advisory Committee Report

Planning and Environment Act 1987

20 February 2026

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.

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Advisory Committee Report

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20 February 2026



Sarah Carlisle, Chair



Sarah Raso, Deputy Chair



Tim Hellsten, Deputy Chair



Annabel Paul, Deputy Chair



Elizabeth McIntosh, Deputy Chair



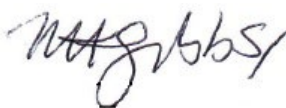
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Master Glossary and abbreviations

ABS	Australian Bureau of Statistics
Affordable housing	Affordable housing as defined in the PE Act including social housing
ATO	Australian Tax Office
Baseline FAR	The floor area ratio nominated in Clause 5.0 of the relevant PRZ schedule
Bayside Council	Bayside City Council

BIC	Business and investment case
BESS	Built Environment Sustainability Scorecard
BF[number]	Built form standard (in a BFO schedule)
BFO [number]	Built Form Overlay Schedule [number]
BOX R[number]	Recommendation for Box Hill precinct Referred Matters
BUR R[number]	Recommendation for Burwood precinct Referred Matters
CASBE	Council Alliance for a Sustainable Built Environment
C[number]Z	Commercial [number] Zone
CINA	[Precinct] Precinct Community Infrastructure Needs Assessment
CLA R[number]	Recommendation for Clayton precinct Referred Matters
CI R[number]	Recommendations in relation to Common Issues Referred Matters
Committee	Suburban Rail Loop East Precincts Standing Advisory Committee
Common Issues Referred Matters	Common issues that have implications for multiple Referred Matters
Contamination Land Report	SRL East Draft Structure Plan Land Contamination Technical Report (AJM, February 2025)
CHIA	Community Housing Industry Association
Councils and University Group	Bayside City Council, Monash City Council, Whitehorse City Council and Monash University, who were jointly represented by Maddocks Lawyers
Councils	All Councils party to the hearing
CTM R[number]	Recommendation for Cheltenham precinct Referred Matters
DEECA	Department of Energy, Environment and Climate Action
DPO	Development Plan Overlay
draft Amendment	draft Amendment GCXXX or VXXX to the [Council name] Planning Scheme

draft Implementation Plan	the draft [precinct name] Implementation Plan
draft Structure Plan	the draft [precinct name] Structure Plan
draft Parking Plan	the draft [precinct name] Parking Plan
DTP Transport	Department of Transport and Planning (Transport)
EAO	Environmental Audit Overlay
EE Act	Environment Effects Act 1978
EP Act	Environment Protection Act 2017
EES	Environment Effects Statement
ESD	Environmentally Sustainable Design
EV	electric vehicle
FAR	floor area ratio
FAU	floor area uplift
GBNV	GBNV
GI [number]	GI [number]
GI R[number]	GI R[number]
GFA	GFA
Green Streets	Green Streets
GRZ	GRZ
GWY R[number]	GWY R[number]
HCTZ	Housing Choice and Transport Zone
IN[number]Z	Industrial [number] Zone
Joint Expert Statement	the statement of areas of agreement and disagreement identified in expert meetings directed by the Committee
Kingston Council	Kingston City Council
LUSCA	Land Use Scenario and Capacity Assessment
master planned sites	sites with bespoke PRZ schedules that require a master plan
major strategic land uses	major strategic land uses (such as Monash University) that are zoned PUZ and are not intended to be subject to the draft Amendments.
MD[number]	Ministerial Direction [number]

MICLUP	Melbourne Industrial and Commercial Land Use Plan
Monash Council	Monash City Council
MON R[number]	Recommendation for Monash precinct Referred Matters
MUZ	Mixed Use Zone
NCC	National Construction Code
local policies	the new local policies for each structure plan area in Clause 11.03-6L-01 that are proposed to be introduced by the draft Amendments
OSTR	Open Space Technical Report
PAO[number]	Public Acquisition Overlay [number]
PCL	potentially contaminated land
PE Act	Planning and Environment Act 1987
Planning Scheme	[Municipality name] Planning Scheme or any planning scheme/s applying to the structure plan areas
PO[number]	Parking Overlay [number]
PPN[number]	Planning Practice Note [number]
PPRZ[number]	Public Park and Recreation Zone [number]
Practitioner's Guide	Practitioner's Guide to Victoria Planning Scheme, August 2025 (version 8)
precincts	the land in the Structure Plan Areas for Box Hill Precinct, Burwood Precinct, Cheltenham Precinct, Clayton Precinct, Monash Precinct and Glen Waverley Precinct
Proponent	Suburban Rail Loop Authority
PRSA	Preliminary Risk Screen Assessment
PSA Approach Report	Suburban Rail Loop East Approach Report
PRZ[number]	Precinct Zone Schedule [number]
PTAL	Public Transport Accessibility Level
PUZ	Public Use Zone
Referred Matters	the matters set out in the attachment to the Minister's referral letter dated 7 July 2025 in relation to the [Precinct name] Precinct and repeated in [Table 1].

RGZ	Residential Growth Zone
SCO[number]	Specific Controls Overlay Schedule [number]
SDA	[Precinct name] Precinct Station Development Area
SGS	SGS Economics
SLO[number]	Significant Landscape Overlay [number]
SMP	Sustainable Management Plan
Structure Plan Area	Structure Plan Area as defined by the draft [Precinct name] Precinct Structure Plan (also referred to as precincts)
SRL	Suburban Rail Loop
SRL East	the Suburban Rail Loop (East) associated transport infrastructure, stations and precincts
SRL East Program	Suburban Rail Loop East program
strategic site	sites that are identified or described as strategic sites in the draft structure plans and draft Amendments
draft structure plans	draft Structure Plans in the precincts
Structure Plan Guidelines	Planning for SRL East Precincts: Guidelines for the Preparation of Structure Plans, November 2024
SRL Act	Suburban Rail Loop Act 2021
SUZ	Special Use Zone
Terms of Reference	Suburban Rail Loop East Precincts Standing Advisory Committee Terms of Reference
TN-[code/number]	Technical Note [code/number]
Technical Note TN-G04	Technical Note TN-G04 Schools, Kinders and Hospitals (August 2025) (GI 58)
UDLP	Urban Design and Landscape Plans
UDR	[Precinct name] Urban Design Report
Uplift Scheme	the combined operation of the VPBUF, PRZ and the FARs nominated in the PRZ schedules
VCAT	Victorian Civil and Administrative Tribunal
VHH	Victorian Heart Hospital
Volume 1 Report	Summary and Approach Report

Volume 2 Report	Common Issues Report
Volume 3 Report	General Issues Report
vision	collective vision or visions in each of the draft structure plans
VITM	Victorian Integrated Transport Model
VPBUF	Suburban Rail Loop East Voluntary Public Benefit Uplift Framework
VPP	Victoria Planning Provisions
Wind Technical Report	SRL East Draft Structure Plan - Wind Technical Report
WSUD	Water Sensitive Urban Design
Whitehorse Council	Whitehorse City Council

Overview

Summary	
Referral	
Referral	General Issues Box Hill Precinct Monash Precinct Clayton Precinct Glen Waverley Precinct Cheltenham Precinct Burwood Precinct
The Proponent	Suburban Rail Loop Authority
Referral date	7 July 2025
Referred Matters	See Appendix A
Committee process	
Report volumes	Volume 1: Summary and Approach Volume 2: Common Issues Volume 3: General Issues Volume 4: Box Hill Precinct Volume 5: Burwood Precinct Volume 6: Cheltenham Precinct Volume 7: Clayton Precinct Volume 8: Glen Waverley Precinct Volume 9: Monash Precinct.
This Volume	Volume 1: Summary and Approach
Date	20 February 2026
Citation	Suburban Rail Loop East Precincts Volume 1 [2026] PPV
Committee members	Sarah Carlisle (Lead Chair) Sarah Raso, Tim Hellsten, Annabel Paul, Elizabeth McIntosh, Gabby McMillan, John Roney, Jonathan Halaliku, Meredith Gibbs, Penelope Smith, Shannon Davies (Deputy Chairs) Andrew Gear, Andrew Hutson, Geoff Glynn, John Hartigan, Mark Varmalis, Paul Tierney, Peter Edwards, Peter Elliott, Prof Rob Adams AM, Simon Shiel (Members)
Supported by	Georgia Brodrick and Sarah Vojinovic
Directions Hearings	22 July 2025 at Stamford Hotel, Melbourne and online 12 August 2025 at 1 Spring Street, Melbourne and online 20 August 2025 online

Hearings

27 August to 18 December 2025 at Stamford Hotel, Melbourne,
Novotel Hotel, Glen Waverley and online (7 separate hearings)

1 Introduction

1.1 Overview

This report is one of nine volumes that have been prepared by the Committee which has been appointed to give advice in accordance with its Terms of Reference dated 1 June 2025.

The Committee's role is to provide advice and recommendations on the Referred Matters. The Referred Matters concern the implementation of draft structure plans, draft implementation plans and draft Amendments prepared by the Proponent as the planning authority for the six Suburban Rail Loop East structure plan areas.

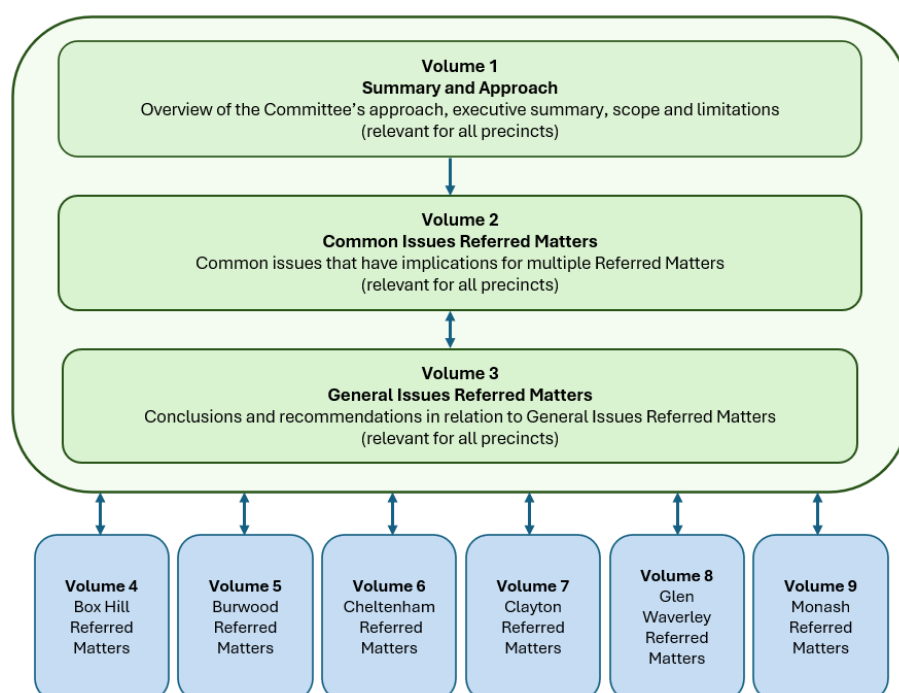
The referral letter (which sets out the Referred Matters) is contained in Appendix A.

1.2 Structure of the report

The Committee's report consists of nine volumes:

- Volume 1: Summary and Approach
- Volume 2: Common Issues
- Volume 3: General Issues
- Volume 4: Box Hill Precinct
- Volume 5: Burwood Precinct
- Volume 6: Cheltenham Precinct
- Volume 7: Clayton Precinct
- Volume 8: Glen Waverley Precinct
- Volume 9: Monash Precinct.

The diagram below provides a roadmap of the different report volumes. It is reproduced in each volume.



This Volume 1 Report comprises:

- an executive summary
- an overview of the precinct planning undertaken by the Proponent
- an overview of the material before the Committee
- a discussion of the scope of the Committee's role and the limitations of the process
- a high level description of relevant planning reforms that occurred during the process
- an explanation of the Committee's approach
- a consolidated set of findings, conclusions and recommendations in response to all Referred Matters (in Appendices B to I).

1.3 A consistent approach

The Terms of Reference state the Committee has been established to ensure a consistent approach to providing independent advice on the Referred Matters.

The General Issues Referred Matters are 'line wide' issues that have implications across all six precincts. The Referred Matters also include several matters that are common across all precincts (for example, whether the planning for community infrastructure in the [precinct] is appropriate). These are referred to in this report as Common Issues Referred Matters.

To ensure a consistent approach, the Committee has dealt with Common Issues Referred Matters and General Issues Referred Matters 'up front':

- Volume 2 Report deals with the Common Issues Referred Matters relating to:
 - the VPBUF
 - the planning for open space
 - the planning for community infrastructure
 - the draft implementation plans
- Volume 3 Report deals with the General Issues Referred Matters (and the Common Issues Referred Matter relating to the Parking Precinct Plans).

Precinct specific Referred Matters are addressed in the precinct reports (volumes 4 to 9).

The Committee's findings and recommendations on Common Issues Referred Matters and General Issues Referred Matters have informed the assessments of precinct specific Referred Matters. Any departures from the findings in the Common Issues report or the General Issues report are explained in the relevant precinct report, along with the reasons as to why a different approach is considered appropriate.

1.4 Reading this report

Because the Committee's findings and recommendations on Common Issues and General Issues Referred Matters have informed the assessments of precinct specific Referred Matters, each precinct report needs to be read together with volumes 1, 2 and 3. Volumes 1, 2 and 3 need to be read first, to understand the Committee's approach and the context for the Committee's assessment of precinct specific Referred Matters.

This Volume 1 Report contains a glossary of terms used in all volumes and needs to be read in conjunction with all volumes.

The Common Issues Report (Volume 2) contains a document list for documents tabled during the General Issues Hearing. The precinct reports contain document lists for documents tabled during the relevant precinct hearing.

2 Executive summary

Plan for Victoria positions the Suburban Rail Loop (SRL) East precincts as essential to achieving the state's long term vision of a more connected, sustainable, and multi-centric city. It places the precincts at the centre of the state's housing and urban growth strategy, leveraging off the stations and major strategic land uses in the precincts such as Monash University.

The structure planning for the precincts envisages transformative change, with very significant growth and a deeper integration of spatial planning with transport systems, walkable neighbourhood principles and sustainability principles. Mode shift is at the heart of the precinct planning, which seeks to deliver neighbourhoods with varying character and function that provide diverse housing opportunities (including affordable housing) and deliver expanded employment opportunities in well designed, well connected, sustainable neighbourhoods with high quality design and amenity and appropriate levels of open space and community infrastructure.

The precinct planning has significant long term implications for the municipalities of Bayside, Kingston, Monash and Whitehorse. For most precincts, the residential and employment populations are projected to more than double by 2041. New open space and community infrastructure will be critical to achieving the visions and objectives in the draft structure plans, as will the early provision of active transport infrastructure to encourage mode shift.

Referred Matters

The Suburban Rail Loop East Precincts Standing Advisory Committee (Committee) has been asked to provide advice on specific matters (Referred Matters) concerning the implementation of the draft structure plans for the precincts. It has not been asked to comment more generally on the appropriateness of the draft structure plans, draft Amendments or draft implementation plans.

Framework for assessment

In considering the Referred Matters the Committee has asked itself whether (and to what extent) the Referred Matter will contribute to achieving the vision and objectives of the draft structure plans. The various elements of the structure plans and draft Amendments need to work together effectively if the visions and objectives are to be achieved. The Committee has structured its report and its analysis of the Referred Matters to recognise the interrelated nature of the Referred Matters.

Key findings

The Committee's findings for some of the Referred Matters represent a significant risk to achieving the objectives and visions in the draft structure plans. The most problematic aspects of the approach to precinct planning to date are the Referred Matters relating to:

- the Voluntary Public Benefit Uplift Framework (VPBUF)
- the planning for open space
- the planning for community infrastructure
- the planning for pedestrian links.

The VPBUF is integral to the consideration of multiple Referred Matters, including those relating to open space, community infrastructure, pedestrian links and social and affordable housing. This voluntary framework is being relied on to deliver this critical infrastructure and if it doesn't operate as intended, the visions and objectives of the structure plans will not be achieved.

The Proponent has not demonstrated that the VPBUF is correctly designed and calibrated to incentivise delivery of this critical infrastructure. In particular, the Proponent has not demonstrated that:

- the metrics of the floor area ratios (FARs) are justified and consistent with the built form outcomes sought to be achieved in the precincts
- the FARs are low enough to incentivise developers to seek uplift, without being so low that they inadvertently discourage development
- there is sufficient 'head room' between the FARs and the discretionary built form controls to allow uplift to be delivered on a sufficient number of sites without compromising the built form outcomes sought for the precincts
- the discount rate has been set at the right level to provide a genuine incentive for developers to deliver the different types of eligible public benefits.

Perhaps more fundamentally, the Proponent has not demonstrated:

- how the VPBUF incentivises the provision of affordable housing, given other types of eligible public benefit are likely to be preferred by developers
- how pedestrian links that cross multiple sites in different ownership will practically be delivered under a voluntary scheme such as the VPBUF.

Given these fundamental concerns, the Committee recommends deferring the implementation of the VPBUF (and the FARs) until further work is completed that demonstrates the VPBUF is capable of being practically applied and will deliver the intended outcomes. Adjustments are likely to be required to the VPBUF based on the outcomes of this further work, and alternative delivery mechanisms will need to be identified for some types of public benefit that are currently anticipated to be delivered under the VPBUF.

The Proponent's approach to planning for open space and community infrastructure is to defer the detailed planning (including identifying the necessary land) until after the draft Amendments are implemented and the land is rezoned.

The Committee has fundamental concerns with this approach. Land values will increase on rezoning, potentially significantly. In 'development ready' precincts like Box Hill, redevelopment may start to occur soon after rezoning. If the land needed for critical open space and community infrastructure is not identified and set aside at the outset, acquiring appropriate sites will become more difficult and more expensive. Opportunities for appropriately located (or co-located) open space and community facilities may be lost, and surrounding development may proceed that permanently compromises the suitability of preferred sites (particularly for open space, which requires good solar access).

A more detailed assessment of open space and community infrastructure requirements needs to be done to confirm the quantities, locations and types of open space and community infrastructure required to serve the needs of the future precinct

communities. The required land needs to be identified and set aside in the draft Amendments.

Pedestrian connections are critical to achieving many aspects of the precinct visions, including high amenity walkable and permeable neighbourhoods and the shift to sustainable transport modes. The way pedestrian connections are identified in the structure plans and draft Amendments is complex and confusing. There is no clear line of sight between the pedestrian corridors and links in the draft structure plans and the designation of 'specific' and 'indicative' pedestrian connections in the Built Form Overlay (BFO) schedules. The intent and priority of these connections is difficult to understand, and there is not enough certainty about the delivery mechanisms for pedestrian links.

Further work

To ensure the precinct visions can be achieved, further work is required in relation to open space planning, community infrastructure planning and pedestrian links before the draft Amendments are implemented. The absence of funding and effective delivery mechanisms is a critical shortcoming that should be resolved preferably before the Amendments are implemented (but if not, within 12 months after implementation).

Further work is also required on other aspects of the draft Amendments, including in relation to:

- the application of the Environmental Audit Overlay
- targets for housing diversity and affordable housing
- solutions to increase climate resilience and reduce greenhouse gas emissions
- the deemed to comply provisions
- Strategic Sites and master planned sites.

This report provides detailed guidance on the further work required.

Timing for the further work

It is critical that the further work in relation to open space planning and community infrastructure planning is completed before the draft Amendments are implemented, for two key reasons:

- Firstly, sites of 0.5 hectares or more needed for open space and community infrastructure must be identified and set aside before the land is rezoned, to manage the risks and issues outlined above.
- Secondly, the location of open space and community infrastructure will have implications for other aspects of the precinct planning, including the location of pedestrian links and the built form controls around proposed open space.

Ideally the remaining further work recommended by the Committee would also be completed before the draft Amendments are implemented, but this is less critical than the further work in relation to open space and community infrastructure because it does not have such significant spatial implications for the structure planning process.

Any further work not completed before the Amendments are implemented should be recorded in both the implementation plans and Clause 74.02 of the Planning Schemes.

An alternative way forward

Throughout the Committee process the Proponent pointed to the urgent need to implement the controls, and took the approach that any further work that may be required (including the detailed planning for open space and community infrastructure) can be dealt with after the draft Amendments are approved. The urgency is said to exist even though the stations, expected to be the main catalyst for development and population growth, are not anticipated to open until 2035.

The Committee is highly sceptical about the urgency and is firmly of the view that the better approach is to do the further work up front before the draft Amendments are implemented.

If, however, there is an imperative to make changes to the Planning Schemes immediately, the Committee suggests the following parts of the draft Amendments could be implemented before the critical further work is completed, without significant risk to achieving the visions and objectives of the structure plans:

- the new local policies
- the bespoke Precinct Zone schedules for the master planned sites, where these are found to be appropriate in the precinct reports
- the Precinct Zone and Built Form Overlay schedules for the Station Development Areas, which are largely owned or controlled by the Proponent and may not be the most likely locations for land hungry open space or community infrastructure (given the expectations for intensification of built form and development for these areas)
- the Parking Overlays.

All other aspects of the draft Amendments must be deferred until after the critical further work has been completed.

3 Precinct planning

3.1 Context

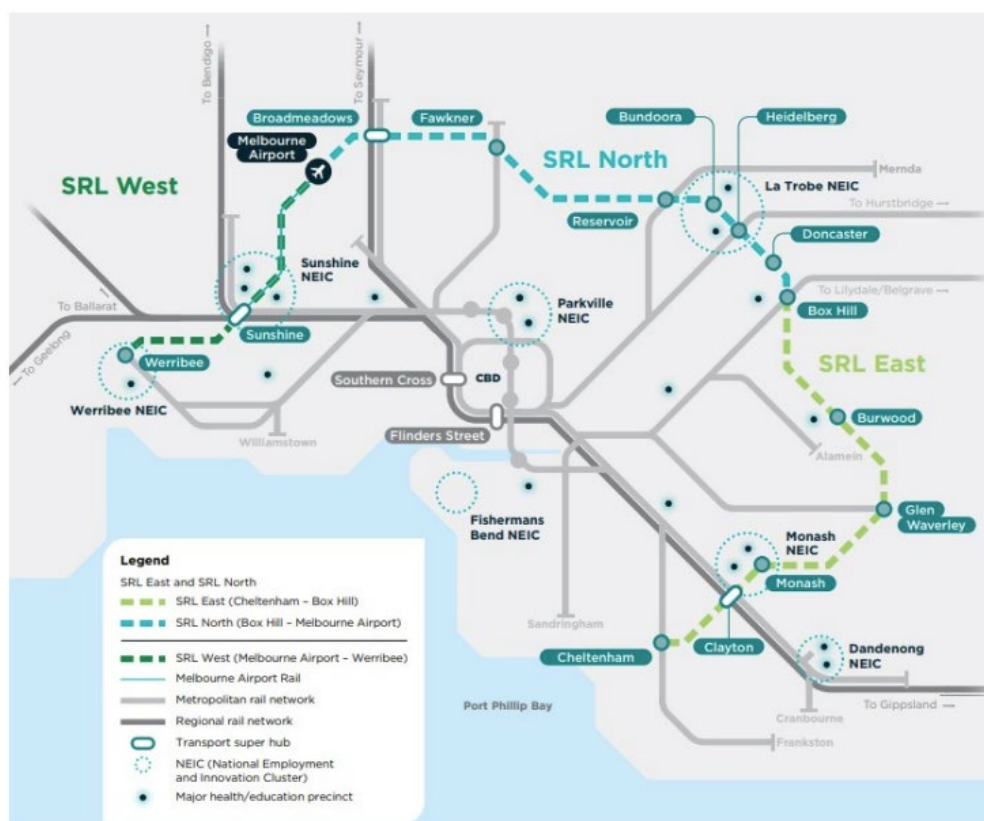
The SRL Act provides for the development of the Program. The Program provides for the planning, delivery and operation of a new orbital rail line from Cheltenham to Werribee.

SRL East refers to the section of rail line between Cheltenham and Box Hill, as shown in Figure 1, along with the associated stations and structure plan areas or precincts (these terms are used interchangeably in this Report as they refer to the same thing).

The SRL East rail infrastructure and stations were assessed under the EE Act and subsequently approved under Amendment GC197 to the Bayside, Kingston, Monash and Whitehorse Planning Schemes.

The Proponent now proposes to implement structure plans for each of the six SRL East precincts.

Figure 1 SRL East in the context of the Program



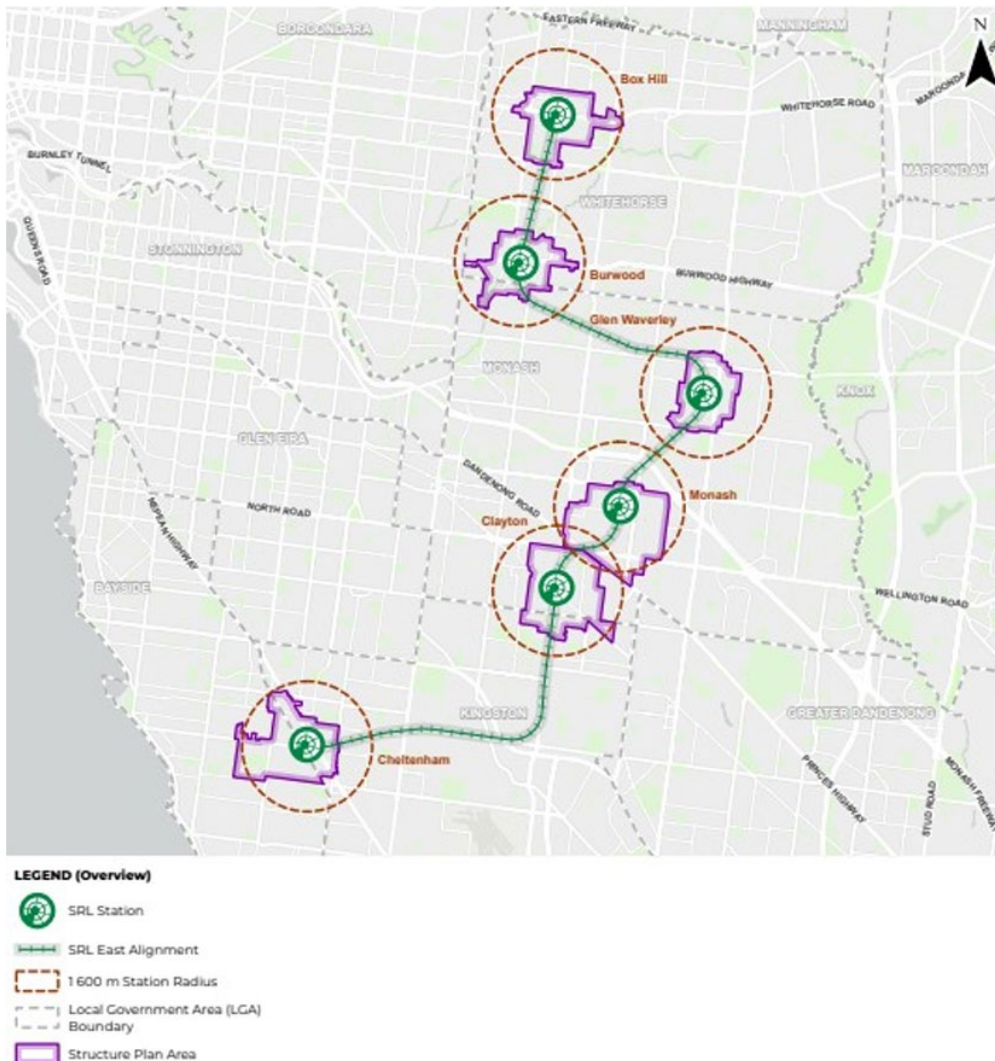
Source: Suburban Rail Loop East PSA Approach Report (GI 005)

3.2 The six precincts

In December 2023, land around each SRL East station was declared a planning area under the SRL Act. The declared planning areas generally extend 1.6 kilometres around each station. Smaller structure plan areas (or precincts) were defined which generally extend around 800 metres from each station, as shown in Figure 2.

SRLA is the planning authority within the declared planning areas, including the structure plan areas.

Figure 2 Structure plan areas



Source: Burwood Community Infrastructure Needs Assessment, AJM Joint Venture (February 2025)

3.3 Visions for the precincts

The Structure Plan Guidelines state that each draft structure plan is to be informed by a long term vision for each precinct into the 2050s. The visions were prepared by the Proponent with input from councils and local communities. While tailored to each precinct's context, all visions comprise:

- a vision statement
- a conceptual precinct plan showing the vision spatially
- a framework with five themes to guide strategic planning:
 - Enriching Community
 - Boosting the Economy
 - Enhancing Place
 - Better Connections
 - Empowering Sustainability.

In general terms, each vision seeks a transit-oriented community, with improved connectivity that facilitates more housing options, new job opportunities and a variety of lifestyle experiences. Common themes include:

- neighbourhoods that vary in character and function
- new homes, high quality offices, services and community facilities
- diverse housing, lifestyle choice and opportunities to age in place
- expanded employment opportunities
- connected neighbourhoods
- high quality design
- greener streets, leafy streets and open spaces
- sustainability and liveability
- social, cultural and commercial experiences that promote connection and collaboration.

3.4 Draft structure plans and implementation plans

(i) Overview

The Proponent has prepared a draft structure plan for each precinct to build on the vision, in line with the Structure Plan Guidelines. The structure plans are based on:

- the vision
- background reports
- technical investigations
- community feedback.

The draft structure plans:

- provide the framework for major change around the six future SRL East stations
- set the strategic approach to delivering the vision to 2041 and beyond
- include statutory and strategic actions to manage growth and change at both precinct and neighbourhood level.

Draft implementation plans sit alongside the draft structure plans and outline when and how actions and key projects identified in the structure plans will be delivered.

The draft structure plans and implementation plans are tailored to each precinct, but share some common elements. An overview of the common elements is provided in this volume. Further detail relevant to the precincts and the Referred Matters is provided in the relevant chapters in each volume dealing with each Referred Matter.

(ii) Draft structure plans

In addition to the precinct vision, each draft structure plan includes the following key elements:

- a map of the structure plan area
- population, dwelling and job projections
- identification of required community infrastructure and services
- a land use plan identifying priority land uses and their locations
- descriptions of the neighbourhoods or place types, including:

- a plan showing the key features and land use priorities for each neighbourhood
- guidelines for each neighbourhood relating to built form, public realm and open space and transport and movement
- next steps, including implementation, monitoring and review.

(iii) Draft implementation plans

The draft implementation plans contain a range of statutory and non-statutory actions aimed at *“turning the structure plan into reality”* as the Proponent described it.

Three implementation pathways are described in each draft implementation plan:

- ‘Amend Planning Scheme’
- ‘Deliver’ (including Victorian Government responsibilities, shared responsibilities between the Victorian and local governments and developer funded works)
- ‘Partner’ (including partnerships between the three levels of government and other partnerships).

The draft implementation plans set out the following information for each action:

- timing, either:
 - short term (2026 to 2031)
 - medium term (2031 to 2036)
 - long term (2036 to 2041)
- the implementation pathway
- responsibilities as the lead (generally the SRLA or the council) and (where relevant) partners (generally government departments and servicing agencies)
- a list of key projects in each neighbourhood and precinct-wide infrastructure to be delivered, with timing and lead and partner agencies identified.

Where a Council is identified as the lead (which is often), the SRLA is often identified as a partner. Many actions have multiple partners.

The draft implementation plans do not identify funding mechanisms for the projects.

3.5 Draft Amendments

The Proponent has prepared draft Amendments which introduce new planning policy and controls into the Bayside, Kingston, Monash and Whitehorse Planning Schemes to implement the draft structure plans (draft Amendments).

(i) Precinct local policies

The draft Amendments introduce new local policies for each structure plan area in a new Clause 11.03-6L-01. The new local policies have the following objective:

To support urban intensification within a walkable catchment of the SRL stations to facilitate new housing and economic growth opportunities.

The local policies include the following elements that are common to all precincts:

- housing strategies
- affordable housing strategies and policy guidelines
- strategies for strategic sites

- objectives, strategies and policy guidelines for the VPBUF
- built environment strategies
- a sustainable transport objective and strategies.

The policies then contain objectives and strategies that are tailored to each precinct. These cover some of the above, and also include strategies related to the specific strategic land uses and economic development outcomes envisaged for the precinct.

The local policies reference the draft structure plans and implementation plans as reference documents, and include the structure plan area map for each precinct.

(ii) Precinct Zone

The PRZ is a new zone which was introduced into the VPPs in February 2025.

The PRZ is proposed to apply to most privately owned land within the precincts. The PRZ is not proposed to apply to land zoned Public Use Zone, Public Park and Recreation Zone, Transport Zone and Urban Floodway Zone.

Relatively standard (but not entirely consistent) PRZ schedules apply to the following place types within each precinct:

- Central Core and/or Central Flank
- Main Streets
- Key Movement Corridors and Urban Neighbourhoods
- Residential Neighbourhoods
- Employment Growth and Employment Neighbourhoods.

Some Strategic Sites have their own 'bespoke' PRZ.

Key features of the PRZ schedules for the place types include:

- a Use and Development Framework Plan that identifies where an applied zone or tailored table of uses applies
- applied zones
- FARs for areas where the VPBUF applies
- notice and review exemptions (all applications are exempt from third party notice and review requirements).

The PRZ schedules for the master planned sites:

- 'turn on' the master plan requirements of the parent clause, requiring the preparation and approval of a master plan before a permit can be granted
- include built form controls for the site.

(iii) Built Form Overlay

The BFO was introduced to the VPP in February 2025.

The BFO is proposed to apply to most land within the precincts, except the SDAs, master plan sites and PRZ Schedule 4 in Monash (which all have their own 'bespoke' PRZ schedule that includes built form controls).

As for the PRZ schedules, each neighbourhood or place type has a different BFO schedule reflecting different built form typologies for the different place types. These are relatively standard, but not entirely consistent across precincts.

Key features of the BFO schedules include:

- a development framework that outlines matters like building typology, future character, public open space, significant landmarks, heritage places and sensitive interfaces
- objectives, application requirements and decision guidelines for each place type that seek to deliver the preferred character
- notice and review exemptions (all applications are exempt from third party notice and review requirements).

Different BFO schedules modify the state-standard built form outcomes (and associated standards) in the parent clause in different ways.

(iv) Parking Overlay

The Parking Overlay is proposed to be applied in all precincts to vary the standard car parking rates at Clause 52.06 (Car Parking) of the relevant Planning Scheme. Two types of Parking Overlay schedule are proposed:

- Area A – central area in each precinct near the SRL station where maximum car parking rates are proposed
- Area B – balance of the precincts where minimum and maximum parking rates are proposed for dwellings.

The proposed Parking Overlay schedules encourage alternative forms of parking including car share, unbundled and consolidated car parking, and support the design of car parking areas (not located within a basement) to allow for future adaptability.

The Parking Overlay schedules were informed by Parking Precinct Plans.

(v) Public Acquisition Overlay

The PAO is proposed to reserve land for public purposes and facilitate the acquisition of land for infrastructure. Specific locations for application of the PAO are identified in the Clayton, Monash and Burwood precincts to enable critical enhancements to the road and transport network, so that infrastructure improvements can be carried out effectively to meet future demand.

(vi) Environmental Audit Overlay

The EAO is proposed to be applied to certain sites identified as potentially contaminated where the rezoning would allow a sensitive use for the first time. All precincts, except for Glen Waverley, contain land that has been identified for inclusion in the EAO.

(vii) Removing existing overlays

In several precincts, existing overlays are proposed to be removed. An example is removal of some built form controls and tree protection controls from the Whitehorse Planning Scheme.

3.6 The Voluntary Public Benefit Uplift Framework

The draft Amendments propose to implement an Uplift Scheme that enables FAU above a mandatory maximum FAR where a development provides an eligible public benefit.

(i) How the Uplift Scheme operates

Clause 5.0 of the relevant PRZ schedules states that a permit must not be granted for a development that exceeds the mandatory maximum FAR unless a public benefit is provided in accordance with the VPBUF.

Clause 37.10-5 of the PRZ parent clause:

- states that public benefits must be over and above any requirements in the relevant planning scheme
- requires any public benefit to be secured by a section 173 agreement.

Development proposals seeking to exceed the FAR and secure FAU will be assessed against requirements and decision guidelines in the relevant PRZ schedule which are designed to ensure the draft structure plan objectives are met and the proposal achieves acceptable built form and amenity outcomes.

The VPBUF is not proposed to be an incorporated document or a background document in the relevant Planning Schemes, and the Proponent explained that it may be amended from time to time.

(ii) Spatial application of the Uplift Scheme

The VPBUF applies to defined areas within each precinct.¹ Map 2 of the relevant PRZ schedules identifies these areas and the FARs that apply in each area.

The VPBUF applies to areas where most growth (and building height) is anticipated. Generally, it applies to the Central Core, Central Flanks, Main Street, Key Movement Corridors, Urban Neighbourhood and some Employment Areas. The Uplift Scheme does not apply in Residential Neighbourhoods.

(iii) Eligible public benefit categories

The VPBUF specifies three categories of eligible public benefit:

- Category 1 – public realm improvements comprising:
 - a through site link or shared path link
 - an enlarged setback for a widened footpath, public realm improvement, or contribution to a new local street connection
 - new public open space or a plaza (in addition to any public open space contribution required under Clause 53.01)
- Category 2 – affordable housing which is:
 - secured at a 30 per cent discount to market, and
 - transferred to a Registered Housing Agency or Rental Housing Agency, or
 - managed by an Affordable Housing trust, or

¹ These are identified on Maps 1 to 6 in the VPBUF.

- transferred to another body established and recognised under the *Housing Act 1983*, or
- any other model that provides for affordable housing that is approved by the responsible authority
- Category 3 – strategic land use (prioritised land uses in key locations, where they are desirable for strategic reasons but may be at a comparative market disadvantage for delivery). The use must be secured for at least 10 years.

The VPBUF Maps 1 to 6 specify the locations where each category of public benefit can be delivered, informed by the objectives and outcomes of the draft structure plans:

- Category 1 (public realm improvements) and Category 2 (affordable housing) apply in areas designated for significant and high housing growth, as well as the SDAs and commercial core areas.
- Category 3 (strategic land uses) applies in defined 'Employment Priority' locations.

The VPBUF allows multiple categories of public benefit to be delivered in some areas. A developer can choose to deliver one or more of the eligible benefits. Where more than one category of public benefit is provided, the applicable FAU amounts are aggregated.

The responsible authority has no discretion to accept:

- alternative categories of public benefit other than as specified on the maps in the VPBUF
- cash-in-lieu or monetary contributions for any of the nominated categories of public benefit.

(iv) Calculating floor area uplift

The VPBUF Technical Report provides worked examples of the calculation of the amount of FAU available based on the value of the public benefit provided. These calculations are complex, and require determination of several complex inputs.

In crude terms, a developer can receive additional floorspace to the value of the public benefit provided. The additional floorspace calculation is based on the market value of the GFA achievable on the site, discounted by 50 per cent.

3.7 Public consultation

The Proponent undertook public consultation in relation to the draft structure plans and draft Amendments and collected submissions (original submissions). The Terms of Reference indicate that the Proponent was to prepare a submissions summary report and provide a copy of the summary report, along with the original submissions, to the Minister for Planning.

Neither the original submissions nor the submissions summary report were referred to the Committee. The Committee has not considered original submissions except where the submitter requested the Committee to do so and provided the Committee with a copy of its original submission.

4 Material before the Committee

This volume provides an overview of the material before the Committee. It does not list all material before the Committee. Detailed document lists relating to each hearing are included in the appendices of the Common Issues Report (Volume 2) and the precinct reports (volumes 4 to 9).

The Committee was presented with a large volume of material and heard from many submitters in relation to individual sites and various aspects of the draft structure plans, draft implementation plans, draft Amendments and the VPBUF. The Committee has considered all of this information to the extent relevant to the Referred Matters, even if it is not directly referenced in the report.

4.1 Exhibited documents

The Committee was not referred the exhibited material including:

- the draft Amendments, draft structure plans and draft implementation plans
- background and technical reports
- the VPBUF and the associated technical report.

The Committee sourced this material itself, from the Engage Victoria website, as it considered it necessary to understand this material to properly consider and advise on the Referred Matters.

4.2 Background presentation

The Proponent presented background material on 14 August 2025, in response to a direction from the Committee. This presentation outlined the process and how the draft Amendments, draft structure plans, draft implementation plans and VPBUF were prepared. This was very helpful to the Committee in setting the context for the hearings and the Committee's understanding of the draft Amendments and its consideration of the Referred Matters.

4.3 Position papers and technical notes

Throughout the hearings, the Proponent filed several technical notes and position papers. Some of this material was new, and some explained content that had been included in earlier background and technical reports.

The Committee raised a concern in relation to the volume of additional material being filed by the Proponent, particularly during the General Issues Hearing. The Committee sought to facilitate opportunities to allow participants (both parties and experts) a fair and reasonable opportunity to review and consider the material. However this proved to be a significant challenge and a limitation of the process. It was simply not possible within the time constraints imposed by the Terms of Reference to comprehensively consider all of the material in detail.

4.4 Architectural testing

The Proponent filed various versions of architectural testing through the process. This is referred to in the relevant chapters in other volumes, including Chapter 4 in Volume 2 (which addresses the VPBUF and the FARs), and Chapter 9 in Volume 3 (which addresses aspects of the built form controls).

On the whole, while the architectural testing was useful, it was limited in scope and in many cases the Committee found it was insufficient to demonstrate that various aspects of the proposed controls are likely to deliver acceptable outcomes. The limitations of the architectural testing are discussed in more detail in the relevant chapters in other volumes.

4.5 Expert evidence

Many parties filed expert evidence, with some experts providing evidence across multiple hearings. The evidence presented at each hearing is summarised in the relevant volume.

4.6 Submissions

Parties made written and oral submissions to the Committee. These have all been considered by the Committee to the extent that they were relevant to the Referred Matters.

As noted in Chapter 3.7, the Committee was not referred original submissions. It provided submitters with the opportunity to file their original submissions if they wanted them to be considered.

Notably, several of the Proponent's experts referred to issues raised in the original submissions. The Committee was not able to review these submissions itself and verify whether the evidence accurately reflected the concerns raised in the original submissions.

4.7 Versions of the documents

The Proponent presented several versions of ordinance, draft structure plans and draft implementation plans during the hearings, referred to as:

- Day 1 documents
- Day 2 documents
- Day 3 documents.

In some cases these were tables summarising proposed changes to the documents, rather than revised versions of the documents themselves.

The Day 1 versions incorporated corrections as well as changes in response to original submissions received by the Proponent through the public consultation process, matters raised during the General Issues Hearing and the Technical Notes tabled by the Proponent.

The Day 2 versions generally incorporated changes in response to expert evidence and submissions and the agreed positions reached with submitters in the precinct hearings.

After the hearings, the Committee directed the Proponent to circulate its final preferred version of each ordinance, including maps and plans contained within the ordinance such as the structure plan area maps (the 'Day 3' documents). The Committee has based its recommendations about changes to the ordinance on the Day 3 versions.

The way in which the Proponent provided the Day 3 documents presented constraints and limitations. These are discussed in Chapter 5.4.

5 Scope and limitations

5.1 Referred Matters

The Committee has only been asked for advice on specific Referred Matters. The Committee was not asked to (and has not) undertaken a general review of each draft structure plan, draft implementation plan and draft Amendment.

The absence of any commentary or recommendation about a particular aspect of a draft structure plan, draft implementation plan or draft Amendment should not be understood as the Committee endorsing that aspect of the document.

Some submissions and other material presented to the Committee raised issues that are outside the scope of the Referred Matters. Consistent with its Terms of Reference and the referral letter, the Committee has not considered or reported on these issues except in limited circumstances (which are explained in this report along with the reasons why the Committee thought it appropriate to consider the matter).

The Committee understands the Referred Matters were derived from the Proponent's review of the original submissions. As none of the original submissions were referred, the Committee has not been able to independently verify the nature of the concerns raised in the original submissions. The Committee has considered the Referred Matters from first principles, in light of the evidence and submissions presented through the Committee process.

5.2 Matters that are out of scope

The Terms of Reference state:

10. The Authority prepared *Planning for SRL East Precincts: Guidelines for the Preparation of Structure Plans* dated November 2024 (Structure Plan Guidelines) to guide structure planning for land within the planning area declaration in accordance with established planning policies and the program objectives specified in the SRL Act. The Structure Plan Guidelines address:
 - a. the boundaries for the preparation of structure plans
 - b. the time frame for which structure plans are to be prepared
 - c. the population and employment objectives to be adopted for the purpose of informing aspects of the planning processes to be undertaken in the preparation of structure plans
 - d. the strategic policy context as applicable to the SRL East Precincts, and
 - e. the precinct Visions which are to inform the preparation of structure plans....
16. Unless otherwise specified by the Minister for Planning in the referral letter, the following matters do not fall within the scope of the Committee's assessment:
 - a. Matters relating to the strategic justification for the Program.
 - b. Matters documented within the Structure Plan Guidelines including the matters identified in clause 10 above.
 - c. Matters concerning the delivery or funding of community infrastructure to support the land use and development proposed by the structure plans.

The Committee has not inquired into the matters referred to in clauses 10 and 16 of the Terms of Reference, other than community infrastructure (which was a Common Issues Referred Matter and is dealt with in the Common Issues Report (Volume 2)).

5.3 Funding and delivery mechanisms

Submissions were received at and before the first Directions Hearing about whether or not funding and delivery mechanisms for community infrastructure and open space are matters before the Committee. The Committee considered the submissions and made a determination on 5 August 2025 that:

...consistent with clause 16c of the Terms of Reference and the referral letter:

- delivery mechanisms for community infrastructure and public open space are within scope to the extent that they are dealt with in the Structure Plans and the Implementation Plans
- the absence of funding mechanisms is a matter related to the planning and delivery of community infrastructure and public open space and is within scope
- specific funding mechanisms for community infrastructure and public open space, including the specific funding-related matters listed in the letter on behalf of the Minister dated 18 July 2025, are not within scope.

If parties wish to make submissions on the implications of the absence of funding mechanisms, those submissions should be made at the General Issues hearing, rather than the Precinct hearings. Precinct specific matters relating to the delivery of community infrastructure will be heard in the Precinct Hearings.

The delivery mechanisms for community infrastructure and public open space, and the absence of funding mechanisms, have implications for several Referred Matters including those relating to:

- planning for public open space
- planning for community infrastructure
- the draft implementation plans.

These issues are dealt with in the Common Issues Report (Volume 2).

5.4 Limitations

(i) Timeframes

The timeframes for the Committee process imposed by the Terms of Reference were very constrained given the large amount and significant complexity of material before the Committee. This presented significant challenges for the Committee and for the parties, and was one of the most significant limitations of the process.

The Committee appreciates the manner in which parties responded to the time constraints, particularly the Councils who were required to respond to large volumes of material that they were not familiar with in a short period of time.

The Proponent was also impacted by the constrained timeframes. It had to respond to all matters raised in all hearings. This put significant pressure on the Proponent and its legal team.

While the Committee acknowledges the Proponent's efforts to respond to the Committee's directions in a timely manner, in many cases it filed material late,

sometimes without seeking leave. This included the Day 3 documents (see below). These delays impacted the Committee's ability to meet the reporting deadline set by the Terms of Reference (7 months from the date of the referral).

(ii) Day 3 documents

On 12 December 2025 the Committee directed the Proponent to file Day 3 documents (its final preferred version of the ordinance) by 9 January 2026, being three weeks after the final hearing was closed and accommodating the Christmas and New Year period.

The Proponent provided the Day 3 documents in a haphazard manner. Different iterations of the ordinances were filed and the index of documents was amended on several occasions. The Proponent did not file a full set of Day 3 documents until 23 January 2026. Further, the Day 3 documents included changes that were not discussed at the hearings and were not expected or anticipated by the Committee or the parties.

Other parties were directed to provide comments on the Proponent's Day 3 documents by 16 January 2026. Accordingly, parties commented on the Day 3 documents before a complete and comprehensive set of Day 3 documents had been filed by the Proponent. This was far from ideal, and did not facilitate a fair and comprehensive review of the Day 3 documents by either the other parties or the Committee.

(iii) New and untested controls

The PRZ and BFO are complex controls. They are also new and untested controls in the VPPs. There is limited industry experience with the controls and how they operate.

A number of submitters recommended changes to the parent controls in the PRZ and BFO. The content of the parent controls is generally outside the Committee's remit, although in limited instances the Committee has noted where it considers changes have some merit and would assist in delivering the precinct visions.

(iv) Reforms

Several significant reforms were made throughout the course of the hearings (and after the hearings were completed) that affected the draft Amendments. These are described in Chapter 6. The Committee was not able to undertake a comprehensive review of the draft Amendments in response to a changing policy context given the time constraints. Some reforms have been considered in more detail than others.

(v) Overlapping controls

Amendment GC197 to the Bayside, Kingston, Monash and Whitehorse Planning Schemes applied controls to facilitate the SRL East Rail Project including:

- SCO14 which applied controls for the design, construction and operation of the underground tunnels, stations and other SRL East infrastructure
- SCO15 which applied controls that seek to protect Project underground infrastructure from damage from developments (through permit design requirements).

The SCO14 includes conditions that the Proponent must meet during the design, construction and operation of the SRL East Project, including:

- Surface and Tunnel Plans (approved April 2024)
- an Urban Design Strategy (approved April 2024)
- UDLPs for each structure plan area (not yet approved).

Each structure plan area includes land that is already regulated by SCO14 and SCO15. There is potential for conflict between the works required by SCOs and outcomes guided by the draft structure plans and draft Amendments.

The SCO14 *does not* apply to:

...use and development of land shown as sites subject to future precinct planning process, including possible additions to the public realm, community facilities and pick up/drop off spaces, on the SRL East Surface and Tunnel Plans approved under this document other than in accordance with Clause 4.2.

This land was described during the hearings as the 'white boxes' shown in the incorporated plans (see an example at Figure 3). It generally covers the SDAs.

Figure 3 'White boxes' not subject to rail infrastructure controls



Source: SRL East Surface and Tunnel Plans (approved April 2024)

The draft Amendments affect all the land in the precincts, including the land outside the white boxes which are also subject to the SCO14. Based on the material put before it, the Committee was not in a position to fully understand the implications of overlapping controls. This will need to be considered when finalising the controls.

5.5 Consequences

The limitations described in Chapter 5.4 created significant challenges for the Committee, the Proponent and the parties. As a result, the Committee has not been able

to undertake a considered and comprehensive review of the draft structure plans, draft implementation plans and draft Amendments insofar as they related to the Referred Matters.

In the Proponent's own words, these draft Amendments anticipate and facilitate transformational change. They will have a very significant impact on the relevant municipalities in terms of built form outcomes and population density. These Amendments will have a long legacy for the councils, the affected and surrounding communities and the city as a whole.

It is not clear to the Committee why the process was subjected to such constrained timeframes. The SRL stations are not anticipated to be delivered until 2035, and (according to the Proponent) development in the precincts is unlikely to proceed at a rapid pace until closer to when the stations open.

Given the transformational nature of these Amendments, and the fact that new and relatively untested controls and mechanisms are proposed, it is critically important to get things right from the outset. For the reasons set out in this report, the Committee has found the draft Amendments have not been fully considered, and not enough work has been done to demonstrate that the Amendments will deliver the visions and objectives in the structure plans, or acceptable outcomes.

The Proponent indicated that 'one has to start somewhere' with a precinct planning exercise of this scale, and there would be ample opportunity to adjust the controls once they are in place (if needed). This is not an acceptable approach, and does not constitute orderly planning.

The Committee urges the Proponent to take the opportunity to address the findings and recommendations in this report before implementing the Amendments. The implications of *not* getting things right are significant, and present a high risk that the visions and objectives of the structure plans will not be achieved.

There should be ample time to complete the further work recommended by the Committee and ensure the Amendments are appropriate and will deliver acceptable outcomes before any significant redevelopment and population growth is anticipated to occur.

6 Reforms introduced during the process

Several reforms to legislation, Ministerial Directions and State planning policy were gazetted during the Committee's process. The level of reform reflects a rapidly changing policy environment. Significant new and emerging policy priorities (such as climate change, waterway policy and the like) must be balanced against the policy imperative for transformational change in the precincts. The integration and interaction between policy imperatives is complex and implications need to be well considered as the draft Amendments are finalised.

Generally, reforms introduced before the final hearing day have been considered by the Committee. Reforms introduced after the hearings were completed have not been considered due to insufficient time to seek meaningful submissions from the parties or to fully digest the implications of the reforms (if any) for the matters before the Committee.

6.1 Ministerial Direction on Climate change

MD22 was introduced in September 2025 and requires a planning authority to have regard to certain matters relating to climate change and climate risks when it prepares an amendment. Parties were able to make submissions on the implications of the new Ministerial Direction. This is discussed in the General Issues Report (Volume 3 Chapter 7).

6.2 Canopy trees

On 2 September 2025, Amendment VC283 introduced Clause 12.06-1S to all planning schemes which includes a strategy to achieve 30 per cent tree canopy cover on public and private land across urban areas.

On 15 September 2025, Amendment VC289 introduced Clause 52.37 (Canopy trees) to all planning schemes which requires a planning permit to remove, destroy or lop a canopy tree in specific circumstances.

The Committee has only considered the implications of these reforms at a high level.

6.3 Car parking

On 18 December 2025, Amendment VC277 introduced reforms primarily aimed at assessing car parking rates based on the public transport accessibility of a particular location. The amendment is discussed in more detail in the General Issues Report (Volume 3 Chapter 8).

The Committee invited the Proponent and other parties to provide comments in relation to the implications of Amendment C277 to the matters before the Committee. It directed responses be provided by 16 January 2026. Several parties (including the Proponent) did so.

The Committee has had regard to Amendment VC277 and the parties' responses to it in preparing this report. However some responses, including the Proponent's, were filed late which has impacted on the Committee's ability to fully consider the implications of VC277 and meet the reporting deadline in the Terms of Reference.

6.4 SRL contributions levy

On 18 December 2025 the Victorian government announced that from 1 January 2027 the SRL Contributions Levy would apply to new property development in the six precincts.

Key points in the announcement included:

- the levy will be a one-off payment that will be applied in phases as construction progresses and the SRL rail line and stations begin to operate
- the levy will be paid by a developer or landowner when the number of dwellings on a site is increased
- initially, the rate in the structure plan areas will be the same as that being introduced around more than 50 train stations across Melbourne
- from 2035 when the SRL East Rail Project is complete, a car parking levy will also be introduced.

The Proponent did not provide detailed advice about the levy.

The levy has not been considered by the Committee, other than to note it may potentially have implications for development feasibility and the matters discussed in the Common Issues Report (Volume 2), including funding mechanisms.

6.5 Waterway policy

Amendment VC278 was gazetted on 23 December 2025 and introduces new planning controls for waterways, including Gardiners Creek which affects the Burwood Precinct.

On 6 January 2026, the Committee invited the Proponent and other parties to provide comments in relation to the implications of Amendment C278 to the matters before the Committee. It directed responses be provided by 16 January 2026.

Several parties raised concerns about their ability to respond to the materials meaningfully and within the directed times. The Committee shares these concerns, and has not been able to fully consider the implications of Amendment VC278 (if any) for the matters before the Committee.

6.6 Built Form Overlay updates

On 6 January 2026, Amendment VC303 updated Clause 43.06 (BFO). The reforms include changes to the definition of FAR, deleting the definition of 'street wall' and adding reference to 'front wall'. These reforms affect all the precincts and were introduced two days before the Proponent's Day 3 documents were due.

The Committee wrote to all parties on 7 January 2026 to advise that it would not be considering these changes as it is too late in the reporting timeline to invite and consider submissions. Any consequential changes to the Committee's findings and recommendations arising from VC303 will need to be addressed in finalising the draft Amendments.

6.7 Legislative reforms

The Committee has not considered any bills introduced during the process, as these have not (at the date of this report) fully been through the parliamentary process.

7 The Committee's approach

7.1 Hearings

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

(i) Participation in the hearings

A list of parties to each hearing is provided in the relevant report volume. All submitters were invited to participate, based on a submitter list provided by the Department of Transport and Planning.

(ii) Directions Hearings

The main Directions Hearing was held on 25 July 2025. Additional Directions Hearings were held in relation to the Box Hill and Cheltenham Hearings. These are described in the relevant precinct reports (Volumes 4 and 9).

(iii) Committee pre-briefing

A pre-briefing was held on 14 August 2025, where the Proponent provided a general explanation of how the draft structure plans were developed, and how the desired outcomes have been translated into the draft controls. The Councils were provided with the opportunity to identify specific questions in the briefing. The pre-briefing was open to all parties and the public to observe.

(iv) Main Hearings

The Committee conducted seven hearings – one to consider the General Issues Referred Matters and six precinct hearings to consider the precinct-specific Referred Matters. The timeframes provided for under the Terms of Reference required the precinct hearings to be run concurrently (two at a time), almost immediately after the General Issues Hearing:

- General Issues - 27 August to 19 September 2025
- Box Hill Precinct - 29 September to 23 October 2025
- Monash Precinct Hearing - 30 September to 22 October 2025
- Glen Waverley Precinct - 27 October to 13 November 2025
- Clayton Precinct Hearing - 27 October to 14 November 2025
- Cheltenham Precinct Hearing - 17 November to 18 December 2025
- Burwood Precinct Hearing - 25 November to 18 December 2025.

7.2 Assessment approach

The Committee's analysis has focused on acceptable outcomes in accordance with Clause 15 of the Terms of Reference.

In assessing whether acceptable outcomes will be achieved, the Committee has considered whether (and to what extent) the Committee's findings in relation to each

Referred Matter contribute to achieving the vision and objectives in the draft structure plans.

Most of the Referred Matters ask the Committee to assess whether a particular aspect of a draft structure plan, draft implementation plan or draft Amendment is 'appropriate' or 'suitable'. The Committee has applied the same benchmark in assessing whether a matter is 'appropriate' or 'suitable'.

Applying this benchmark, the Committee has found that several aspects of the draft structure plans, draft implementation plans and/or draft Amendments are not appropriate, as they represent a significant risk to achieving the objectives and visions in the draft structure plans.

The most problematic aspects of the precinct planning undertaken to date are:

- the VPBUF
- the planning for open space
- the planning for community infrastructure
- the planning for pedestrian links.

Further work is required to address the concerns with these issues outlined in this report.

Ideally all further work will be completed before the draft Amendments are implemented. However it is critical that the further work relating to the planning for open space and community infrastructure is undertaken before the draft Amendments are implemented, as the outcomes of the further work will require changes to the structure plans and the draft Amendments.

These issues and the recommendations for further work are dealt with in the Common Issues Report (Volume 2), except for pedestrian links which are dealt with in the General Issues Report (Volume 3 Chapter 9.9).

7.3 Understanding the key issues

Each chapter in this report includes a list of key issues. The key issues need to be read together with the Referred Matter(s) dealt with in the relevant chapter, as they are the issues raised in submissions and evidence presented to the Committee about the Referred Matter(s). The key issues were largely relevant to, and within the scope of, the Referred Matters. Any issues raised in submissions and evidence that the Committee considered not relevant to a Referred Matter have not been addressed in this report.

7.4 Understanding findings and conclusions

Each issue chapter in this report contains findings and conclusions. The findings relate to the key issues and form the basis of the conclusions. The conclusions respond directly to the Referred Matters.

7.5 Recommended ordinance

The Terms of Reference state that the Committee should report on its preferred version of the ordinance.

The Committee has not provided marked up versions of the ordinances. There are many ordinances (215 in total), and it has not been possible within the reporting timeframes to prepare marked up versions of each ordinance.

More importantly, as explained in the previous chapter, the Committee has found some Referred Matters are fundamentally not appropriate and require further work that is necessary to inform fundamental aspects of the draft structure plans and draft Amendments. The ordinance cannot be finalised until those matters are addressed.

That said, a lot of thinking has gone into the draft controls by the Proponent, the parties and the experts, and the Committee. It is important that this thinking is captured and not lost. Accordingly, the Committee has provided several recommendations for changes to the ordinance in response to Referred Matters.

8 Consolidated conclusions and recommendations

The Committee has made findings and reached conclusions in relation to all Referred Matters. It has made extensive recommendations, including the need for further work. The Committee's findings, conclusions and recommendations on each Referred Matter are contained in the appendices to this volume, and are repeated in each volume as relevant.

8.1 Categories of recommendations

The Committee has made recommendations in four categories:

- further work
- changes to the draft structure plans
- changes to the draft implementation plans
- changes to the draft Amendments (ordinance and maps).

It must be understood that adopting the Committee's recommended changes to the draft Amendments will not result in draft Amendments that the Committee considers suitable to implement. The fundamental concerns outlined in the Common Issues Report (Volume 2) must be addressed first.

8.2 Recommendation codes

The recommendations are 'coded' for ease of reference and to easily locate the volume of the report which provides the analysis and findings that support the recommendation, as summarised in Table 1.

Table 1 Recommendation codes

Code	Referred Matter	Volume
R CI[number]	Recommendations about Common Issues Referred Matters	Volume 2
R GI[number]	Recommendations about General Issues Referred Matters	Volume 3
R BOX[number]	Recommendations about Box Hill Precinct Referred Matters	Volume 4
R BUR[number]	Recommendations about Burwood Precinct Referred Matters	Volume 5
R CTM[number]	Recommendations about Cheltenham Precinct Referred Matters	Volume 6
R CLA[number]	Recommendations about Clayton Precinct Referred Matters	Volume 7
R GWY[number]	Recommendations about Glen Waverley Precinct Referred Matters	Volume 8

R MON[number]	Recommendations about Monash Precinct Referred Matters	Volume 9
R COM [number]	Recommendations in a precinct report that are likely to have common or broader application	Precinct volumes

8.3 Consequential changes

Once the further work recommended by the Committee is complete, the built form parameters may need to be reviewed to ensure that development expectations across the precincts realistically reflect the updated policy settings, objectives and targets recommended by the Committee.

Given the limitations described in Chapter 5.4 and the extensive reforms introduced mid process, there may be some findings and recommendations that duplicate changes in the Day 3 documents or do not fully account for the reforms. This will need to be carefully considered in finalising the draft Amendments.

Appendix A Terms of Reference and Referral letter with Referred Matters

Terms of Reference

Suburban Rail Loop East Precincts Standing Advisory Committee
Version: February 2026



Standing Advisory Committee appointed pursuant to Part 7, section 151 of the *Planning and Environment Act 1987* (PE Act) to provide timely and independent advice on referred Suburban Rail Loop (SRL) East precinct planning matters to the Minister for Planning.

Name

The Standing Advisory Committee is to be known as the 'Suburban Rail Loop East Precincts Standing Advisory Committee' (the Committee).

1. The Committee is to have members with the following skills:
 - a. Strategic and statutory land use planning
 - b. Urban design and built form
 - c. Planning law
 - d. Infrastructure and transport planning
 - e. Economic, social and heritage impacts.
2. The Committee will include a lead Chair, Deputy Chairs and no less than ten other standing members.
3. The Committee may engage specialist advice as it considers necessary.

Purpose

4. The purpose of the Committee is to provide timely advice on specific matters, as referred to the Committee by the Minister for Planning, concerning the implementation of draft structure plans and draft planning scheme amendments prepared for SRL East structure plan areas.

Background

5. The Suburban Rail Loop Act 2021 (SRL Act) provides for the development of the Suburban Rail Loop program (Program). It establishes the Suburban Rail Loop Authority (the Authority) with the object of undertaking the Program in accordance with program objectives contained in the SRL Act.
6. The Program provides for the planning, delivery and operation 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 stations). 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.
7. Clause 11.01-1R of the Victoria Planning Provisions contains settlement strategies in respect of Metropolitan Melbourne. Those strategies include to:
 - a. Develop the Suburban Rail Loop through Melbourne's middle suburbs to facilitate substantial growth and change in major employment, health and education precincts and activity centres



beyond the central city at an appropriate scale to address the needs of Melbourne's rapidly growing population.

8. Consistent with the settlement strategies in clause 11.01-1R of the Victoria Planning Provisions and program objectives specified in the SRL Act, the Program provides for the planning and activation of precincts in areas connected, related or in proximity to SRL East and the new SRL East stations, where the Minister for the Suburban Rail Loop (SRL Minister) has made a planning area declaration under section 65 of the SRL Act.
9. On 4 December 2023, the SRL Minister designated land around the SRL East stations as a Suburban Rail Loop planning area under the SRL Act (planning area declaration). This means:
 - a. the Authority is a planning authority under the PE Act for land within the planning area declaration and may prepare planning scheme amendments for any land within that area
 - b. the SRL Minister must be referred any request to the Minister for Planning for authorisation to prepare a planning scheme amendment, made by a municipal council as planning authority for land within a SRL declared area under section 8A of the PE Act. Authorisation to prepare an amendment cannot be provided without the consent of the SRL Minister.
 - c. the SRL Minister must be referred any request to the Minister for Planning for approval of an adopted planning scheme amendment under section 31 of the PE Act, prepared by any planning authority other than the Minister for Planning, under section 34A of the PE Act. The SRL Minister must advise the Minister for Planning whether they support or objects to the adopted amendment including the reasons for the position and any proposed changes. The Minister for Planning must have regard to the advice of the SRL Minister in deciding whether to approve or refuse to approve the amendment or part of the amendment under section 35 of the PE Act
 - d. the SRL Minister must be consulted before the Minister for Planning establishes an advisory committee under section 151 of the PE Act to advise the Minister on any matter relating to the preparation of an amendment to any provision of a planning scheme that applies to land to which the planning area declaration applies.
10. The Authority prepared Planning for SRL East Precincts: Guidelines for the Preparation of Structure Plans dated November 2024 (Structure Plan Guidelines) to guide structure planning for land within the planning area declaration in accordance with established planning policies and the program objectives specified in the SRL Act. The Structure Plan Guidelines address:
 - a. the boundaries for the preparation of structure plans
 - b. the time frame for which structure plans are to be prepared
 - c. the population and employment objectives to be adopted for the purpose of informing aspects of the planning processes to be undertaken in the preparation of structure plans
 - d. the strategic policy context as applicable to the SRL East Precincts, and
 - e. the precinct Visions which are to inform the preparation of structure plans.
11. Consistent with the Structure Plan Guidelines, the Authority is preparing draft structure plans and draft planning scheme amendments for the structure plan areas. The structure plan areas have been identified by the Authority as having the greatest potential for growth and land use change and development over the period to 2041 and beyond, to support strategic planning priorities and accommodate population and employment growth.
12. The Committee has been established to ensure a targeted, timely and consistent approach to providing independent advice on SRL East precinct planning matters referred to the Committee.

13. The SRL Minister has been consulted before establishing the Committee in accordance with section 151(1A) of the PE Act.

Scope – Specific Matters the Subject of Referral

14. The scope of the Committee's advice will be defined by the terms of the referral letter (or referral letters) from the Minister for Planning.
15. The Minister for Planning will specify, in any referral letter sent to the Committee, the specific matters for which advice is sought from the Committee. Those matters will concern the implementation of draft structure plans and planning scheme amendments for any one or more of the structure plan areas and will generally focus on achieving acceptable land use, urban design and built form outcomes and may include:
- any of the key issues identified by the Authority following its review of the submissions
 - any other issues identified by the Minister for Planning relevant to the implementation of a draft structure plan or planning scheme amendment.
16. Unless otherwise specified by the Minister for Planning in the referral letter, the following matters do not fall within the scope of the Committee's assessment:
- Matters relating to the strategic justification for the Program.
 - Matters documented within the Structure Plan Guidelines including the matters identified in clause 10 above.
 - Matters concerning the delivery or funding of community infrastructure to support the land use and development proposed by the structure plans.
- [For the purposes of clause 16c. above 'community infrastructure' includes any community or public buildings, facilities, places, areas or services including (but not limited to) those capable of being funded from a development infrastructure levy or through an infrastructure contributions plan or for which a State government department, agency or other public authority is responsible for providing under any Act.]
17. The referral letter (or referral letters) will be a public document.

Method

General

18. The Committee may inform itself in any way it sees fit but must not consider matters that are outside the scope of the matters referred as contained in the referral letter (or referral letters) from the Minister for Planning.
19. To facilitate targeted, timely and consistent advice, the Committee may:
- assess matters through a written process without oral hearings and invite any person or party to identify or address matters through further written comments or submissions
 - direct that parties meet to resolve or refine issues in dispute
 - require the use of expert conclaves
 - consider unresolved issues by grouping in themes or issues, and
 - set time limits for oral submissions, expert evidence and cross-examination.



20. The Committee is not expected to carry out a public hearing but may do so if deemed necessary to assist the Committee to consider the matters referred.
21. The Committee may carry out a public hearing in relation to more than one structure plan area and may conduct concurrent hearings.
22. The Committee may conduct a public hearing when there is a quorum of at least two Committee members present or participating through electronic means, one of whom must be the lead Chair or a Deputy Chair.
23. The Committee may direct the Authority and relevant parties to provide additional information.
24. The Committee is not expected to carry out any public consultation or referrals in respect of any of the specific matters referred.
25. The Committee may apply to the Minister for Planning to vary these Terms of in any way it sees fit before submitting its report(s). A copy of any such application should also be provided to the SRL Minister at the same time.
26. The Committee may request clarification from the Minister for Planning regarding the content of the referral letter(s) before submitting its report(s).
27. Planning Panels Victoria is to provide administrative support as required. The Committee may also direct the Authority to provide administrative and technical support for hearings.

Public consultation

28. The Authority will be responsible for conducting public consultation on the draft structure plans and draft planning scheme amendments and for receiving submissions.
29. Following public consultation, written submissions on the draft structure plans and draft planning scheme amendments will be considered by the Authority. The Authority will then prepare a report summarising key issues arising from those submissions and provide the report and a copy of the submissions to the Minister for Planning.
30. Petitions that concern a specific matter that is referred to the Committee will be treated as a single submission and only the first name to appear on the petition will receive correspondence on Committee matters.
31. Submitters who provide a pro-forma submission that concerns a specific matter that is referred to the Committee will be encouraged to be heard by the Committee as a group.

Keeping hearings focused

32. A person who prepared a submission in respect of a matter that has been referred to the Committee may apply to the Committee to be heard in relation to that matter.
33. An application to be heard should:
 - a. contain an outline of the matters that the person wishes to address;
 - b. demonstrate how those matters are relevant to the matters raised in the Minister for Planning's referral letter; and
 - c. give an estimate of the time that the person considers that the oral submission will take to be made.



34. The Committee may grant an application to be heard subject to conditions, including on the manner, mode and forum for submissions, which may include a requirement that submissions be made in writing, and the time permitted for oral submissions and evidence (if any).
35. Submissions and evidence may be given to the Committee orally or in writing or partly orally and partly in writing, at the Committee's discretion.

Submissions are public documents

36. The Committee must retain a library of any written submissions or other supporting documents provided to it until a decision has been made on its report or five years has passed from the time of its appointment.
37. These documents must be available for public inspection until the submission of the Committee's report, unless the Committee specifically directs that the material is to remain in confidence.
38. Documents may be made available for public inspection electronically.

Outcomes

39. The Committee must produce a written report for the Minister for Planning, which includes:
 - a. A summary and assessment of any matters referred to it
 - b. A summary of any outcomes reached through parties resolving issues after the matter was referred to the Committee
 - c. Recommendations and reasons for its recommendations on the matters referred
 - d. A preferred version of the draft planning scheme ordinance
 - e. A list of persons or authorities/agencies who made submissions considered by the Committee
 - f. A list of tabled documents

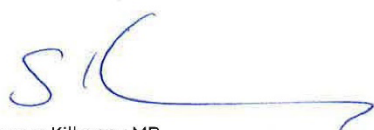
Timing

40. The Committee is required to commence its work by promptly issuing a written notice of the referral from the Minister for Planning to all referred submitters within 10 business days after receipt of a letter of referral.
41. If a hearing is to be convened, the Committee is required to conduct any directions hearing within 25 business days after receiving the letter of referral and a public hearing within 25 business days of the directions hearing.
42. The Committee is required to submit its report in writing to:
 - a. the Minister for Planning
 - b. the SRL Minister
 - c. the Authority.as soon as practicable but not later than 23 February 2026.

43. The Minister for Planning's referral letter may extend the above timeframes for complex matters.

Fee

44. The fee for the Committee will be set at the current rate for a Panel appointed under Part 8 of the PE Act.
45. The costs of the Committee will be met by the Authority.



Sonya Kilkeny MP
Minister for Planning

Date: 5/2/2026

The following information does not form part the Terms of Reference.

Project Management

1. Liaison for the Advisory Committee will be through Planning Panels Victoria, Department of Transport and Planning, (03) 5381 9457 or email Planning.Panels@transport.vic.gov.au.
2. For referral of proposals to the Advisory Committee, please contact Metropolitan Planning Services on email metro.planningservices@transport.vic.gov.au.

Schedule of Changes

Version	Paragraph
February 2026	Paragraph 42 was modified as follows: 42. The Committee is required to submit its report in writing to: a. the Minister for Planning b. the SRL Minister c. the Authority. as soon as practicable but not later than 23 February 2026. 7 months from the receipt of the referral letter.



The Hon Sonya Kilkeny MP

Minister for Planning

GPO Box 4356
Melbourne, Victoria 3001 Australia

Ref: BMIN-1-25-2172

Sarah Carlisle
Lead Chair
Suburban Rail Loop East Precincts Standing Advisory Committee
Planning Panels Victoria
Level 5, 1 Spring Street
MELBOURNE VIC 3000
[REDACTED]

Dear Ms Carlisle

**REFERRAL OF SPECIFIC MATTERS TO THE SUBURBAN RAIL LOOP EAST PRECINCTS
STANDING ADVISORY COMMITTEE**

I am writing to you to refer specific matters to the Suburban Rail Loop (SRL) East Precincts Standing Advisory Committee (SAC) for advice.

The Suburban Rail Loop Authority (SRLA) consulted on the draft SRL East Structure Plans and draft planning scheme amendments from 17 March to 22 April 2025 and 817 submissions were received. The SRLA has considered the submissions and prepared reports summarising the key issues arising from the submissions in accordance with the terms of reference.

I now refer to you the specific matters for the SAC's consideration and advice, as detailed in the attachment to this letter. The specific matters are consistent with the key issues identified by the SRLA following its review of submissions.

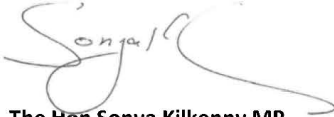
The SAC is required to commence its work by promptly issuing a written notice of the referral to all submitters.



If you would like more information about this matter, please email Stuart Menzies,
Executive Director, State Planning Policy, Department of Transport and Planning, at

[REDACTED]

Yours sincerely



The Hon Sonya Kilkenny MP
Minister for Planning

Date: 4/07/2025

Enc. Specific matters for referral

Specific matters for referral

Suburban Rail Loop East Precincts Standing Advisory Committee



General issues common to all precincts

Topic	Key issue
Contaminated land	Whether the approach to the application of the Environmental Audit Overlay (EAO) to potentially contaminated land is appropriate
Diversity & mix of housing types	Whether the draft Structure Plans and draft Planning Scheme Amendments facilitate the delivery of diverse housing types
Floor space capacity	Whether the floor space capacity which would be facilitated by the draft Structure Plans and built form controls as discussed in the Land Use Scenario and Capacity Assessment is appropriate, taking account of the projected population and employment growth
Social & affordable housing	Whether the draft Structure Plans and draft Planning Scheme Amendments facilitate the delivery of social and affordable housing
Sustainability	Whether the approach adopted in the draft Structure Plans and the draft Planning Scheme Amendments is suitable to: – Achieve the draft Structure Plan's sustainability objectives – Support sustainable building design in new development
Transport – Mode shift	Whether the draft Structure Plans, and associated draft Implementation Plans and draft Planning Scheme Amendments facilitate a suitable and achievable modal shift, including having regard to the proposed population density increases and projected demand for on-street and public parking
Voluntary Public Benefit Uplift Framework – Uplift calculation	Whether the uplift calculation in the Voluntary Public Benefit Uplift Framework supports its practical application, including public realm improvements and commercial (office) floor space as a category of public benefit



Topic	Key issue
Draft Planning Scheme Amendments – Drafting of schedules	Whether the schedules to the proposed Precinct Zones (PRZs) and/or Built Form Overlays (BFOs) are appropriate, in respect of the following matters: – The identification of sites for which master plans need to be prepared – The preparation and approval of master plans – The deemed to comply provisions in the BFOs – The specific objectives, and any built form outcomes to be achieved, for strategic sites – Achieving a reasonable level of privacy – Managing the impacts of overshadowing on private open spaces – Managing the impacts of overshadowing on the public realm, including public open spaces – Supporting high-quality design outcomes – Managing the potential for offsite amenity impacts including with respect to potential dust, odour, noise and vibration impacts arising from existing uses – The identification of pedestrian connections and links – Waste management – Integrated water management – Measures to support tree canopy cover – Third party review rights



Box Hill precinct specific issues

Built form

Topic	Key issue
Building height, distribution & transition	The suitability and distribution of the proposed building heights specified in the draft Structure Plan and draft Planning Scheme Amendment, and transition to surrounding residential areas, including with respect to: – Whitehorse Road – Station Road – The Laburnum neighbourhood – South of the railway line in Laburnum – Bishop Street and Oxford Street – Dorking Street – The Former Box Hill Brickworks site (14 Federation Street) – Zetland Road – Central Box Hill – St Andrews, Habitat Uniting Church and St Peters site – Residential streets and neighbourhood areas above 2-3 storeys – 58-60 Williams Street – 709-713 Station Street – Central Core Box Hill – 11 Irving Street, 13 Irving Street, 9 Bruce Street and 11 Bruce Street – land between Box Hill gardens and Whitehorse Road, bound by Shipley Street (west) and Station Street (east) – 16-28 Nelson Road – 853 Whitehorse Road – 875-887 Whitehorse Road – 1000 Whitehorse Road – 16-18 Spring Street – 465 Elgar Road – 466 Elgar Road – 3 and 5 Ellingworth Parade – 702-706 Station Street – Potential conflict with existing approved planning permits – Transition between areas of different height expectations – Transition to sensitive interfaces – Wind effects on the public realm and private open space – Heritage areas
Setbacks	– Whether the building setbacks specified in the draft Structure Plan and draft Planning Scheme Amendment are appropriate, including with respect to: – Street and rear setbacks for properties fronting Bishop Street – Street setbacks along Station Street – Street setbacks along Nelson Road – Street and rear setbacks for properties fronting Ellingworth Parade – Rear boundary setback requirements for podium levels of the Central Flank place type areas



Topic	Key issue
	– Street, side and rear boundary upper level setbacks above street walls (podium) for Central Core and Central Flank place type areas – Zero metre side boundary setbacks for residential neighbourhood place types
Floor Area Ratios	Whether the Floor Area Ratio (FAR) controls proposed in the draft Planning Scheme Amendment are appropriate

Urban design

Topic	Key issue
Pedestrian access & links	Whether the planning for active transport in the Box Hill Structure Plan Area is appropriate, including with respect to:
Cycling access & infrastructure	– The indicative pedestrian link over land at 20 Ashted Road – The proposed footpath widening in central Box Hill areas – Weather protection between Watts/Harrow Streets and the SRL East station – The role of Nelson Road
Public open space	Whether the planning for open space in the Box Hill Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees to the Structure Plan Area, including with respect to: – Whether additional open space should be provided south of the railway to Brougham Street, between Elgar Road and Station Street; south of the railway, between William and Barcelona Streets; East of Station Street and south of Severn Street; South of Maroondah Highway, between Miller Street and Short Street; South of Maroondah Highway to the railway, east of Middleborough Road – Depiction of future Ellingworth Parade car park as open space in the draft Structure Plan and draft Planning Scheme Amendment Whether the Former Box Hill Brickworks site ought properly accommodate future public open space
Overshadowing & shading (public)	Whether the proposed measures in the draft Structure Plan and controls in the draft Planning Scheme Amendment are appropriate to minimise overshadowing and maintain solar access to the public realm, including Whitehorse Road Linear Reserve, Box Hill Gardens and Ellingworth Park and other public spaces and streets in the Box Hill Structure Plan Area
Public realm safety	Whether the draft Structure Plan makes provision for enhancing public safety in areas where higher density development is proposed or where high levels of traffic and congestion occur



Land use

Topic	Key issue
Land use mix & capacity	Whether the Land Use Plan in the draft Structure Plan and relevant planning provisions provide for an appropriate land use mix across the Box Hill Structure Plan Area, including with respect to: – The extent to which residential uses should be encouraged/discouraged in the Health and Education neighbourhood – The extent of the Mixed Use Zone generally, particularly along Station Street and Canterbury Road – Whether the application of the applied Residential Growth Zone at 6-8 Archibald Street (Central Flank place typology) is appropriate

Other matters concerning the implementation of the draft Structure Plan and draft Planning Scheme Amendment

Topic	Key issue
Car parking availability & rates	Whether the car parking rates as set out in the Precinct Parking Plan for Box Hill are appropriate, including to encourage a shift towards more sustainable transport modes Whether sufficient car parking availability (including on-street and public car parking availability) will be provided having regard to potential additional parking demand (particularly in the Health and Education Neighbourhood)
Community infrastructure	Whether the planning for community infrastructure in the Box Hill Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees
Draft Implementation Plan	Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for Box Hill and the timing and pathways for their implementation are appropriate for the purposes of the draft Structure Plan
Strategic sites	Whether the identification and treatment of strategic sites in the Box Hill Structure Plan Area are appropriate, including with respect to the Former Box Hill Brickworks site, and whether additional sites should be considered as strategic sites such as: – Land bound by Maroondah Highway / Whitehorse Road (to the north), the railway corridor (to the south), Middleborough Road (to the east), and Linsley Street (to the west) – Box Hill institute (853 Whitehorse Road, 16-18 Spring Street, 1000 Whitehorse Road, 465 Elgar Road and 466 Elgar Road) – 16-28 Nelson Road – 11-13 Irving Street and 9-11 Bruce Street – Zetland Road
Road & street network	Whether the road/street network shown in the draft Structure Plan and draft Planning Scheme Amendment is appropriate, including with respect to: – The western end of Whitehorse Road



Topic	Key issue
	– A road extension from Mont Albert Road to Albion Street
Vegetation & Ecology	Whether it is appropriate to remove Significant Landscape Overlay – Schedule 9 and Neighbourhood Character Overlay – Schedule 2
Voluntary Public Benefit Uplift Framework	Whether the proposed Voluntary Public Benefit Uplift Framework is appropriate in respect of the spatial application of the framework in Box Hill, and whether proposals meeting Environmentally Sustainable Design (ESD) requirements should be able to access the framework



Burwood precinct specific issues

Built form

Topic	Key issue
Building heights, distribution and transition	The suitability and distribution of the proposed building heights specified in the draft Structure Plan and draft Planning Scheme Amendment, and transition to surrounding residential areas, including with respect to: – SRL Station Development Area – Gardiners Creek (Kooyongkoot) corridor – Burwood Highway corridor – Education neighbourhood and at the Fountain Court Retirement Village site – McComas Grove and its intersection with Coppard Street – Residential neighbourhoods around Barlyn Road, Chandler Grove, Roslyn Street – The built form interface with Gardiners Creek (Kooyongkoot), including via building setbacks – The building height transition along McComas Grove to adjoining residential areas to the east – Wind effects on the public realm and private open space, particularly in relation to new development along Burwood Highway and the Gardiners Creek (Kooyongkoot) corridor
Floor Area Ratios	Whether the mandatory Floor Area Ratio (FAR) controls proposed in the draft Planning Scheme Amendment are appropriate

Urban design

Topic	Key issue
Pedestrian access & links	Whether the planning for active transport in the Burwood Structure Plan Area is appropriate, including with respect to: – The strategic cycling corridor alongside Gardiners Creek (Kooyongkoot) – Pedestrian and cycle crossing of Burwood Highway at Gardiners Creek (Kooyongkoot) – Links through the Mount Scopus strategic site and Fountain Court Retirement Village
Public open space	Whether planning for open space in the Burwood Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees to the Structure Plan Area, including with respect to: – The size and type of the new open spaces proposed around McIntyre Street/Cromwell Street; and around Delaney Avenue/Milford Avenue – The public open space investigation area near Burwood Highway/Station Street encompassing some of the Fountain Court Retirement Village – Additional open space north of Burwood Highway, between Warragul Road and Parer Street; north of Burwood Highway, east of Station Street; south of Burwood Highway, east of Station Street; south of Highbury Road, west of Gardiners Creek



Topic	Key issue
	Improvements to specific existing open spaces, including in Lundgren Reserve and Gardiners Creek Reserve at Fletcher Parade
Impacts on the Gardiners Creek (Kooyongkoot) corridor	Whether the draft Structure Plan and draft Planning Scheme Amendment mitigate ecological impacts along the Gardiners Creek (Kooyongkoot) corridor
Overshadowing & shading (public)	Whether the proposed measures in the draft Structure Plan and controls in the draft Planning Scheme Amendment are appropriate to minimise overshadowing and maintain solar access to the public realm in the Burwood Structure Plan Area
Public realm safety	Whether the draft Structure Plan makes suitable provision for enhancing public safety in areas where higher density development is proposed Whether the controls proposed in the draft Planning Scheme Amendment for active frontages suitably address public safety issues

Land use

Topic	Key issue
Land use mix & capacity	Whether the Land Use Plan in the draft Structure Plan and relevant planning provisions provide for an appropriate land use mix across the Burwood Structure Plan Area, including with respect to: - Encouraging delivery of employment floorspace, including suitable mixed-use and commercial development in the Burwood Central neighbourhood - The extent to which residential uses should be encouraged/discouraged in employment and commercial areas

Other matters concerning the implementation of the draft Structure Plan and draft Planning Scheme Amendment

Topic	Key issue
Car parking availability & rates	Whether the car parking rates as set out in the Precinct Parking Plan for Burwood are appropriate, including to encourage a shift towards more sustainable transport modes
Community infrastructure	Whether the planning for community infrastructure in the Burwood Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees
Draft Implementation Plan	Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for Burwood and the timing and pathways for their implementation are appropriate, for the purposes of the draft Structure Plan



Topic	Key issue
Precinct Zone – Application to specific sites in the Burwood Structure Plan Area	Whether the PRZ should be applied to Greenwood Business Park
Strategic sites	Whether the identification and treatment of strategic sites in the Burwood Structure Plan Area are appropriate, including Greenwood Business Park, Mount Scopus College and 127 Highbury Road
Public Acquisition Overlay – Application to a specific site in the Burwood Structure Plan Area	Whether the Public Acquisition Overlay (PAO) should be applied to 141 Highbury Road, Burwood
Road & street network	Whether the road/street network shown in the draft Structure Plan and draft Planning Scheme Amendment is appropriate



Cheltenham precinct specific issues

Built form

Topic	Key issue
Building heights, distribution & transition	The suitability and distribution of the proposed building heights specified in the draft Structure Plan and draft Planning Scheme Amendment, and transition to surrounding residential areas including with respect to: – Residential areas within the Cheltenham Structure Plan Area – Pennydale and Highett neighbourhoods – Bay Road and Nepean Highway – The former Highett Gasworks site – Highett Common strategic site – The former CSIRO site – Commercial areas – In proximity to and at Southland, including on the land at the north-east corner of Nepean Highway and Karen Street – Along the eastern side of Chesterville Road – Along Enright Street, Mathieson Street and Karen Street – Whether high rise buildings should be restricted to along main roads, including Bay Road and Park Road and Nepean Highway with reduced heights in residential localities
Floor Area Ratios	Whether the Floor Area Ratio (FAR) controls proposed in the draft Planning Scheme Amendment are appropriate, including with respect to strategic sites such as Southland Shopping Centre
Setbacks	Whether the proposed building heights in combination with the proposed setbacks in each neighbourhood, having regard to the preferred future character and relevant draft Planning Scheme Amendment controls, are suitable, including with respect to: – The built form interface between residential neighbourhoods (i.e. Pennydale, Highett and Jean Street areas) and commercial/retail centres (i.e. Highett Activity Centre, Bayside Business District, Southland Shopping Centre) – The transition in building height between Southland and properties on Nepean Highway – The built form interface adjacent to key links and open space – Landscaping, particularly in relation to canopy trees – Minimising adverse wind effects on the public realm and private open space

Urban design

Topic	Key issue
Pedestrian access & links	Whether the planning for active transport in the Cheltenham Structure Plan Area is appropriate, including with respect to: – New key links as shown in the Pennydale area



Topic	Key issue
	– Near Jean Street and Karen Street – Safety for pedestrians and cyclists including along Bay Road – Weather protection for key pedestrian connections including between Cheltenham SRL East station, Southland Station, Charman Road and Southland Shopping Centre
Public open space	Whether the planning for open space in the Cheltenham Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees to the Structure Plan Area, including with respect to: – Any potential additional open space requirements for the Laminex Site – Recognition of the open space values of Sir William Fry Reserve – The investigation areas in/near Bayside Business District

Land use

Topic	Key issue
Land use mix & capacity	Whether the Land Use Plan in the draft Structure Plan and relevant planning provisions provide for an appropriate land use mix across the Cheltenham Structure Plan Area, including with respect to: – Mixed use and commercial/retail uses, including in activity centres – Land uses within the Bayside Business District, including along Bay Road – The proposed land use outcomes in the Bayside Business District – The proposed applied zones at 223-225 and 227-229 Bay Road and 332-336 Bay Road, and at 13-19 Wangara Road, 2-6 Brixton Road and 266 Bay Road (Brixton West), 270-276 Bay Road, 1-7 Brixton Road and 33-43 Wangara Road (Brixton East), 298-300 Bay Road (Newlink)
Retail	Whether the retail use facilitated by the draft Structure Plan and proposed planning controls are appropriate, including with respect to the following: – Whether the hierarchy of activity centres and retail strips is considered to ensure enhancements of larger centres does not pose a negative impact on smaller centres. – Whether the amount and location of proposed retail use is appropriate – Whether additional locations for retail uses should be allowed, particularly in the Bayside Business District



Other matters concerning the implementation of the draft Structure Plan and draft Planning Scheme Amendment

Topic	Key issue
Car parking availability & rates	Whether the car parking rates as set out in the Precinct Parking Plan for Cheltenham are appropriate, including to encourage a shift towards more sustainable transport modes Whether the proposed car parking rates and areas are appropriate, including with respect to whether: – They provide appropriate car parking capacity in the Cheltenham Structure Plan Area (including on-street and public car parking availability) – Proposed bicycle parking rates for employment and education uses are appropriate – The implementation strategy for consolidated car parks and interim parking and transport strategy should apply before station operation
Community infrastructure	Whether the planning for community infrastructure in the Cheltenham Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees, including with respect to: – The provision of a regional community hub and library in the SRL East station precinct/Central Core area – The provision of a multi-purpose community hub and kindergarten at or near the Former Highett Gasworks site – Reliance on Council-owned land as priority sites for new community infrastructure over State-owned sites
Draft Implementation Plan	Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for Cheltenham and the timing and pathways for their implementation are appropriate for the purposes of the draft Structure Plan
Planning policy – Bayside Business District	The suitability of planning policy guidance to deliver the design outcomes, land use mix and diverse office development sought for the Bayside Business District
Precinct Zone – Application to specific sites in the Cheltenham Structure Plan Area	Whether the PRZ should be applied to Southland Shopping Centre
Strategic sites	Whether the identification and treatment of strategic sites in the Cheltenham Structure Plan Area is appropriate, specifically: – Former Highett Gasworks – Southland Shopping Centre – requirements for the Bay Road interface, active frontages, pedestrian permeability and whether land at the north-east corner of Nepean Highway and Karen Street should be added to the Southland Strategic Site boundary



Topic	Key issue
	– Highett Common – whether a master plan should be required for this site and specific controls at the interface with Highett Grassy Woodlands Whether the following sites should be identified as strategic sites in the draft Structure Plan and draft Planning Scheme Amendment: – 13-19 Wangara Road, 2-6 Brixton Road and 266 Bay Road (Brixton West) – 270-276 Bay Road, 1-7 Brixton Road and 33-43 Wangara Road (Brixton East) – 298-300 Bay Road (Newlink) – Whether the site on the north-east corner of Nepean Highway and Karen Street be included in the Southland strategic site designation
Road & street network	Whether the road/street network shown in the draft Structure Plan and draft Planning Scheme Amendment is appropriate, including in locations such as Pennydale and Bay Road
Voluntary Public Benefit Uplift Framework	Whether the proposed Voluntary Public Benefit Uplift Framework is appropriate in respect of the spatial application of the Framework in Cheltenham, specifically along parts of Bay Road



Clayton precinct specific issues

Built form

Topic	Key issue
Building height, distribution & transition	The suitability and distribution of the proposed building heights specified in the draft Structure Plan and draft Planning Scheme Amendment, and transition to surrounding residential areas, including in relation to the following: – Madelaine Road – Browns Road – Kanooka Grove – Audsley Street – North Road – Residential areas, including Fulton Street, Manton Road, Edinburgh Street, Margaret Street, Alice Street and Ormond Road – 2 Rockbeare Court – 465-469 Clayton Road – 409 Clayton Road
Floor Area Ratios	Whether the mandatory Floor Area Ratio (FAR) controls proposed in the draft Planning Scheme Amendment are appropriate, both generally within the Clayton Structure Plan Area and at specific sites, including: – 2 Cooke Street – 6-18 Cooke Street – 20-22 Cooke Street – 16 Dunstan Street – 261 Clayton Road – 205-211 Clayton Road – 409 Clayton Road – 1400 & 1380-1388 Centre Road – 8 Audsley Street
Setbacks	Whether the building setbacks specified in the draft Structure Plan and draft Planning Scheme Amendment are appropriate, having regard to: – The urban structure and built form objectives for the Clayton Structure Plan Area – Amenity impacts on adjoining sites – The provision of landscaping, including the planting of canopy trees

Urban design

Topic	Key issue
Pedestrian access & links	Whether the planning for active transport in the Clayton Structure Plan Area is appropriate, including at the following locations: – 233 Clayton Road



Topic	Key issue
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- 205–211 Clayton Road

Public open space	Whether the planning for open space in the Clayton Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees to the Structure Plan Area
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Land use

Topic	Key issue
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Land use mix & capacity	Whether the Land Use Plan in the draft Structure Plan and relevant planning provisions provide for an appropriate land use mix across the Clayton Structure Plan Area
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Demand for apartments	Whether the anticipated future demand for apartments within the Clayton Structure Plan Area is reflected in the proposed distribution of housing growth levels in the draft Structure Plan and draft Planning Scheme Amendment
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Other matters concerning the implementation of the Structure Plan and draft Planning Scheme Amendment

Topic	Key issue
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Car parking availability & rates	Whether the car parking rates as set out in the Precinct Parking Plan for Clayton are appropriate, including to encourage a shift towards more sustainable transport modes Whether sufficient car parking availability (including on-street and public car parking availability) will be provided having regard to potential additional car parking demand
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Community infrastructure	Whether the planning for community infrastructure in the Clayton Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees
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Draft Implementation Plan	Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for Clayton and the timing and pathways for their implementation are appropriate for the purposes of the draft Structure Plan
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Strategic sites	Whether the identification and treatment of strategic sites in the Clayton Structure Plan Area are appropriate
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Public Acquisition Overlay – Application to a specific site in the	Whether the Public Acquisition Overlay (PAO) should be applied to 31 Dunstan Street, Clayton
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Topic	Key issue
Clayton Structure Plan Area	
Road & street network	Whether the road/street network shown in the draft Structure Plan and draft Planning Scheme Amendment is appropriate
Aviation	Whether requirements for the Monash Medical Centre and Victorian Heart Hospital helicopter flight paths have been considered



Glen Waverley precinct specific issues

Built form

Topic	Key issue
Building heights, distribution & transition	The suitability and distribution of the proposed building heights specified in the draft Structure Plan and draft Planning Scheme Amendment, and transition to surrounding residential areas, including with respect to: – The central core of Glen Waverley – 281 Springvale Road (Central Car Park) and 285-287 Springvale Road (Century City Walk) – Sites fronting the private road at Lakeview Court – Along Springvale Road between High Street Road and Madeline Street – Along the eastern side of Kingsway between Railway Parade North and O'Sullivan's Road – Along the eastern side of Springvale Road to support the built environment as a gateway to Glen Waverley – Height and density in Stanfield Court – Varying building heights proposed along Kinnoull Grove. – The medium rise (4 storey) height transition adjacent to high rise development – Sensitive interfaces
Floor Area Ratios	Whether the mandatory Floor Area Ratio (FAR) controls proposed in the draft Planning Scheme Amendment are appropriate

Urban design

Topic	Key issue
Public open space	Whether the planning for open space in the Glen Waverley Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees to the Structure Plan Area, including with respect to: – The open space needs of workers being considered – Whether the reliance on future shared user agreements is appropriate – Whether investment in creation or upgrades of larger centralised park/s should be prioritised over new smaller areas of open space that may be underutilised

Land use

Topic	Key issue
Land use mix & capacity	Whether the Land Use Plan in the draft Structure Plan and relevant planning provisions provide for an appropriate land use mix across the Glen Waverley Structure Plan Area, including with respect to: – The areas identified in the draft Structure Plan and draft Planning Scheme Amendment having sufficient capacity to accommodate the proposed land use intensification



Topic	Key issue
	– Whether a greater mix of land uses should be provided for on the eastern side of Springvale Road – The draft Structure Plan having appropriate regard for minimising adverse impacts to residential properties adjacent to the Aristoc Road Employment Area

Other matters concerning the implementation of the draft Structure Plan and draft Planning Scheme Amendment

Topic	Key issue
Car parking availability & rates	Whether the car parking rates as set out in the Precinct Parking Plan for Glen Waverley are appropriate, including to encourage a shift towards more sustainable transport modes Whether sufficient car parking availability (including on-street and public car parking availability) will be provided having regard to potential additional car parking demand
Community infrastructure	Whether the planning for community infrastructure in the Glen Waverley Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees
Strategic sites	Whether the identification and treatment of strategic sites in the Glen Waverley Structure Plan Area are appropriate
Draft Implementation Plan	Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for Glen Waverley and the timing and pathways for their implementation are appropriate.
Precinct Zone – Application to specific sites in the Glen Waverley Structure Plan Area	Whether the PRZ should be applied to: – Council land in the Glen Waverley Structure Plan Area – 3/19 Montclair Avenue – 1/1 Richard Street – 2/13 Panoramic Grove – 627–629 Waverley Road – 5 Stanfield Court
Road & street network	Whether the road/street network shown in the draft Structure Plan or draft Planning Scheme Amendment is appropriate, including with respect to: – The possibility of pedestrianising Kingsway by removing car parking to provide improved areas for walking, cycling, community events and outdoor dining – Traffic and movement in the area bound by High Street, Springvale Road, Wilson Road and Panoramic Grove – Traffic and movement on Fernhill Street



Monash precinct specific issues

Built form

Topic	Key issue
Building height, distribution & transition	The suitability and distribution of the proposed building heights specified in the draft Structure Plan and draft Planning Scheme Amendment, and transition to surrounding residential areas, including with respect to: – Monash Central – Residential areas and along residential streets – Transition along Normanby Road – Density in the Notting Hill neighbourhood – Density in the Monash Central neighbourhood – 591-599 Blackburn Road and 352-368 Ferntree Gully Road, Notting Hill and 399 Ferntree Gully Road, Mount Waverley and 101-105 Clayton Road, Oakleigh East – 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East
Setbacks	Whether the building setbacks specified in the draft Structure Plan and draft Planning Scheme Amendment are appropriate, having regard to: – The urban structure and built form objectives for the Monash Structure Plan Area – Amenity impacts on adjoining sites – The provision of landscaping, including the planting of canopy trees
Wind considerations	Whether the planning controls minimise adverse wind effects on the public realm and private open space in the Monash Central neighbourhood
Floor Area Ratios	Whether the mandatory Floor Area Ratio (FAR) controls proposed in the draft Planning Scheme Amendment are appropriate

Urban design

Topic	Key issue
Pedestrian access & links	Whether the planning for active transport in the Monash Structure Plan Area is appropriate, including with respect to: – Key links within Monash University land – Links between the Monash SRL East station and the Clayton Bus Interchange – The future role and objectives for the Notting Hill neighbourhood as set out in the draft Structure Plan – The Employment Growth, Monash Central and Notting Hill neighbourhoods – The proposed approach and mechanisms to deliver these links – The cycling infrastructure facilitated by the draft Structure Plan
Public open space	Whether the planning for open space in the Monash Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees to the Structure Plan Area, including with respect to: – Existing and potential public open space at Monash University



Topic	Key issue
	Open space investigation areas

Land use

Topic	Key issue
Land use mix & capacity	Whether the Land Use Plan in the draft Structure Plan and relevant planning provisions provide for an appropriate land use mix across the Monash Structure Plan Area, including with respect to: - Weighting between uses, including residential and employment uses - Removing or reducing constraints on the provision of student accommodation - The potential for a change in land use mix displacing existing manufacturing, industrial and other employment activities - The proposed applied zones both generally in relation to Commercial 1 Zone land and 2071-2091 Dandenong Road, Clayton

Other matters concerning the implementation of the draft Structure Plan and draft Planning Scheme Amendment

Topic	Key issue
Car parking availability & rates	Whether the car parking rates as set out in the Precinct Parking Plan for Monash are appropriate, including to encourage a shift towards more sustainable transport modes
Community infrastructure	Whether the planning for community infrastructure in the Monash Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees
Draft Implementation Plan	Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for Monash and the timing and pathways for their implementation are appropriate for the purposes of the draft Structure Plan
Noise & vibration	Whether the PRZ and BFO schedules that apply in the Monash Structure Plan Area are appropriate to address construction noise and vibration impacts on Monash University land and CSIRO Clayton
Precinct Zone – Application to specific sites in the Monash Structure Plan Area	Whether the PRZ should be applied to: - Land owned by Monash University in the Monash Structure Plan Area - The Monash Waste Transfer Station and other Council land in the Monash Structure Plan Area - The land at 20-22 Gardiner Road, Notting Hill
Strategic sites	Whether the identification and treatment of strategic sites in the Monash Structure Plan Area are appropriate



Topic	Key issue
Monash University	Whether the draft Structure Plan and draft Planning Scheme Amendment provide appropriate recognition of the role of Monash University and its landholdings
Public Acquisition Overlay – Application to specific sites in the Monash Structure Plan Area	Whether the Public Acquisition Overlay (PAO) should be applied to: – 601-609 Blackburn Road, Notting Hill – 352-368 Ferntree Gully Road, Notting Hill
Road & street network	Whether the road/street network shown in the draft Structure Plan and draft Planning Scheme Amendment is appropriate
Street cross sections & spatial plans	Whether the designation of Activity Streets is appropriate, and whether their expected form and function requires clarification including with respect to: – All of Normanby Road between Howleys Road and Blackburn Road – All of Howleys Road between Normanby Road and Ferntree Gully Road
Voluntary Public Benefit Uplift Framework	Whether the proposed Voluntary Public Benefit Uplift Framework is appropriate in respect of the application of the Framework in Monash, including at 16-18 Howleys Road and Mannix College

Appendix B Summary findings, conclusions and recommendations – Common Issues

Uplift Scheme

Related Referred Matters

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

Whether the uplift calculation in the Voluntary Public Benefit Uplift Framework supports its practical application, including public realm improvements and commercial (office) floor space as a category of public benefit.

Whether the draft Structure Plans and draft Planning Scheme Amendments facilitate the delivery of social and affordable housing.

Whether the proposed Voluntary Public Benefit Uplift Framework is appropriate in respect of the spatial application of the Framework in [the precinct]

Whether the schedules to the proposed Precinct Zones (PRZs) and/or Built Form Overlays (BFOs) are appropriate, in respect of the identification of pedestrian connections and links.

Findings

Floor area ratios:

The Proponent has not demonstrated the strategic justification for the FARs, including the high FARs in the SDAs. It has not demonstrated whether the FARs provide sufficient room for uplift on a sufficient number of sites to make widespread uptake of the VPBUF likely. Nor has it demonstrated whether the FARs provide sufficient incentive for developers to seek uplift without discouraging development.

Discount rate:

The Proponent has not demonstrated that the discount rate is appropriately set to incentivise developers to take up the VPBUF. Further work is required to:

- demonstrate whether the 50 per cent discount rate will provide a sufficient incentive for developers to take up the Voluntary Public Benefit Uplift Framework
- determine whether or not it is appropriate to apply a single discount rate across all precincts, place types and all types of public benefit
- if not, investigate what level of discount rate would be appropriate in different situations and for the different types of eligible public benefit (if Category 1 and Category 3 benefits are retained).

Eligible public benefit categories:

Affordable housing should be the only category of eligible public benefit. If the VPBUF is implemented, Category 1 (public realm improvements) and Category 3 (strategic land uses) should be removed.

VPBUF calculations:

The calculation methodology set out in the VPBUF is complex, but the calculations are possible, and to that extent, the methodology supports the practical application of the Uplift Scheme.

The Committee supports the Day 3 changes that reflect Mr McIntosh's recommendations for the use of fixed values set by the Valuer General Victoria.

If the VPBUF is implemented, the Proponent should develop the following to assist councils with the implementation of the Uplift Scheme:

- a calculation tool
- example permit conditions and section 173 agreements
- training for council officers implementing the VPBUF
- a method or guidance for estimating public realm embellishment costs.

Conclusion

Based on the above findings, the Committee concludes that the ability of the VPBUF to be practically applied and deliver the envisaged public benefits has not been demonstrated. The FARs have not been justified and are not appropriate. While it is possible to calculate the amount of uplift using the VPBUF methodology, the calculations are complex. Other aspects of the VPBUF do not support its practical implementation.

Recommendations

Further work

1. **CI R01: Undertake further work to demonstrate the Voluntary Public Benefit Uplift Framework is strategically justified, will be effective and can be practically implemented:**
 - a) **baseline floor area ratios:**
 - **demonstrate the floor area ratios, including those proposed to apply to the Station Development Areas, are strategically justified and consistent with the precinct visions**
 - **demonstrate that the floor area ratios incentivise developers to provide public benefit (by demonstrating that the floor area ratios provide sufficient room for uplift on a sufficient number of sites to incentivise uptake without being set so low as to discourage development)**
 - b) **the discount rate:**

- **demonstrate whether the proposed 50 per cent discount rate is set at an appropriate level to incentivise uptake**
 - **determine whether it is appropriate to apply a single discount rate across all precincts and place types**
 - c) **spatial application:**
 - **reconsider the spatial application of the Voluntary Public Benefit Uplift Framework to ensure it is applied in all locations where eligible public benefits are required.**
-

Draft Amendments

2. **CI R02: If the draft Amendments are implemented before the further work outlined in Recommendation CI R01 is completed, amend the local policies and Precinct Zone schedules before implementation to remove all references to the floor area ratios and the Voluntary Public Benefit Uplift Framework.**
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The following recommendations apply if the further work in Recommendation CI R01 demonstrates the Voluntary Public Benefit Uplift Framework is strategically justified, will be effective and can be practically implemented.

3. **CI R03: Amend the Voluntary Public Benefit Uplift Framework to:**
 - a) **make changes required to reflect the outcomes of the further work in Recommendation CI R01**
 - b) **remove any reference to Category 1 benefits (public realm improvements) and Category 3 (strategic land uses) benefits**
 - c) **if Recommendation CI R03(b) is not adopted, provide clear guidance on what constitutes an eligible public benefit, particularly for Category 1 benefits. The guidance should:**
 - **include criteria that clearly distinguish between site-specific contributions that would ordinarily be provided as developer works and broader precinct improvements**
 - **make it clear that any benefit that would ordinarily be provided as developer works is ineligible for uplift**
 - d) **state that it is within the discretion of the responsible authority to determine whether any proposed public benefit is appropriate.**
 4. **CI R04: Amend the local policies and Precinct Zone schedules to apply the changes recommended in Recommendation CI R03.**
 5. **CI R05: Develop tools and training materials to support the practical application of the Voluntary Public Benefit Uplift Framework, including:**
 - a) **a calculation tool for use by councils**
-

- b) guidance and training for council officers implementing the Voluntary Public Benefit Uplift Framework
- c) a method or guidance for estimating public realm embellishment costs.

Public open space

Referred Matter

Whether the planning for open space in the [Precinct] Structure Plan Area is appropriate having regard to the needs of future residents, visitors and employees

Findings

Deferring open space planning to after the land is rezoned:

Deferring the detailed planning for open space until after land has been rezoned is not orderly planning, and creates significant risk that the precinct visions will not be achieved.

Further work is needed before the draft Amendments are approved, to determine the size and location of key proposed public open space required in the precincts.

Further work:

The methodology for the assessment of open space needs to date has not been appropriate. The further assessment of open space needs should have regard to the matters listed in Recommendation CI R06.

Once the further work (see below) has been completed:

- the structure plans and the maps in the PRZ and BFO schedules should be amended to show proposed open space of 0.5 hectares or more (as well as existing open space)
- built form controls for surrounding land should be reviewed to ensure sites required for both existing and proposed open space are protected from overshadowing
- pedestrian connections should be reviewed to ensure they provide good walkable access to open space.

Delivery mechanisms:

There is no basis on which to recommend bespoke open space contribution rates in the BFO schedules, although the further open space needs assessment recommended by the Committee may provide justification.

It is not appropriate to require open space contributions to be paid on other forms of development (other than subdivision) in the absence of justification.

The VPBUF is unlikely to produce significant quantities of open space where it is needed and in locations suitably distributed to achieve appropriate walkable access.

The implementation plans should include a short term action requiring identification of delivery mechanisms for open space, following the further assessment of open space needs.

Conclusion

Based on the above findings, the Committee concludes the planning for open space in the structure plan areas is not appropriate and does not have proper regard to the needs of future residents, visitors and employees.

Recommendations**Further work**

6. **CI R06: Before the draft Amendments are approved, undertake further work to assess the open space needs of the future populations in each structure plan area having regard to:**
 - a) an appropriate benchmark for open space provision for the precincts having regard to their context as accommodating high density populations in established urban areas
 - b) the needs of workers (and visitors to the precincts where high visitor numbers are expected)
 - c) the revised open space site selection principles referred to in Recommendation CI 07
 - d) the location of feasible pedestrian connections to open spaces
 - e) the availability of 'non-traditional' open space and access to open spaces outside the precinct
 - f) any specific findings in the precinct reports.
-

Draft structure plans

7. **CI R07: Before the draft Amendments are approved, amend the draft structure plans to identify the location and size of proposed public open space of 0.5 hectares or more in each precinct based on:**
 - a) the further assessment of open space needs (Recommendation CI R06)
 - b) the revised open space site selection principles (Recommendation CI R08).
 8. **CI R08: Amend the open space site selection principles in the draft structure plans as follows:**
 - a) modify the 'Condition' principle to read:

the physical condition of the site is suitable for public open space, including any remediation required to meet a condition that is suitable for use as a children's playground
 - b) modify the 'Access to public open space' principle to read:

improves 200 metres walkable access to pocket parks (up to 0.25 of a hectare), 300 metres walkable access to neighbourhood parks (of 0.26 to 0.99 of a hectare) and 400 metres walkable access to community parks (open space open space of at least 1 hectare) from anywhere within the structure plan area
 - c) include a new principle that reads:

Solar access – the site enjoys good solar access in winter.
-

Draft Amendments

9. **CI R09: Before the draft Amendments are approved, amend the maps in the relevant Precinct Zone schedules and Built Form Overlay schedules to clearly show the location and size of proposed public open spaces identified in the revised structure plans (Recommendation CI R07).**
10. **CI R10: Review and amend the built form controls in the Built Form Overlay schedules and the Precinct Zone schedules to ensure the built form controls protect both existing and proposed open space from overshadowing consistent with Recommendation GI R27 in Volume 3.**

Community infrastructure

Referred Matter Whether the planning for community infrastructure in the [Precinct] Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees.

Findings

Deferring open space planning to after the land is rezoned:

As is the case for new open space, deferring the detailed planning for community infrastructure until after land has been rezoned is not orderly planning, and creates significant risk that the precinct visions will not be achieved.

Further work is needed before the draft Amendments are approved, to determine the size and location of new community infrastructure needed to service the new precinct populations.

Further work:

The methodology for the assessment of community infrastructure needs of future residents, visitors and workers has not been appropriate. The further assessment of community infrastructure needs should have regard to the matters listed in Recommendation CI R11.

Once the further work has been completed, the structure plans and the maps in the PRZ and BFO schedules should be amended to show any site of 0.5 hectares or more required for new community infrastructure.

Shared use agreements:

Shared use agreements for use of facilities on school sites are a useful tool, but should not be used as a substitute for providing dedicated facilities that are available to local sports clubs and the community more broadly.

Conclusion

Based on the above findings, the Committee concludes the planning for community infrastructure is not appropriate, and does not have proper regard to the needs of future residents, visitors and employees.

Recommendations

Further work

- 11. CI R11: Before the draft Amendments are approved, undertake further work to assess the community infrastructure needs of the future populations in each structure plan area having regard to:**
 - a) detailed demographic profiles for the precinct populations
 - b) appropriate benchmarks for the different types of community infrastructure needed in the precincts having regard to their context as accommodating high density populations in established urban areas
 - c) the needs of workers (and visitors for precincts where high visitor numbers are expected)
 - d) appropriate catchments informed by the population likely to use the particular facility based on:
 - the scale and type of facility being considered
 - the improved accessibility to facilities located within the structure plan areas
 - e) projected demand and participation rates for different types of active recreation facilities
 - f) projected demand for early years services, kindergarten facilities, education facilities and health facilities
 - g) district and regional facilities including:
 - the capacity and condition of existing facilities and the need for upgrades that may be required to cater for the additional demands of the precinct populations
 - the justification for locating new district and regional facilities in the structure plan areas given their enhanced accessibility
 - h) the revised community infrastructure site selection principles referred to in Recommendation CI R13
 - i) any specific findings in the precinct reports.
-

Draft structure plans

- 12. CI R12: Before the draft Amendments are approved, amend the draft structure plans to identify the location and size of new community infrastructure in each precinct that requires a site of 0.5 hectares or more based on:**
 - a) the further assessment of community infrastructure needs (Recommendation CI R11)
 - b) the revised community infrastructure site selection principles (Recommendation CI R13).
 - 13. CI R13: Amend the site selection principles for community infrastructure in the draft structure plans to:**
 - a) prioritise centrally located, walkable sites and flexible design (including vertical) infrastructure
 - b) include government owned land (not just council owned land) as a secondary consideration.
-

Draft Amendments

- 14. CI R14: Before the draft Amendments are approved, amend the maps in the relevant Precinct Zone schedules and Built Form Overlay schedules to clearly show the location and size of sites required for new community infrastructure shown in the revised structure plans (Recommendation CI R12).**

Draft implementation plans

Referred Matter

Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for the [Precinct] and the timing and pathways for their implementation are appropriate for the purposes of the draft [Precinct] Structure Plan.

Findings

The implementation plans should be updated to:

- clarify the responsibilities of 'lead' and 'partner' agencies
- include an 'immediate' timeframe (within 12 months)
- include any additional projects identified through the further assessments of open space needs, community infrastructure needs and pedestrian links recommended by the Committee in this report
- review the timing, implementation pathways and lead and partner agencies for all other actions and key projects in light of the further assessments.

Any further work recommended by the Committee that is not completed before the draft Amendments are finalised and approved should be documented in:

- the implementation plans, identifying the SRLA as the lead agency and with a timing of 'immediate'
- Clause 74.02 (Further strategic work), identifying the SRLA as the planning authority responsible for the further work.

The Proponent must ensure appropriate support and commitment from key stakeholders involved in the delivery of actions and key projects identified in the implementation plans.

Conclusion

Based on the above findings, the Committee concludes the approach to implementing the actions and projects contained in the draft implementation plans and the timing and pathways for their implementation are not appropriate.

Recommendations

Draft implementation plans

- 15. CI R15: Amend the draft Implementation Plans to include an action to identify funding mechanisms for community infrastructure with:**
- a) Suburban Rail Loop Authority identified as the lead agency**

b) timing as 'immediate'.

- 16. CI R16: Before the draft Amendments are implemented, ensure appropriate support and commitment from key stakeholders involved in the delivery of the actions and key projects outlined in the amended draft implementation plans, including in relation to timing, implementation pathways and responsibilities.**
- 17. CI R17: Before the draft Amendments are implemented, amend the draft Implementation Plans to:**
 - a) include an additional timeframe of 'immediate' (within 12 months)**
 - b) clarify the responsibilities of 'lead' and 'partner' agencies**
 - c) require review of the structure plans at least every 5 years**
 - d) make any further changes recommended in the precinct reports.**
- 18. CI R18: If the further work recommended by the Committee in relation to open space planning (Recommendation CI R06), community infrastructure planning (Recommendation CI R11) and pedestrian links (Recommendation GI R32) is not completed before the draft Amendments are implemented:**
 - a) include the further work as Actions in the draft implementation plans**
 - b) specify Suburban Rail Loop Authority as the lead agency**
 - c) specify the timing as 'immediate'.**
- 19. CI R19: After completing the further work recommended by the Committee in relation to open space planning (Recommendation CI R06), community infrastructure planning (Recommendation CI R11) and pedestrian links (Recommendation GI R32), review and update the draft Implementation Plans to:**
 - a) include any additional projects identified through the further work**
 - b) review and (if necessary) update the timing, implementation pathways and responsibilities for all other actions and key projects.**

Draft Amendments

- 20. CI R20: Document in Clause 74.02 (Further strategic work) all further work recommended by the Committee in this report that is not completed before the Amendments are implemented, making it clear that Suburban Rail Loop Authority is the planning authority responsible for the further work.**
-

Appendix C Summary findings, conclusions and recommendations – General Issues

Contaminated land

Referred Matter

Whether the approach to the application of the Environmental Audit Overlay (EAO) to potentially contaminated land is appropriate.

Findings

The Proponent must complete a PRSA for all potentially contaminated land identified in the Contamination Technical Report before the draft Amendments are implemented. The outcomes of the PRSA should inform whether the spatial application of the EAO needs to be reconsidered (specifically, whether it should be applied to additional sites). In addition, the PRZ and BFO schedules should be amended to include a decision guideline relating to contamination.

Audit conditions on specific sites should not be translated into the draft Amendments.

Databases such as Victoria Unearthed should be updated to reflect the Contamination Technical Report to increase transparency about identified potentially contaminated land.

Conclusion

Based on the above findings, the Committee concludes the approach to applying the EAO to potentially contaminated land is not appropriate.

Recommendations

Further work

- 1. GI R01: Before the draft Amendments are implemented, complete a Preliminary Risk Screening Assessment for potentially contaminated sites identified in the report titled *SRL East Draft Structure Plan Land Contamination Technical Report* (AJM, February 2025).**

Draft Amendments

- 2. GI R02: Amend the draft Amendments to reflect the outcomes of the Preliminary Risk Screening Assessment (Recommendation GI R01) by:**
 - a) adjusting the spatial application of the Environmental Audit Overlay to apply to additional sites that are identified in the further assessment as being potentially contaminated**
 - b) alternatively, applying other appropriate measures to manage the contamination risk on the relevant sites.**

3. GI R03: Amend the Precinct Zone and Built Form Overlay schedules to include a decision guideline relating to contamination to the effect of:

Any significant effects the environment, including the contamination of land, may have on the use or development.

Diversity and mix of housing types

Referred Matter

Whether the draft Structure Plans and draft Planning Scheme Amendments facilitate the delivery of diverse housing types.

Findings

The draft Amendments go some way to facilitating the delivery of diverse housing types, but they need to do more.

The new local policies should include precinct-wide targets for dwelling size mix.

The PRZ schedules should include an application requirement for a Housing Diversity Report for residential development over a certain size.

As part of the five-yearly review discussed in the Common Issues report (Volume 2 Chapter 3.3), the Proponent should monitor progress toward the targets and review and adjust them if required.

Conclusion

Based on the above findings, the Committee concludes that without dwelling size targets, the draft structure plans and draft Amendments will not adequately facilitate the delivery of diverse housing types.

Recommendations

Further work

4. GI R04: Before the draft Amendments are approved, undertake further work to:

a) develop precinct-wide targets for an appropriate mix of dwelling sizes in each structure plan area.

The targets should be:

- **tailored to each precinct**
- **designed to ensure residential development supports the vision, objectives and preferred demographics for the precinct**

b) determine the threshold (for example, based on the size of the proposed development) for when a Housing Diversity Report is required.

Draft Amendments

5. GI R05: Amend the local policies to include the precinct-wide targets developed under Recommendation GI R04.

6. GI R06: Amend the Precinct Zone schedules to include an application requirement for a Housing Diversity Report for residential development over a specified size (determined under Recommendation GI R04(b)) that enables decision makers to assess how the proposed development contributes to the targets.

Floor space capacity

Referred Matter	Whether the floor space capacity which would be facilitated by the draft Structure Plans and built form controls as discussed in the Land Use Scenario and Capacity Assessment is appropriate, taking account of the projected population and employment growth.
Findings	The built form controls provide floor capacity is well in excess of the population and employment projections for the timeframe of the draft structure plans (2041).
Conclusion	Based on the above findings, the Committee concludes the floor space capacity which would be facilitated by the draft structure plans and built form controls as discussed in the Land Use Scenario and Capacity Assessment is more than sufficient to accommodate the projected population and employment growth.
Recommendations	Not applicable

Social and affordable housing

Referred Matter	Whether the draft Structure Plans and draft Planning Scheme Amendments facilitate the delivery of social and affordable housing
Findings	Increasing capacity: Increasing housing capacity in the precincts will not make a significant contribution to facilitating the delivery of social and affordable housing because: - increased capacity will not, of itself, translate into increased supply - even if there was increased supply, there is insufficient evidence to demonstrate that this will put downward pressure on house prices to result in a meaningful supply of affordable housing The new local policies: The new local policies are unlikely to be particularly effective in facilitating the delivery of affordable housing, either in themselves or in combination with the VPBUF. Other tools are needed.

Targets and mandatory contributions:

Social and affordable housing targets should be developed for each Structure Plan Area and embedded in the PRZ schedules, including for the SDAs and the non-core areas.

The targets should be informed by the Housing Needs Assessments and any existing policy relating to affordable housing in the relevant Planning Schemes.

The targets for the SDAs should be higher than for elsewhere in the precincts.

The targets should be supported by an application requirement and (if required) a decision guideline in the PRZ schedules requiring the responsible authority to consider how the application responds to the target.

Cash-in-lieu contributions:

Cash contributions should be able to be made instead of providing affordable housing contributions as stock, particularly where contributions will be in the form of social housing.

The Proponent should investigate ways of overcoming any legal impediments to cash contributions, including amendments to the PRZ parent clause if required.

The Voluntary Public Benefit Uplift Framework:

There is no evidence that:

- the Voluntary Public Benefit Uplift Framework provides the right settings to incentivise developers to provide social and affordable housing
- housing delivered at a 30 per cent market discount is likely to be at a price point that meets the definition of affordable housing in the PE Act, or is likely to be affordable to community housing providers (especially given high outgoings that are likely to apply).

The Voluntary Public Benefit Uplift Framework does not apply in locations that are attractive to community housing providers (lower density areas with lower land values).

As discussed in the Common Issues report (Volume 1 Chapter 4), unless competing forms of eligible public benefit are removed from the Voluntary Public Benefit Uplift Framework (VPBUF), the VPBUF is highly unlikely to deliver affordable housing.

Conclusion

Based on the above findings (and the findings in the Common Issues report in relation to the Voluntary Public Benefit Uplift Framework), the Committee concludes the draft Amendments will not do enough to facilitate the delivery of social and affordable housing.

Recommendations

Further work

7. **GI R07: Before the draft Amendments are approved, undertake further work to:**
 - a) **develop social and affordable housing targets for each structure plan area, informed by the Housing Needs Assessments, existing policy and tailored to the needs of the location**
 - b) **determine the threshold (for example, based on the size of the proposed development) for when an Affordable Housing Report is required.**
8. **GI R08: As part of the further work relating to the Voluntary Public Benefit Uplift Framework Further (Recommendation CI R01 in Volume 2), consider extending the spatial application of the Framework to Residential Neighbourhoods.**

Draft Amendments

9. **GI R09: Amend all local area policies (Clause 11.03-XL-01) as follows:**
 - a) **Amend the first affordable housing strategy to read:**

Encourage the provision of well designed affordable housing in suitable locations throughout the precinct to contribute toward meeting the affordable housing targets specified in the Precinct Zone schedules.
10. **GI R10: Amend all Precinct Zone schedules to:**
 - a) **include the affordable housing targets developed under Recommendation GI R07 in the social and affordable housing use and development objective**
 - b) **include a new application requirement for an Affordable Housing Report that:**
 - **enables decision makers to assess how the proposed development contributes to the target**
 - **applies to development over the threshold determined under Recommendation GI R07**
 - **specifies what form the affordable housing contribution will take (cash or in kind), and how in kind contributions will be delivered and secured.**
11. **GI R11: If required, amend the Precinct Zone parent clause (Clause 37.10) to remove any legal impediment to affordable housing contributions being made as a cash-in-lieu contribution to the equivalent value of an in-kind contribution.**

Sustainability

Referred Matter

Whether the approach adopted in the draft Structure Plans and the draft Planning Scheme Amendments is suitable to:

- Achieve the draft Structure Plan's sustainability objectives
- Support sustainable building design in new development

Whether the schedules to the proposed Precinct Zones (PRZs) and/or Built Form Overlays (BFOs) are appropriate, in respect of the following matters:

- Integrated water management

Findings

A greater commitment is required in relation to sustainability, given the stated vision of the precincts and the recent introduction of Ministerial Direction 22 (Climate Change Considerations).

The sustainability objectives in the Climate Response Plans have not all been faithfully translated into the draft structure plans or the draft Amendments.

The draft Amendments are unlikely to give practical effect to key sustainability measures, such as sustainable building design, urban greening and waste management.

The further work recommended by the Committee in relation to pedestrian links (Chapter 9.9, Volume 3) waste management (Chapter 9.10, Volume 3) and tree canopy cover and urban greening (Chapter 9.11, Volume 3) will contribute to ensuring the sustainability objectives in the structure plans and Climate Response Plans are met. However more needs to be done, including:

- The Sustainability Management Plan and Waste Management Plan requirements in the draft Amendments need to be strengthened, and the controls need to be drafted consistently across precincts.
- A more proactive approach is needed to deliver local renewable energy facilities.

Specific net zero targets already exist in State policy and do not need to be repeated in the PRZ schedules.

Conclusion

Based on the above findings, the Committee concludes the approach adopted in the draft structure plans and the draft Amendments is not suitable to:

- achieve the draft sustainability objectives in the structure plans
- support sustainable building design in new development.

Recommendations

Draft Amendments

12. GI R12: Amend all Precinct Zone schedules to:

- a) ensure consistent sustainability requirements apply across all precincts
- b) amend the Sustainability Management Plan requirements at Clause 9.0 to remove the Built Environment Sustainability Scorecard (BESS) as a primary sustainability assessment tool by deleting the second dot point (which references BESS) under 'Sustainability Management Plan'

- c) **include a Waste Management Plan requirement at Clause 9.0 to address the following matters:**
- **avoid waste by designing out materials, using fewer materials or more durable materials that require less maintenance, and can be reused or recycled in the future**
 - **adopt reused, low carbon or recycled materials in design where possible**
 - **design for future waste streams by allowing appropriate sizing and space**
 - **manage all waste at the source (such as through on-site organic waste management, or off-site recycling facilities).**

Further work

- 13. GI R13: Undertake further work to implement solutions to increase climate resilience and reduce greenhouse gas emissions, for example developing clear plans for local renewable energy generation, storage and use in the precincts. Amend the implementation plans accordingly.**

Transport – Mode shift

Referred Matter

Whether the draft Structure Plans, and associated draft Implementation Plans and draft Planning Scheme Amendments facilitate a suitable and achievable mode shift, including having regard to the proposed population density increases and projected demand for on-street and public parking

Findings

Mode shift:

Setting specific mode shift targets is appropriate. The targets should be reflected in the Planning schemes. Early delivery of active transport infrastructure is essential to allow active travel behaviour to become established. Reprioritisation of active transport projects in the draft implementation plans may be required. This should be considered as part of the review of the implementation plans recommended in the Common Issues report (Recommendation CI R19).

As part of that review, Objective 18 in the draft implementation plans should be amended to include a monitoring and review program to measure the uptake of sustainable transport mode shift against the targets).

Public and active transport infrastructure:

In terms of road cross sections:

- The local road network appears capable of accommodating at least some of the public and active transport features of the proposed street typologies, in particular Green Streets, although it may be difficult to also accommodate the urban greening elements of Green Streets including canopy trees.

- The draft structure plans provide sufficient information to guide the desired outcomes for each street typology, including active and public transport improvements.
- Given the street network in the precincts is already established, the street masterplan phase is the appropriate time to resolve and balance the competing demands of environmental and transport needs placed on each street.

In terms of bicycle parking rates, the amended visitor and shopper bicycle parking rates reflected in the Day 3 documents are appropriate.

In terms of bus infrastructure, the early delivery of bus transport and infrastructure improvements is desirable to encourage mode shift. However many of the precincts are already particularly well served by well-established bus networks. It is preferable to direct resources to enhancing the active transport (pedestrian and cycling) network.

Car parking:

The proposed Parking Overlay schedules are satisfactory, but must be reviewed within 5 years (as part of a broader monitoring and review strategy in relation to mode shift), to ensure the rates are appropriately calibrated to encourage a shift towards more sustainable transport modes.

On street car parking management:

On-street and public parking will be able to be effectively managed in the future.

Transport modelling:

The traffic modelling to date is generally satisfactory to enable broad conclusions to be drawn in relation to what road network upgrades may be required in the future, at least in and around the station locations. Additional modelling should occur in the future on a site by site basis as part of permit applications as the precincts develop. The draft implementation plans should be updated to include a requirement for further network traffic modelling.

Conclusion

Based on the above findings, the Committee concludes the draft structure plans, draft implementation plans and draft Amendments will facilitate mode shift, but it is not possible to say whether the mode shift is 'suitable and achievable'. To ensure mode shift is achieved:

- the draft Amendments need to include the travel mode shift targets for each precinct
 - the draft implementation plans need to include a comprehensive monitoring and review strategy to ascertain if the targets are being reached and sustainable transport mode shift is being realised.
-

Recommendations	Draft Amendments 14. GI R14: Amend the new local policies for the structure plan areas to include the active travel mode shift targets (specified in the Transport Technical Reports) for each precinct. Draft implementation plans 15. GI R15: Amend the draft implementation plans as follows: a) amend Objective 18 to reference a monitoring and review program to measure the uptake of sustainable transport mode shift against the targets b) include details of the monitoring and review program that requires (among other things): • a review of the car parking rates in the Parking Overlay schedules to ensure that they are set at the appropriate rate to suppress demand for private vehicles • a review at least every 5 years.
Voluntary Public Benefit Uplift Framework – Uplift calculation	
Refer to the Common Issues report (Volume 2 Chapter 4).	
Draft Amendments – Drafting of schedules – master plans	
Referred Matter	Whether the schedules to the proposed Precinct Zones (PRZs) and/or Built Form Overlays (BFOs) are appropriate, in respect of the following matters: - The identification of sites for which master plans need to be prepared - The preparation and approval of master plans
Findings	The general approach of using bespoke PRZ schedules to identify sites which require master plans is appropriate. However the basis on which some Strategic Sites were selected to be master planned, and not others, is unclear. The draft structure plans should be updated to explain this more clearly. In relation to the master plan provisions, the: - provisions in relation to the content of master plans are generally appropriate - process for preparing and approving master plans and the level of community input is unclear.
Conclusion	Based on the above findings, the Committee concludes: - It is appropriate to use bespoke PRZ schedules to identify sites for which master plans are required.

- The provisions in the PRZ schedules relating to the preparation and approval of master plans are not appropriate, and need to be updated to provide greater clarity.

Recommendations

Draft structure plans

16. **GI R16: Update the draft structure plans to explain the basis for selecting which Strategic Sites require master planning.**

Draft Amendments

17. **GI R17: Update the Precinct Zone schedules for the master planned sites to more clearly outline the process for preparing and approving of master plans, including:**
 - a) **who is responsible for preparing master plans (particularly for master plans covering multiple sites in different ownership)**
 - b) **who is required to be consulted in the preparation of the master plan**
 - c) **specifying that master plans must be approved by the responsible authority.**

Draft Amendments – Drafting of schedules – deemed to comply provisions

Referred Matter

Whether the schedules to the proposed Precinct Zones (PRZs) and/or Built Form Overlays (BFOs) are appropriate, in respect of the following matters:

- The deemed to comply provisions in the BFOs

Findings

There is insufficient testing to demonstrate that compliance with the deemed to comply standards will lead to acceptable outcomes in the majority of cases.

Standards BF04, BF06 and BF10 should not be deemed to comply, as these standards have more potential to impact on amenity of surrounding residential uses and deliver unacceptable outcomes.

Conclusion

Based on the above findings, the Committee concludes the deemed to comply provisions in the BFO schedules are not appropriate.

Recommendations

Further work

18. **GI R18: Before the draft Amendments are approved, undertake further testing of deemed to comply standards across a wider range of sites with varied interfaces to test whether the standards would lead to acceptable outcomes in the majority of cases.**

Draft Amendments

- 19. GI R19: Amend the Built Form Overlay schedules to remove the deemed to comply status of standards BF04, BF06, BF10 and BF12 (unless the testing referred to in Recommendation GI R18 demonstrates acceptable outcomes in the majority of cases).**

Draft Amendments – Drafting of schedules – strategic sites

Referred Matter

Whether the schedules to the proposed Precinct Zones (PRZs) and/or Built Form Overlays (BFOs) are appropriate, in respect of the following matters:

- The specific objectives, and any built form outcomes to be achieved, for strategic sites

Findings

It is unclear:

- how Strategic Sites were identified
- what the difference is between Strategic Sites, master planned sites and major strategic land uses
- what expectations and outcomes are anticipated for Strategic Sites
- how the built form controls and floor area ratios for Strategic Sites facilitate their role (as described in the local policies) in delivering substantial redevelopment and intensification as well as public benefits.

The draft structure plans and local policies should be reviewed and updated to separately identify Strategic Sites, master planned sites and major strategic land uses, and to explain their different roles and functions.

The built form controls for Strategic Sites (including preferred maximum building heights and FARs, if they are to be retained) need to be reviewed to ensure they are being afforded the capacity to do what is sought by the local policies.

As part of the further work recommended in relation to VPBUF, consideration should be given to expanding the spatial application of the VPBUF to all Strategic Sites, given their role (as described in the local policies) in delivering public benefit.

Conclusion

Based on the above findings, the Committee concludes the PRZ and BFO schedules are not appropriate to achieve the specific objectives, and built form outcomes for Strategic Sites (which are unclear).

Recommendations

Further work

- 20. GI R20: Before the draft Amendments are approved, update the draft structure plans to:**
- a) differentiate and clearly define the roles of Strategic Sites, master planned sites and major strategic land uses (as those terms are used in this report)**

b) **clearly explain the basis for selecting:**

- **Strategic Sites**
- **master planned sites.**

21. **GI R21: Before the draft Amendments are approved, review the built form controls for Strategic Sites to ensure they:**

- a) **reflect the role of Strategic Sites as described in the revised structure plans (Recommendation GI R20)**
- b) **are being afforded the capacity to meet the policy objectives outlined for Strategic Sites in the new local policies.**

22. **GI R22: As part of the further work relating to the Voluntary Public Benefit Uplift Framework (Recommendation CI R01 in Volume 2):**

- a) **review the floor area ratios for Strategic Sites to ensure they:**
 - **reflect the role of Strategic Sites as described in the revised structure plans (Recommendation GI R20)**
 - **are being afforded the capacity to meet the policy objectives outlined for Strategic Sites in the new local policies**
- b) **consider extending the spatial application of the Framework to all Strategic Sites.**

Draft Amendments

23. **GI R23: Before the draft Amendments are approved:**

- a) **review the new local policies and make any adjustments required to reflect the outcomes of Recommendations GI R20, GI R21 and GI R22**
- b) **amend the Precinct Zone and Built Form Overlay schedules that apply to Strategic Sites to include an additional decision guideline for permit applications for Strategic Sites:**

Consider the suitability of Strategic Sites to accommodate substantial redevelopment and intensification, including making significant contributions to the delivery of social and affordable housing.

Draft Amendments – Drafting of schedules – privacy

Referred Matter

Whether the schedules to the proposed Precinct Zones (PRZs) and/or Built Form Overlays (BFOs) are appropriate, in respect of the following matters:

- Achieving a reasonable level of privacy

Findings

Generally it is appropriate to manage privacy using setbacks, however the Committee is not satisfied that the deemed to comply setbacks will appropriately manage privacy in sensitive residential areas in the majority of cases.

The schedules for Residential Neighbourhoods and areas with a residential interface (within or outside the structure plan areas) should be amended to:

- include a standard or measurable guidance that is demonstrated (through further architectural testing) to achieve an appropriate level of privacy protection in the majority of cases
- remove the deemed to comply status of the setback standards if no properly tested standard or measurable guidance is included.

Conclusion

Based on the above findings, the Committee concludes the PRZ and/or BFO schedules go some way toward protecting privacy but need to be strengthened and refined to ensure a reasonable level of privacy is achieved.

Recommendations

Draft Amendments

24. GI R24: Amend the Precinct Zone and/or Built Form Overlay schedules applying to Residential Neighbourhoods and areas that have an interface to residential areas within or outside the structure plan area boundaries to:

- a) include a standard or measurable guidance that is demonstrated (through further architectural testing) to achieve an appropriate level of privacy protection in the majority of cases
- b) add the following decision guideline:

Whether the proposal will result in acceptable visual bulk, overshadowing or overlooking outcomes having regard to the relevant provisions of Clause 54, Clause 55 or Clause 57.

25. GI R25: If a standard or measurable guidance is not included as recommended in Recommendation GI R24(a), delete the deemed to comply status of setback standards in the relevant schedules.

Draft Amendments – Drafting of schedules – overshadowing of private open space

Referred Matter

Whether the schedules to the proposed Precinct Zones (PRZs) and/or Built Form Overlays (BFOs) are appropriate, in respect of the following matters:

- Managing the impacts of overshadowing on private open spaces

Findings

In Key Movement Corridors, Urban Neighbourhoods and Residential Neighbourhoods:

- specific standards should apply in relation to overshadowing of private open spaces, or

	- a decision guideline should be included requiring consideration of overshadowing of neighbouring residential properties having regard to the objectives, standards and decision guidelines of Clauses 54, 55 and 57.
Conclusion	Based on the above findings, the Committee concludes the BFO schedules do not appropriately manage overshadowing to private open spaces.
Recommendations	Draft Amendments 26. GI R26: Amend the Built Form Overlay schedules that apply to Key Movement Corridors, Urban Neighbourhoods and Residential Neighbourhoods to: a) provide measurable (quantitative) guidance or technical requirements or standards relating to the protection of private open space from overshadowing, or b) include a decision guideline requiring consideration of the objectives, standards and decision guidelines of Clause 54, Clause 55 and Clause 57.
Draft Amendments – Drafting of schedules – overshadowing of public realm	
Referred Matter	Whether the schedules to the proposed Precinct Zones (PRZs) and/or Built Form Overlays (BFOs) are appropriate, in respect of the following matters: - Managing the impacts of overshadowing on the public realm, including public open spaces
Findings	Solar access to parks and other key open spaces is very important, particularly in context of higher density living. The approach in allowing the building envelope to determine allowable shadow rather than a street wall is unlikely to achieve the required objectives and bakes in an assumption that maximum building heights have been tested to ensure an acceptable level of shadow, which has not been demonstrated. The draft Amendments do not reflect the standards in the Urban Design Reports or contemporary overshadowing controls that are increasingly recognising the importance of winter based solar controls for open space in higher density areas. Overshadowing controls that provide for a percentage of a park or street to be protected from shadowing are not appropriate. The lack of protection to future public open spaces is a key inadequacy that is likely to result in unacceptable outcomes. The overshadowing controls should be based on the general principles outlined by the Committee in Recommendation GI R27, noting that some variation may be appropriate where indicated in the precinct reports.

Conclusion	Based on the above findings, the Committee concludes the BFO schedules are not appropriate to manage the impacts of overshadowing on the public realm, including public open spaces
Recommendations	Draft Amendments 27. GI R27: Amend the Precinct Zone and Built Form Overlay schedules to: a) include a development objective directed at ensuring good levels of solar access to public open spaces, public realm and footpaths of key pedestrian streets b) update Table 1 in Standard BF04 in accordance with the following general principles (unless specified otherwise for a particular site in a precinct report): • the street wall should form the basis for ‘allowable shadow’ rather than the building envelope, except in lower scale areas where there is no street wall • the shadow controls to parks should: - be based on the winter solstice (21 June) except where the site-specific context justifies a different approach - provide for a minimum of 3 consecutive hours of sunlight access between 10am and 3pm - be mandatory rather than discretionary • the shadow controls to key streets should provide protection to the southern footpath (of east-west streets) or the east and/or west footpath (of north-south streets) between 11am and 2pm at the equinox.
Draft Amendments – Drafting of schedules – high quality design	
Referred Matter	Whether the schedules to the proposed Precinct Zones (PRZs) and/or Built Form Overlays (BFOs) are appropriate, in respect of the following matters: - Supporting high-quality design outcomes
Findings	The BFO schedules generally support high quality design outcomes, but they should be amended to: - require design excellence only on Strategic Sites, master planned sites and for applications that exceed maximum building height or setback standards by 20 per cent or more - require high quality design across the remainder of the precincts - define the criteria to assess design excellence and high quality design - clarify the independent design review panel process.

Conclusion	Based on the above findings, the Committee concludes the PRZ and BFO schedules need to be amended to better support high quality design outcomes.
Recommendations	Draft Amendments 28. GI R28: Amend the Precinct Zone and Built Form Overlay schedules to: a) provide greater clarity on what is meant by ‘design excellence’ and ‘high quality design’, and how they differ b) clarify that design excellence and high quality design encompass function, appearance, environmental performance, contribution to the public realm and innovation c) replace references to ‘design excellence’ in the development objectives with ‘high quality design’ d) replace references to ‘design excellence’ in the application requirements with ‘design quality’ e) refine the ‘design excellence’ decision guideline to: • seek ‘design excellence’ (the highest standards of design) on Strategic Sites, master planned sites and applications that exceed maximum building height or minimum setbacks by more than 20 per cent • otherwise seek ‘high quality design’ f) provide greater clarity in relation to the independent design review panel process, including: • the required qualifications of the design review panel • the process for engagement and payment for design reviews • consideration of the outcomes of design reviews g) make the development objective relating to high quality design in the Whitehorse Built Form Overlay Schedule 5 (Box Hill Central Core) a standalone objective, consistent with the other Central Core and Central Flank schedules.
Draft Amendments – Drafting of schedules – offsite amenity impacts	
Referred Matter	Whether the schedules to the proposed Precinct Zones (PRZs) and/or Built Form Overlays (BFOs) are appropriate, in respect of the following matters: - Managing the potential for offsite amenity impacts including with respect to potential dust, odour, noise and vibration impacts arising from existing uses
Findings	Amenity impacts can be acceptably managed with minor adjustments to applicable PRZ schedules: - The provisions relating to Amenity Impact Plans (which should be renamed Air Quality Plans) need minor refinements, and EPA should be consulted on Air Quality Plans.

- Any PRZ schedule that requires an Acoustic Report (for example the Monash PRZ3) should give the Council discretion to waive the requirement for minor works.
- An additional decision guideline is needed in all PRZ schedules to manage reverse amenity considerations where there is encroachment of sensitive uses into established industrial or employment areas.

Conclusion

Based on the above findings, the Committee concludes the PRZ schedules are generally appropriate to manage the potential for off-site amenity impacts including with respect to potential dust, odour, noise and vibration impacts arising from existing uses, subject to minor adjustments.

Recommendations

Draft Amendments

29. GI R29: Amend the Precinct Zone schedules containing an application requirement for an Amenity Impact Plan to:

- a) rename the Amenity Impact Plan 'Air Quality Plan' to reflect that it is an assessment of the impacts of dust**
- b) include a requirement that the Air Quality Plan demonstrates that the site is suitable for the proposed use (before considering design responses)**
- c) require consideration of EPA Publications 1949 and 1943**
- d) require consultation with Environment Protection Authority Victoria in the preparation of an Air Quality Plan.**

30. GI R30: Amend any Precinct Zone schedules that require an Acoustic Report to give the responsible authority discretion to waive the requirement for an Acoustic Report for minor buildings and works.

31. GI R31: Amend all Precinct Zone schedules to insert a decision guideline to require the consideration of whether building siting, design and layout of a proposed use or development appropriately minimises and mitigates potential off-site amenity impacts from existing uses.

Draft Amendments – Drafting of schedules – pedestrian connections and links

Referred Matter

Whether the schedules to the proposed Precinct Zones (PRZs) and/or Built Form Overlays (BFOs) are appropriate, in respect of the following matters:

- The identification of pedestrian connections and links

Findings

Identification of pedestrian connections:

The identification and labelling of pedestrian connections in the structure plans and BFO schedules is complex and confusing.

There is no clear line of sight between the pedestrian corridors and links in the structure plans and the designation of Specific and Indicative pedestrian connections in the BFO schedules, which makes the intent and priority of these connections difficult to understand.

The representation of pedestrian connections as wiggly lines in the BFO schedules creates confusion and uncertainty about the location of the proposed links. All pedestrian connections should be shown as straight lines.

Implementation and delivery:

The Committee supports:

- the application of the PAO for 'Critical Key Links' in the Clayton and Monash Precincts
- the requirements to provide identified pedestrian links in the PRZ schedules for master planned sites.

There are significant risks in assuming that all other pedestrian connections identified in the structure plans or BFO schedules can be achieved as proposed.

The VPBUF is not an appropriate delivery mechanism for pedestrian links.

Way forward:

Further work is required to ensure the appropriate delivery of the proposed pedestrian connections to ensure the precinct visions and objectives in the structure plans are realised.

The further work should:

- establish a clear hierarchy of pedestrian links using consistent terminology and graphic depiction
- determine critical and preferred alignments for the pedestrian links with a view to connecting key destinations such as the SRL stations, key employment and visitor locations and existing and future open space and community facilities
- identify appropriate delivery mechanisms for critical links (for example through the application of a PAO)
- identify incentives that could help to facilitate the delivery of non-critical but desirable connections (as an alternative to the VPBUF)
- ensure the delivery mechanisms are based on principles of fairness, equity and certainty.

Links that are not necessary and are unlikely to be delivered due to practical complexities should be deleted.

That said, the implications of the removal of any pedestrian connections needs to be carefully considered having regard to the impact on accessibility to public open space and the ability to achieve a mode shift towards active transport. This should form part of the further work.

Conclusion

Based on the above findings, the Committee concludes that the identification of pedestrian connections and links in the PRZ and BFO schedules is not appropriate.

Recommendations**Further work**

32. **GI R32: Before the draft Amendments are approved, undertake further work to review all pedestrian connections in the draft structure plans, Precinct Zone schedules and Built Form Overlay schedules to:**
- a) **establish a clear hierarchy of pedestrian links using consistent terminology and graphic depiction**
 - b) **determine critical and preferred alignments for the pedestrian links with a view to connecting key destinations such as the Suburban Rail Loop stations, key employment and visitor locations and existing and future open space and community facilities**
 - c) **identify appropriate delivery mechanisms for critical links (for example through the application of a Public Acquisition Overlay)**
 - d) **identify incentives that could help to facilitate the delivery of non-critical but desirable connections (as an alternative to the Voluntary Public Benefit Uplift Framework)**
 - e) **ensure the delivery mechanisms are based on principles of fairness, equity and certainty**
 - f) **delete links that are not necessary and are unlikely to be delivered due to practical complexities, but before deleting any link consider:**
 - **the impact on accessibility to public open space and community facilities**
 - **the ability to achieve a mode shift towards active transport**
 - g) **apply any specific recommendations in the precinct reports.**
-

Draft structure plans

33. **GI R33: Amend the pedestrian connections shown on the draft structure plans to:**
- a) **reflect the outcome of the further work in Recommendation GI R32**
 - b) **ensure that pedestrian connections have a clear, consistent hierarchy and priority.**
-

Draft Amendments

34. **GI R34: Amend the pedestrian connections shown on the maps in the Built form Overlay schedules to:**
- a) **reflect the revised draft structure plans amended in accordance with Recommendation GI R33**
 - b) **show pedestrian connections as direct routes (with straight lines).**
-

Draft Amendments – Drafting of schedules – waste management

Referred Matter	Whether the schedules to the proposed Precinct Zones (PRZs) and/or Built Form Overlays (BFOs) are appropriate, in respect of the following matters: - Waste management
Findings	The Committee has already concluded that the Waste Management Plan requirement in the Sustainability Management Plans needs to be bolstered to achieve sustainability objectives (see Recommendation GI R12). The only other key issue in relation to waste management was the appropriate threshold for providing a (separate) Waste Management Plan. This should remain as proposed (developments greater than 5,000 square metres gross floor area). Waste considerations for smaller developments will be captured through the Sustainability Management Plan.
Conclusion	Based on the findings in Chapter 7, Volume 3, the Committee concludes the PRZ and BFO schedules do not appropriately manage waste.
Recommendations	The Committee's Recommendation GI R12 addresses the Committee's concerns in relation to the Referred Matter relating to waste management.

Draft Amendments – Drafting of schedules – integrated water management

Refer to the sustainability chapter in this report (Chapter 7, Volume 3)

Draft Amendments – Drafting of schedules – tree canopy cover

Referred Matter	Whether the schedules to the proposed Precinct Zones (PRZs) and/or Built Form Overlays (BFOs) are appropriate, in respect of the following matters: - Measures to support tree canopy cover
Findings	The measures in the schedules to support tree canopy cover need to be strengthened. The new local policies need to include a 30 per cent tree canopy target to support the measures in the schedules. The BFO schedules need to be amended to include: - an objective to retain and protect existing mature canopy trees - tree canopy coverage requirements of: - 35 per cent of the total site area for Residential Neighbourhoods

- 20 per cent of the total site area for Key Movement Corridors and Urban Neighbourhoods
- 7 per cent of the total site area for Employment Neighbourhoods
- a requirement for Type C trees where deep soil exceeds 201 square metres, and additional canopy trees for larger sites

Finally, the Standard BF12 requirements should remain as discretionary requirements, but they should not be deemed to comply

Conclusion

Based on the above findings, the Committee concludes the measures to support tree canopy cover are not appropriate.

Recommendations

Draft Amendments

35. **GI R35: Amend the new local policies to include a 30 per cent tree canopy target within the precincts.**
36. **GI R36: Amend the Built Form Overlay schedules as follows:**
 - a) **include an objective in all schedules to retain and protect existing mature canopy trees**
 - b) **amend the BF12 (Landscaping and fencing) standards to require tree canopy coverage of:**
 - **35 per cent of the total site area for Residential Neighbourhoods**
 - **20 per cent of the total site area for Key Movement Corridors and Urban Neighbourhoods**
 - **7 per cent of the total site area for Employment Neighbourhoods**
 - c) **include tree type requirements that match or exceed those in Clauses 55 and 58, including requirements for large trees (Type C trees with a height of 12 metres at maturity) on:**
 - **large sites (over 1,000 square metres)**
 - **sites where deep soil requirements exceed 200 square metres**
 - d) **remove the deemed to comply status of Standard BF12.**

Draft Amendments – Drafting of schedules – third party review rights

Referred Matter

Whether the schedules to the proposed Precinct Zones (PRZs) and/or Built Form Overlays (BFOs) are appropriate, in respect of the following matters:

- Third party review rights

Findings

Exemptions from third party review rights in the schedules are appropriate, but notice is warranted and should be provided when:

- a proposal seeks to vary the built form requirements (height and setbacks) by more than 20 per cent

-
- applications for a new (section 2) use
 - third party notice and review rights apply under an existing control (for example under a Heritage Overlay).
-

Conclusion

Based on the above findings, the Committee concludes that third party notice and review provisions are not appropriate.

Recommendations

Draft Amendments

- 37. GI R37: Amend the Precinct Zone schedules to require notice of applications:**
 - a) that seek to apply for a new section 2 use**
 - b) where third party notice and review rights apply under an existing control (for example under a Heritage Overlay).**
 - 38. GI R38: Amend the Built Form Overlay schedules to require notice of applications that seek to vary the height and setback requirements by more than 20 per cent.**
-

Appendix D Summary findings, conclusions and recommendations – Box Hill

Building height, distribution & transition

Referred Matter

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

- Whitehorse Road
- Station Road
- 709-713 Station Street
- The Laburnum neighbourhood
- South of the railway line in Laburnum
- Bishop Street and Oxford Street
- The Former Box Hill Brickworks site (14 Federation Street)
- Zetland Road
- Central Box Hill
- St Andrews, Habitat Uniting Church and St Peters site
- Residential streets and neighbourhood areas above 2-3 storeys
- 58-60 William Street
- 709-713 Station Street
- Central Core Box Hill
- 11 Irving Street, 13 Irving Street, 9 Bruce Street and 11 Bruce Street
- land between Box Hill gardens and Whitehorse Road, bound by Shipley Street (west) and Station Street (east)
- 16-28 Nelson Road
- 853 Whitehorse Road
- 875-887 Whitehorse Road
- 1000 Whitehorse Road

- 16-18 Spring Street
 - 465 Elgar Road
 - 466 Elgar Road
 - 3 and 5 Ellingworth Parade
 - 702-706 Station Street
 - Potential conflict with existing approved planning permits
 - Transition between areas of different height expectations
 - Transition to sensitive interfaces
 - Wind effects on the public realm and private open space
 - Heritage areas
-

Findings

The proposed controls translate the three levels of housing growth into a coherent built form framework that balances opportunity, constraint and sensitivity.

The approach to height along key corridors which adopts mid-rise street walls and taller, set-back elements is appropriate.

Matters such as tower orientation, spacing, height variation, roofline silhouette and design quality mechanisms will be important to ensure that additional height and form contribute to a distinctive and legible skyline, rather than a uniform or monolithic outcome.

The transition in height from the Station Development Area (SDA) to the Central Flanks and Key Movement Corridors, to the lower-scale Residential Neighbourhoods, will generally provide an appropriate transition between place types.

A precinct-consistent approach to height is preferred to a site-specific approach.

Station Street:

The pattern of building heights and transitions along Station Street is generally suitable and capable of achieving the draft Structure Plan objectives for an intensified but human-scale corridor with appropriate transitions to surrounding residential areas.

The proposed preferred 52-metre height for 702-706 Station Street and 709-713 Station Street is appropriate.

Central Flanks:

The proposed preferred maximum heights in the Central Flanks are broadly appropriate and likely to achieve the draft Structure Plan's objectives of concentrating the tallest buildings in the Central Core while distributing mid-rise development over a wider area.

The exhibited preferred maximum heights for the following sites are considered appropriate and support the draft Structure Plan objectives:

- 6-28 Nelson Road
- 11-13 Irving Street and 9-11 Bruce Street
- 3-5 Ellingworth Parade.

Heritage areas:

The proposed building heights as they relate to heritage areas are appropriate.

Issues related to height, curtilage and views to heritage elements on the Brickworks site has been satisfactorily addressed in the agreed version Precinct Zone Schedule 5.

The combination of proposed interface controls around St Andrews, the Hanbit Uniting Church, St Peters and the Box Hill Town Hall cluster is generally appropriate.

Other sites:

The proposed preferred maximum heights for the following sites are appropriate:

- Bishop Street and Oxford Street
- Dorking Street
- Zetland Road
- 58-60 Williams Street

Potential conflict with existing permits:

The inclusion of transitional provisions relating to existing approved planning permits in the Precinct Zone Schedule 3 and the Built Form Overlay Schedules is appropriate.

Wind effects on the public realm and private open space:

The draft Structure Plan and Day 3 controls appropriately manage wind effects.

Conclusion

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

Recommendations

Draft Amendment

BOX R01: Amend the following decision guideline in Clause 10 of Built Form Overlay Schedule 5 as follows:

Whether building form provides a varied and ~~architecturally interesting~~ articulated skyline.

BOX R02: Add a new decision guideline to Clause 10 of Built Form Overlay Schedule 5 which seeks to ensure:

- buildings do not appear as continuous walls when viewed from the street level or from nearby vantage points
- open sky views between buildings are maintained.

Setbacks

Referred Matter

Whether the building setbacks specified in the draft Structure Plan and draft Planning Scheme Amendment are appropriate, including with respect to:

- Street and rear setbacks for properties fronting Bishop Street
- Street setbacks along Station Street
- Street setbacks along Nelson Road
- Street and rear setbacks for properties fronting Ellingworth Parade
- Rear boundary setback requirements for podium levels of the Central Flank place type areas
- Street, side and rear boundary upper level setbacks above street walls (podium) for Central Core and Central Flank place type areas
- Zero metre side boundary setbacks for residential neighbourhood place types

Findings

Central Core and Central Flanks:

The proposed upper level setbacks in Central Core and Central Flanks are generally appropriate (with some discrete changes required along Whitehorse Road to reduce overshadowing (see Chapter 8, Volume 4).

The proposed rear street wall (podium) setback of zero metres is suitable for properties with an applied Commercial 1 Zone.

The proposed front setback for properties fronting Ellingworth Parade is appropriate.

The proposed ground level front setbacks along Station Street and Nelson Street are appropriate, including their discretionary nature.

	The minimum rear setbacks below the street wall should be measured from the centreline of the laneway or the boundary in the Central Flanks. Bishop Street: The proposed setbacks as they relate to Bishop Street properties are appropriate. Residential neighbourhoods: The proposed side boundary setbacks for Residential Neighbourhood place types are appropriate.
Conclusion	The proposed building setbacks specified in the draft Structure Plan and draft Amendment are appropriate and are strategically justified subject to the modifications recommended in this report.
Floor Area Ratios*	
Referred Matter	Whether the Floor Area Ratio (FAR) controls proposed in the draft Planning Scheme Amendment are appropriate
Conclusion	The FAR controls proposed in the draft Amendment are not appropriate and should not be applied. Refer to Chapter 4 of the Common Issues report.
Recommendation	Refer to recommendation CI R01 and CI R02 in the Common Issues report.
Pedestrian and cycling access & links *	
Referred Matter	Whether the planning for active transport in the Box Hill Structure Plan Area is appropriate, including with respect to: - The indicative pedestrian link over land at 20 Ashted Road - The role of Nelson Road - The proposed footpath widening in central Box Hill areas - Weather protection between Watts/Harrow Streets and the SRL East station
Findings	Pedestrian links: Across all precincts, a review of pedestrian links is necessary to clearly identify which links are required. Required links should be identified within the draft Structure Plan and draft Amendment to secure their delivery. Delivery mechanisms need to be confirmed, and funding mechanisms should be confirmed as soon as possible (within 12 months). Refer to Chapter 9.9 of the General Issues report.

Planning for cycling links:

A signalised crossing across Station Street between Howard Street and Ashted Road is necessary.

Ashted Road pedestrian link:

The indicative pedestrian link over land at 20 Ashted Road is not required.

Nelson Road:

The role of Nelson Road is appropriate.

The pedestrian and cycling bridge over the rail line, connecting Nelson Road to Thurston Street, is an essential piece of infrastructure for the Structure Plan Area and is appropriately identified in the Day 3 version of the controls.

Footpath widening and weather protection:

The proposed footpath widening in central Box Hill is appropriate.

Weather protection is not necessary in the area between Watts Street and Harrow Street and the SRL Station.

Conclusions

The planning for active transport in the Box Hill Structure Plan Area in relation to:

- pedestrian access and links is not appropriate for the reasons set out in the General Issues report (Volume 3, Chapter 9.9) and in Chapter 10 Volume 4.
- cycling infrastructure is generally appropriate, subject to modifications.

Recommendations

Refer to recommendation GI R32 to GI R34 in the General Issues report.

Draft Structure Plan

BOX R3: In the context of Recommendation GI R32, amend the Day 2 draft Box Hill Structure Plan to:

- delete any reference to the pedestrian link at 20 Ashted Road
- add a new signalised crossing along Station Street between Howard Street and Ashted Street.

Draft Implementation Plan

BOX R4: In the context of Recommendation GI R32, amend the Day 2 draft Box Hill Implementation Plan to:

- delete any reference to the pedestrian link at 20 Ashted Road
 - add a new project for a signalised crossing along Station Street between Howard Street and Ashted Street, specifying timing of 'medium to long term', the lead agency as 'Department of Transport and Planning' and the partner agency as 'Whitehorse City Council'.
-

Draft Amendment

BOX R5: In the context of Recommendations GI R32, amend draft Amendment C255whse to the Whitehorse Planning Scheme to:

- **delete any reference to the pedestrian link at 20 Ashted Road.**

Public open space*

Referred Matter

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

- Whether additional open space should be provided south of the railway to Brougham Street, between Elgar Road and Station Street; south of the railway, between William and Barcelona Streets; East of Station Street and south of Severn Street; South of Maroondah Highway, between Miller Street and Short Street; South of Maroondah Highway to the railway, west of Middleborough Road
- Depiction of future Ellingworth Parade car park as open space in the draft Structure Plan and draft Planning Scheme Amendment
- Whether the Former Box Hill Brickworks site ought properly accommodate future public open space

Findings

Areas within the Structure Plan Area that require improved access to public open space:

Several areas within the Structure Plan Area require improved access to public open space to service the future population it is to accommodate, including:

- the area bound by the railway line, Brougham Street, Elgar Road and Station Street
- south of the rail line to Brougham Street, between Elgar Road and Station Street
- south of the rail line, between William Street and Barcelona Street
- east of Station Street and south of Severn Street
- the Health and Education Neighbourhood.

Areas within the Structure Plan Area with appropriate access to public open space:

Access to public open space is appropriate in the following areas:

- south of Maroondah Highway to the Railway and west of Middleborough
 - south of Whitehorse Road, between Miller Street and Short Street
 - the Zetland Road area.
-

Ellingworth Parade carpark:

The Ellingworth Parade Open Space and Court Street Open Space should be identified as permanent public open space in the draft Structure Plan and draft controls.

Former Box Hill Brickworks site:

The Former Box Hill Brickworks site ought properly accommodate future public open space, and:

- the proposed five per cent open space allocation on the Brickworks site is appropriate
- the master planning process is the appropriate time to confirm the location of the open space on the Brickworks site.

Conclusions

The planning for open space in the Box Hill Structure Plan Area is not appropriate having regard to the needs of future residents, visitors and employees to the Structure Plan Area. Further work is required. Refer to Chapter 5 in the Common Issues report.

Recommendations

Refer to recommendations CI R06 to CI R10 in the Common Issues report.

Further work

BOX R6: In the context of Recommendation CI R06, the further assessment of open space needs in the Box Hill Precinct should have regard to the following:

- **Several areas within the Structure Plan Area require improved access to public open space to service the future population it is to accommodate, including:**
 - **the area bound by the railway line, Brougham Street, Elgar Road and Station Street**
 - **south of the rail line to Brougham Street, between Elgar Road and Station Street**
 - **south of the rail line, between William Street and Barcelona Street**
 - **east of Station Street and south of Severn Street**
 - **the Health and Education Neighbourhood.**
 - **Access to public open space is appropriate in the following areas:**
 - **south of Maroondah Highway to the Railway and west of Middleborough**
 - **south of Whitehorse Road, between Miller Street and Short Street**
 - **the Zetland Road area.**
-

BOX R7: In the context of recommendations CI R06 and CI R07:

- **identify the Ellingworth Parade Open Space and Court Street Open Space as permanent public open space in the draft Structure Plan and draft controls.**

Overshadowing & shading (public)*

Referred Matter

Whether the proposed measures in the draft Structure Plan and controls in the draft Planning Scheme Amendment are appropriate to minimise overshadowing and maintain solar access to the public realm, including Whitehorse Road Linear Reserve, Box Hill Gardens and Ellingworth Park and other public spaces and streets in the Box Hill Structure Plan Area

Findings

Whitehorse Road Linear Reserve:

The proposed solar access to the Whitehorse Road Linear Reserve is broadly acceptable given the existing conditions and orientation of the Whitehorse Road Linear Reserve and growth opportunity and expectations afforded by the SRL station, subject to some refinements to reduce the extent of shadow impacts.

Built Form Overlay Schedule 5 and the Precinct Zone Schedule 4 should be amended to reduce the street wall height to a mandatory 12 metres for the section of Whitehorse Road between the new public realm and Bruce Street to improve shadow impacts.

Precinct Zone Schedule 4 should be amended to increase the minimum tower separation and setbacks above the street wall along the north side of Whitehorse Road to:

- a minimum eight metres at the frontage to the new public realm
- 16 metres between towers on the same site
- make both provisions mandatory.

Box Hill Gardens:

The proposed controls have not struck the appropriate balance between higher density and solar access amenity for Box Hill Gardens.

The proposed building heights along the east side of Station Street including the Uniting AgeWell site should be reduced to limit overshadowing of Box Hill Gardens during a six-hour period from 9:00am on the winter solstice on a mandatory basis.

Other parks:

The proposed overshadowing controls require revision to better manage shadow impacts to several areas of public open space to provide mandatory shadow protections.

	Streets: The Day 3 controls appropriately minimise overshadowing and maintain solar access to key streets within the Structure Plan Area.
Conclusions	The proposed measures in the draft Structure Plan and draft Amendment are generally appropriate to minimise overshadowing and maintain solar access to the public realm, but changes are needed to some of the built form controls to provide better solar access to open space and the public realm.
Recommendations	Refer to recommendation GI R27 in the General Issues report. The following recommendations are made in the context of recommendation GI R27. Draft Amendment To achieve appropriate sun access for Whitehorse Road Linear Reserve: BOX R8: Amend Built Form Overlay Schedule 5 and Precinct Zone Schedule 4 to reduce the street wall height for the section of Whitehorse Road between the new public realm and Bruce Street to a mandatory 12 metres. BOX R9: Amend Precinct Zone Schedule 4 to increase the minimum tower separation and setbacks above the street wall along the north side of Whitehorse Road as follows: - to a minimum eight metres at the frontage to the new public realm - to 16 metres between towers on the same site - make both provisions mandatory. BOX R10: Amend Clause 8.0 in Precinct Zone Schedule 4 to state that a permit must not be granted to construct a building or construct or carry out works that do not comply with the solar access outcomes specified in Clause 4.0. To achieve appropriate sun access for Box Hill Gardens: BOX R11: Amend Map 1 of Built Form Overlay Schedule 6 to make a new Area D as shown in Figure 5 of Volume 4 and extend Area D north to Thomas Street. BOX R12: Amend Table 1, Standard BF02 of Built Form Overlay Schedule 6 to include a maximum building height for the new Area D which is lower than 52 metres but above 21 metres, to be determined through further analysis. BOX R13: Amend the provisions of Built Form Overlay 6 which limit overshadowing on Box Hill Gardens during a six-hour period from 9:00am so that the provision is mandatory. To achieve appropriate sun access for other parks: BOX R14: Amend Table 1, Standard BF04 of the relevant Built Form Overlay schedule(s) to:

- **ensure that buildings must not cast any additional shadow beyond that cast by the applicable street (or boundary) wall**
- **for a minimum of three consecutive hours between 10:00am and 3:00pm at the winter solstice**
- **over the following public open spaces:**
 - **Ellingworth Parade Open Space**
 - **Linsley Street Park**
 - **Brougham Street Reserve**
 - **Graham Bend Park.**

BOX R15: Amend Table 1, Standard BF04 of the relevant Built Form Overlay schedule(s) to:

- **ensure that buildings must not cast any additional shadow beyond that cast by the applicable street (or boundary) wall**
- **for a minimum of three consecutive hours between 10:00am and 3:00pm at the spring equinox over the following public open spaces:**
 - **Victoria Road Reserve**
 - **Ashted Reserve**
 - **Court Street open space**
 - **Glenmore Reserve.**

BOX R16: Amend Map 1, Table 1 and the Urban Context Report requirements at Clause 10.0 of Precinct Zone Schedule 5 to:

- **ensure that buildings must not cast any additional shadow beyond that cast by an 11-metre building set back by four metres from the eastern and southern boundaries**
- **on the spring equinox between 10:00am and 2:00pm over Surrey Park and Surrey Drive.**

BOX R17: Amend Clause 8.0 in Precinct Zone Schedule 5 to state that a permit must not be granted to construct a building or construct or carry out works that do not comply with the solar access outcomes specified in Clause 4.0.

Public realm safety

Referred Matter

Whether the draft Structure Plan makes provision for enhancing public safety in areas where higher density development is proposed or where high levels of traffic and congestion occur

Findings	The draft Structure Plan incorporates various measures to improve safety for pedestrians, such as activated frontages, and to manage vehicle movements, ensuring a safe and accessible public realm for all users. These have been generally translated into the draft Amendment.
Conclusions	The draft Structure Plan will enhance public safety in higher density areas or areas where a high level of traffic and congestion occur.
Land use mix & capacity	
Referred Matter	Whether the Land Use Plan in the draft Structure Plan and relevant planning provisions provides for an appropriate land use mix across the Box Hill Structure Plan Area, including with respect to: - The extent to which residential uses should be encouraged/discouraged in the Health and Education neighbourhood - The extent of the Mixed Use Zone generally, particularly along Station Street and Canterbury Road - Whether the application of the applied Residential Growth Zone at 6-8 Archibald Street (Central Flank place typology) is appropriate
Findings	Key worker housing and student accommodation uses should be explicitly encouraged within the Health and Education Neighbourhood by not requiring a planning permit for their use and through a zone objective. The built form controls should allow both a campus style typology and podium and tower typology in the Health and Education Neighbourhood. The applied Mix Use Zone should be changed to the Residential Growth Zone for the following areas: - land on Station Street to the north and south of the commercial core of Box Hill (other than land currently zoned industrial) - land along the south side of Canterbury Road. - land along Whitehorse Road, west of Elgar Road - land to the south of Whitehorse Road, west of Middleborough Road.
Conclusions	The Land Use Plan in the draft Structure Plan and relevant planning provisions generally provide for an appropriate land use mix across the Box Hill Structure Plan Area subject to the modifications recommended in this report.

Recommendations

Draft Amendment:

BOX R18: Amend Clause 2.0 in Precinct Zone Schedule 3 to encourage key worker housing and student accommodation uses in the Health and Education Neighbourhood by:

- **adding a new use and development objective:**
To prioritise health, education and complementary uses (student accommodation and key worker housing for health professionals) in Area 4 of the Use and development framework plan (Map 1) to support the growth of the Box Hill health and education precinct.
- **listing 'group accommodation' and 'residential building' at a Section 1 use**
- **listing 'dwelling' as a Section 2 use.**

BOX R19: Amend Clause 6.0 in Built Form Overlay Schedule 3 by adding the following development objective:

To support a medium-rise campus-scale built form that responds to street widths and showcases excellence in health and education facility design in Area E: Health and Education Precinct.

BOX R20: Amend Clause 3.0 in Precinct Zone Schedule 3 to change the applied zone from Mixed Use Zone to Residential Growth Zone for the following areas:

- **land on Station Street to the north and south of the commercial core of Box Hill (other than land currently zoned industrial)**
- **land along the south side of Canterbury Road.**
- **land along Whitehorse Road, west of Elgar Road**
- **land to the south of Whitehorse Road, west of Middleborough Road.**

Car parking availability & rates*

Referred Matter

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

Whether sufficient car parking availability (including on-street and public car parking availability) will be provided having regard to potential additional parking demand (particularly in the Health and Education Neighbourhood)

Findings

The proposed car parking rates are generally appropriate but should be reviewed as part of each five-yearly review to ensure they are set at an appropriate rate to encourage a shift towards more sustainable transport modes as noted in chapter 8.7 of the General Issues report.

The proposed threshold for the preparation of a Green Travel Plan is appropriate.

	Car parking availability in the Health and Education Neighbourhood will be adequate. This area will accommodate workers, residents and visitors to the education and health institutions, many of which will retain current parking rates.
Conclusions	The proposed car parking rates as set out in the Precinct Parking Plan for Box Hill are generally appropriate subject to the modifications recommended in the General Issues report. Sufficient car parking availability will be provided having regard to potential additional parking demand.
Recommendations	Refer to recommendation GI R15 in the General Issues report.
Community infrastructure*	
Referred Matter	Whether the planning for community infrastructure in the Box Hill Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees
Findings	The timing proposed for the detailed planning of community infrastructure in Box Hill is not appropriate and risks undermining liveability and the achievement of the vision and objectives in the Structure Plan. The current planning for community infrastructure in Box Hill is not adequate.
Conclusions	The planning for community infrastructure in the Structure Plan Area is not appropriate and does not have sufficient regard to the needs of future residents, visitors or employees. Further work is required. Refer to Chapter 6 in the Common Issues report.
Recommendations	Refer to recommendations CI R11 to CI R14 in the Common Issues report.
Draft Implementation Plan*	
Referred Matter	Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for Box Hill and the timing and pathways for their implementation are appropriate for the purposes of the draft Structure Plan
Findings	The approach to implementing the actions and projects in the draft Implementation Plans and the timing and pathways for their implementation is not appropriate. Regarding the actions and projects in the Box Hill Implementation Plan that were in dispute: - DTP should lead the bus interchange project. - The Proponent should lead the Linsley Stret cycling project. - Council should remain the lead for the Bruce Street cycling project.

Conclusions	The approach to implementing the actions and projects in the draft Implementation Plan and the timing and pathways for their implementation is not appropriate. Refer to Chapter 5 in the Common Issues report.
Recommendation	Refer to recommendations CI R16 to CI R20 in the Common Issues report.
Strategic sites*	
Referred Matter	Whether the identification and treatment of strategic sites in the Box Hill Structure Plan Area are appropriate, including with respect to the Former Box Hill Brickworks site, and whether additional sites should be considered as strategic sites such as: - Land bound by Maroondah Highway / Whitehorse Road (to the north), the railway corridor (to the south), Middleborough Road (to the west), and Linsley Street (to the west) - Box Hill institute (853 Whitehorse Road, 16-18 Spring Street, 1000 Whitehorse Road, 465 Elgar Road and 466 Elgar Road) - 16-28 Nelson Road - 11-13 Irving Street and 9-11 Bruce Street - Zetland Road
Findings	Based on its findings in the General Issues report (Volume 3, Chapter 9.3) the Committee finds: - The function of Strategic sites is uncertain and ambiguous. - It is unclear how Strategic sites are expected to deliver land use or built form outcomes that are otherwise provided for in policy, the Precinct Zone schedules and Built Form Overlay schedules. - As proposed, the designation of Strategic sites serves no practical purpose. - The Committee is therefore not in a position to reach a finding on whether any of the specific sites in the Box Hill Referred Matter should be identified as Strategic Sites.
Conclusions	The identification and treatment of strategic sites in the Box Hill Structure Plan Area is not appropriate, for the reasons set out in chapter 9.3 of the General Issues report.
Recommendations	Refer to recommendations GI R20 to GI R23 in the General Issues report.
Road & street network*	
Referred Matter	Whether the road/street network shown in the draft Structure Plan and draft Planning Scheme Amendment is appropriate, including with respect to:

	- The western end of Whitehorse Road - A road extension from Mont Albert Road to Albion Street
Findings	The treatment of the western end of Whitehorse Road in the draft Structure Plan and draft Planning Scheme Amendment is appropriate. The Mont Albert Road to Albion Street link is appropriate as an active transport link only at this stage.
Conclusions	Based on its findings in the General Issues report (Volume 3, Chapter 8) the road and street network is generally appropriate subject to the modifications recommended in this report.
Recommendations	Draft Amendment BOX R21: Amend Map 1 in Precinct Zone Schedule 5 to replace the cross block connection annotation from 'Mont Albert Rd extension' to 'active transport link'.

Vegetation and ecology

Referred Matter	Whether it is appropriate to remove Significant Landscape Overlay – Schedule 9 and Neighbourhood Character Overlay – Schedule 2
Findings	Retaining a permit requirement to remove trees that might unduly constrain a development parcel is contrary to the vision and objectives of the draft Structure Plan. However, a decision guideline that supports the retention of existing vegetation, where feasible, is appropriate for the Built Form Overlay schedules except Schedule 5 where the greatest development intensity is proposed. The draft Structure Plan's focus on higher-density development in Box Hill conflicts with the Neighbourhood Character Overlay Schedule 2 objectives.
Conclusions	Removal of Significant Landscape Overlay Schedule 9 and Neighbourhood Character Overlay Schedule 2 is appropriate.

Voluntary Public Benefit Uplift Framework*

Referred Matter	Whether the proposed Voluntary Public Benefit Uplift Framework is appropriate in respect of the spatial application of the framework in Box Hill, and whether proposals meeting Environmentally Sustainable Design (ESD) requirements should be able to access the framework
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Findings	In the event that Recommendation GI R01 is not adopted, in the context of Box Hill the Committee finds that proposals meeting Environmentally Sustainable Design requirements should not be eligible for the Voluntary Public Benefit Uplift Framework.
Conclusions	The proposed Voluntary Public Benefit Uplift Framework is not appropriate and should not be applied in any precinct. Refer to Chapter 3 of the General Issues report.
Recommendations	Refer to Recommendations GI R01 in the General Issues report (Volume 3, Chapter 4).

Appendix E Summary findings, conclusions and recommendations – Burwood

Building height, distribution & transition

Referred Matter

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

- SRL Station Development Area
- McComas Grove and its intersection with Coppard Street
- The building height transition along McComas Grove to adjoining residential areas to the east
- The built form interface with Gardiners Creek (Kooyongkoot), including via building setbacks
- Burwood Highway corridor
- Education neighbourhood and at the Fountain Court Retirement Village site
- Residential neighbourhoods around Barlyn Road, Chandler Grove, Roslyn Street
- Wind effects on the public realm and private open space, particularly in relation to new development along Burwood Highway and the Gardiners Creek (Kooyongkoot) corridor

Findings

SDA and McComas Grove

The maximum building heights in the SDA, including McComas Grove, as provided in the Day 3 controls, are generally appropriate subject to the following modifications:

- the preferred maximum heights for Lots 1A, 1B and 1C should be 27 metres with a 17 metre street wall height
- street wall heights for the station buildings should be:
 - o 23 metres for Lot S1
 - o 17 metres for Lot S2.

The building height transition along McComas Grove to adjoining residential areas to the east is appropriate.

Gardiners Creek corridor

The combination of mandatory overshadowing controls and discretionary height and setback controls are appropriate for sites that interface with the Gardiners Creek corridor.

The preferred maximum height for properties within Fletcher Parade and Cropley Court that have an interface with the Gardiners Creek corridor should be reduced to a discretionary maximum height of 21 metres.

Further calibration of building heights and setbacks may be required to ensure the overshadowing standard can be met.

Burwood Highway

The proposed height provisions which apply along the Burwood Highway corridor are generally appropriate and will facilitate the redevelopment of this land to form a relatively uniform mid-rise frame to the street corridor.

However, the combination of the proposed street wall heights and front setbacks mean that the traditional boulevard character will not be realised. While the street wall height is appropriate, the front setback should be increased from three to four metres along:

- the Area A section of Burwood Highway
- the Burwood Highway frontage of the land at 301 Burwood Highway, Burwood (the Greenwood site)
- the Burwood Highway frontage of the land at 100 Station Street, Burwood (the Fountain Court site).

Education neighbourhood and the Fountain Court site

For the Education Neighbourhoods, the proposed building height controls are appropriate.

For the Fountain Court site, the proposed building height controls as reflected in the Day 3 Whitehorse BFO3 are appropriate.

Interfaces with residential areas

The proposed building heights and transition to residential neighbourhoods in the Chandler Grove and Roslyn Street areas are acceptable.

In relation to Barlyn Road, the preferred maximum building height in the Monash BFO13 relating to the section of Highbury Road between Huntingdale Road to the eastern edge of the Structure Plan Area should be 21 metres (and not 27 metres).

Wind effects

The draft Structure Plan generally manages wind effects on the public and private realm, but the operation of Standard BF08 should be made mandatory in relation to comfortable wind conditions in Whitehorse BFO1.

Conclusion

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

Recommendations

Draft Amendment

BUR R1: Amend Clause 3.0 of the Precinct Zone Schedule 2 (Map 1 and the Table 1) as follows:

- a) the preferred maximum heights for Lots 1A, 1B and 1C should be 27 metres with a 17 metre street wall height
- b) include a street wall height for Lot S1 (Station Building 1) of 23 metres
- c) include a street wall height for Lot S2 (Station building 2) of 17 metres.

BUR R2: Amend Clause 6.2, Table 1, Standard BFO5 of Built Form Overlay Schedule 2 to increase the minimum front setback requirement to four metres for the Area A land along Burwood Highway.

BUR R3: Amend Clause 6.2, Table 1, Standard BFO5 of Built Form Overlay Schedule 3 to increase the minimum front setback requirement to four metres for the Burwood Highway frontage of 100 Station Street, Burwood.

BUR R4: Amend Clause 3.0, Map 1 of Precinct Zone Schedule X to increase the minimum front setback requirement to four metres for the Burwood Highway frontage of 301 Burwood Highway, Burwood.

BUR R5: Amend Clause 6.2, Table 1, Standard BFO2 of Whitehorse Built Form Overlay Schedule 2 so that properties within Fletcher Parade and Cropley Court that have an interface with the Gardiners Creek (Kooyongkoot) corridor are subject to a discretionary maximum height of 21 metres.

BUR R6: Amend Clause 6.2, Table 1, Standard BFO2 of Monash Built Form Overlay Schedule 13 to make the preferred maximum height for the section of Highbury Road between Huntingdale Road and the eastern edge of the Structure Plan Area 21 metres.

BUR R7: Amend Clause 6.2, Table 2, Standard BFO8 of Whitehorse Built Form Overlay Schedule 1 to make the operation of the Standard mandatory in relation to comfortable wind conditions.

Floor Area Ratios*

Referred Matter

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

Conclusion

The FAR controls proposed in the draft Amendment are not appropriate and should not be applied. Refer to Chapter 4 of the Common Issues report.

Recommendations

Refer to recommendation CI R01 and R02 in the Common Issues report.

Pedestrian and cycling access & links *

Referred Matter

Whether the planning for active transport in the Burwood Structure Plan Area is appropriate, including with respect to:

- Pedestrian and cycle crossing of Burwood Highway at Gardiners Creek (Kooyongkoot)
 - Links through Mount Scopus strategic site and Fountain Court Retirement Village
 - The strategic cycling corridor alongside Gardiners Creek (Kooyongkoot)
-

Findings

Pedestrian links:

Across all precincts, a review of pedestrian links is necessary to clearly identify which links are required. Required links should be identified within the draft Structure Plan and draft Amendment to secure their delivery. Delivery mechanisms need to be confirmed, and funding mechanisms should be confirmed as soon as possible (within 12 months). Refer to Chapter 9 of the General Issues report.

The inclusion of a new crossing point on Burwood Highway at its intersection with Milford Avenue is appropriate.

The proposed new bridge over Burwood Highway, mid-block between the Sinnott Street extension and McComas Grove and nominated as Project SRL5 in the draft Implementation Plan, should be limited to pedestrians only.

The indicative location of pedestrian links through the Mount Scopus site should be altered as shown in Figure 13 Volume 5 Report.

The indicative location of pedestrian links through the Greenwood and Fountain Court sites should be altered as shown in Figure 13 Volume 5 Report.

The proposed link between Peacock Street and Bennett Street should be retained.

The extension of the east-west link between the Lundgren Chain and Sinnott Street is essential.

A PAO should be introduced to facilitate the:

- extension of the east-west link between the Lundgren Chain and Sinnott Street with the Proponent as the acquiring authority
- east-west link shown across the Gardiners Creek (Kooyongkoot) corridor to connect Hughes Street through to Cumming Street with the Proponent as the acquiring authority.

Planning for cycling links:

The planning for cycling along the Gardiners Creek corridor is appropriate.

The draft Implementation Plan should include a requirement for the preparation of a masterplan for Gardiners Creek having regard to future intentions for the creek corridor relating to active transport, biodiversity, flooding and public open space, and overshadowing.

Project G.1 (improved pedestrian and cycling infrastructure along Gardiners Creek between Burwood Student Village and Burwood Highway) should be delivered by the Proponent.

Conclusion

The planning for active transport in the Burwood Structure Plan Area in relation to:

- pedestrian access and links is not appropriate for the reasons set out in the Common Issues report (Volume 3, Chapter 9.9) and in Chapter 7 Volume 5.
- cycling infrastructure is generally appropriate, subject to modifications.

Recommendations

Refer to recommendations GI R32 to GI R34 of the General Issues report.

Draft Implementation Plan

BOX R8: In the context of Recommendation GI R32, amend the Day 2 draft Burwood Implementation Plan to:

- a) Confirm that the proposed bridge over Burwood Highway (Project SRL.5) should be a pedestrian bridge only.**
 - b) Add a new project for a pedestrian crossing point across Burwood Highway at Milford Street and Bennett Street specifying timing of 'medium to long term', the lead agency as 'Department of Transport and Planning'.**
 - c) Note the Proponent as the lead agency for Project G.1 (improved pedestrian and cycling infrastructure along Gardiners Creek between Burwood Student Village and Burwood Highway).**
 - d) Add a new project which requires the preparation of a master plan for the Gardiners Creek (Kooyongkoot) corridor within the Structure Plan Area specifying timing of 'short term', the lead agency as 'SRLA' and the partner agency as 'Whitehorse and Monash City Councils'. The masterplan should have regard to the future intentions for the creek corridor relating to active transport, biodiversity, flooding and public open space (and overshadowing). The master plan should include:**
 - Detailed consideration and resolution of the role and function of the Gardiners Creek (Kooyongkoot) corridor throughout the Structure Plan Area, having regard to the aspirations of the draft Structure Plan.**
 - Extension of the proposed naturalisation of the Gardiners Creek (Kooyongkoot) corridor between Burwood Highway and Highbury Road.**
 - Identification of land required to expand the Gardiners Creek (Kooyongkoot) corridor for naturalisation, open space and active transport purposes, including at 127 Highbury Road, 12 Tudor Street and 19 Tudor Street, Burwood.**
-

- **Resolution of the role and function of the Strategic Cycling Corridor, including where the Strategic Cycling Corridor will be located and how it will be treated, having regard to biodiversity and flooding matters.**

Draft Structure Plan

BUR R9: In the context of Recommendation GI R32, amend the Day 2 draft Structure Plan as follows:

- a) The location of the links across 245 Burwood Highway, Burwood (the Mount Scopus site) should be updated in accordance with the indicative layout as shown in Figure 13 of this report.**
- b) The location of the links across 100 Station Street, Burwood (the Fountain Court site) and 301 Burwood Highway, Burwood (the Greenwood site) should be updated in accordance with the indicative layout as shown in Figure 13 Volume 5.**
- c) The proposed link between Peacock Street and Bennett Street should be retained.**
- d) The extension of the east-west link between the Lundgren Chain and Sinnott Street should remain.**

Draft Amendment:

BUR R10: Introduce a Public Acquisition Overlay to facilitate the:

- a) Extension of the east-west link between the Lundgren Chain and Sinnott Street with the Proponent as the acquiring authority.**
- b) East-west link shown across the Gardiners Creek (Kooyongkoot) corridor to connect Hughes Street through to Cumming Street with the Proponent as the acquiring authority.**

Public open space*

Referred Matter

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

- The size and type of the new open spaces proposed around McIntyre Street/Cromwell Street; and around Delaney Avenue/Milford Avenue
- The public open space investigation area near Burwood Highway/Station Street encompassing some of the Fountain Court Retirement Village
- Additional open space north of Burwood Highway, between Warragul Road and Parer Street; north of Burwood Highway, east of Station Street; south of Burwood Highway, east of Station Street; south of Highbury Road, west of Gardiners Creek

- Improvements to specific existing open spaces, including in Lundgren Reserve and Gardiners Creek Reserve at Fletcher Parade.

Findings

Several areas within the Structure Plan Area require improved access to public open space to service the future population it is to accommodate, including

- the area around McIntyre Street and Cromwell Street
- near Barry Road and Delany Avenue
- near Mount View Court and Central Avenue
- on the Greenwood and Fountain Court sites sited away from Station Street and providing links to existing open space to the north
- near Mount View Court and Central Avenue.

Several existing open space areas require improvements and upgrades, including:

- the Lundgren Reserve
- the Gardiners Creek corridor near Fletcher Parade.

Conclusion

The planning for open space in the Burwood Structure Plan Area is not appropriate having regard to the needs of future residents, visitors and employees to the Structure Plan Area. Further work is required. Refer to Chapter 5 in the Common Issues report). The Committee has identified opportunities to fill distribution gaps and improve open space which should form part of the further assessment.

Recommendations

Refer to recommendations CI R06 to CI R10 in the Common Issues report.

Further work

BOX R11: In the context of Recommendation CI R06, the further assessment of open space needs in the Burwood Precinct should have regard to the following:

- a) **Several areas within the Structure Plan Area require improved access to public open space to service the future population it is to accommodate, including:**
 - **the area around McIntyre Street and Cromwell Street**
 - **near Barry Road and Delany Avenue**
 - **near Mount View Court and Central Avenue**
 - **on the Greenwood and Fountain Court sites sited away from Station Street and providing links to existing open space to the north**

- **near Mount View Court and Central Avenue.**
- b) Several existing open space areas require improvements and upgrades, including:**
 - **the Lundgren Reserve**
 - **the Gardiners Creek corridor near Fletcher Parade.**

Impacts on the Gardiners Creek (Kooyongkoot) corridor

Referred Matter	Whether the draft Structure Plan and draft Planning Scheme Amendment mitigate ecological impacts along the Gardiners Creek (Kooyongkoot) corridor.
Findings	The draft Implementation Plan should include a requirement for preparation of a master plan for the Gardiners Creek (Kooyongkoot) corridor, having regard to future intentions for the corridor relating to protecting and enhancing biodiversity, active transport, water management flooding, public open space and overshadowing.
Conclusion	The draft Structure Plan and draft Amendment (as updated through the Day 3 changes) appropriately mitigate ecological impacts along the Gardiners Creek (Kooyongkoot) corridor subject to the recommendations in this report.
Recommendations	The Committee has recommended a master plan be prepared for Gardiners Creek (see BUR R8d).

Overshadowing & shading (public)*

Referred Matter	Whether the proposed measures in the draft Structure Plan and controls in the draft Planning Scheme Amendment are appropriate to minimise overshadowing and maintain solar access to the public realm, in the Burwood Structure Plan Area
Findings	Sinnott Street Reserve: Sinnott Street Reserve should be protected from overshadowing beyond that which would be produced by a 17-metre-high street wall at the winter solstice. This should be a mandatory control. Further work is required to determine whether the control should prevent any additional overshadowing beyond the street wall on the winter solstice between 10:00am and 1:00pm or 11:00am and 2:00pm, based on the need to achieve an appropriate balance between density expectations in the SDA and solar protection. The building heights surrounding Sinnott Street Reserve should be calibrated to achieve the solar protection standard and should be discretionary to enable detailed siting and design work.

Map 1 of Whitehorse PRZ2 should be amended to show a maximum street wall/podium height of 17 metres for Lot S2 (see BUR R1c).

Gardiners Creek (Kooyongkoot) corridor:

The Day 3 controls appropriately minimises overshadowing and maintain solar access to the Gardiners Creek corridor, subject to:

- the PRZ2 overshadowing provisions being mandatory and the allowable shadow determined by a 17-metre street wall, not the overall building envelope
- the BFO2 overshadowing provisions being mandatory and the allowable shadow determined by an 11-metre street wall set back six metres from the boundary with the Creek corridor.

Parks and local public spaces:

The Day 3 controls appropriately minimise overshadowing and maintain solar access to the Apex Park Playground, the Lundgren Chain Reserve and playground, Roslyn Street Reserve and Poole Street (Muyan Reserve).

Streets:

The Day 3 controls appropriately minimise overshadowing and maintain solar access to key streets within the Structure Plan Area.

Conclusion

The proposed measures in the draft Structure Plan and draft Amendment are generally appropriate to minimise overshadowing and maintain solar access to the public realm, but changes are needed to some of the built form controls to provide better solar access to open space and the public realm.

Recommendations

Refer to recommendation GI R27 in the General Issues report. The following recommendations are made in the context of recommendation GI R27:

Draft Amendment

BUR R12: Amend Clause 8.0 of Whitehorse Precinct Zone Schedule 2 to require mandatory winter overshadowing protection of Sinnott Street Reserve, preventing overshadowing beyond that which would be produced by a 17-metre-high street wall, between either 10:00am and 1:00pm or 11:00am and 2:00pm on the winter solstice depending on further work.

BUR R13: Amend Clause 8.0 of Whitehorse Precinct Zone 2 to require mandatory winter overshadowing protection of the Gardiners Creek (Kooyongkoot) corridor, with the allowable shadow being determined by the street wall, not the overall building envelope.

BUR R14: Amend Clause 6.2, Table 1 of the Whitehorse Built Form Overlay Schedule 2 to introduce a mandatory standard requiring that no additional shadow is cast over the Gardiners Creek (Kooyongkoot) corridor between 11.00am and 2.00pm on the winter solstice, beyond the shadow that would be cast by an 11-metre street wall set back 6 metres from the creek corridor boundary.

Public realm safety

Referred Matter

Whether the draft Structure Plan makes suitable provision for enhancing public safety in areas where higher density development is proposed.

Whether the controls proposed in the draft Planning Scheme Amendment for active frontages suitably address public safety issues.

Conclusion

The draft Structure Plan will enhance public safety in areas where higher density development is proposed.

The controls proposed in the draft Amendment in relation to active frontages suitably address public safety issues.

Land use mix & capacity

Referred Matter

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

- Encouraging delivery of employment floorspace, including suitable mixed-use and commercial development in the Burwood Central neighbourhood
- The extent to which residential uses should be encouraged / discouraged in employment and commercial areas

Findings

Application of the MUZ to all Key Movement Corridor place types will not lead to an inappropriate concentration of minor commercial uses along these thoroughfares.

There is adequate capacity for residential development in the Burwood Precinct.

'Office' as an as-of-right use in the INZ3 will assist in facilitating mixed employment precincts.

The employment precincts are unlikely to experience rapid or wholesale transition from industrial uses to office or commercial activities.

The application of the IN3Z is appropriate to support the strategic intent of the draft Structure Plan for the southern portion of the Huntingdale Road Industrial Estate, including 1 to 3 Florence Street, Burwood.

It is appropriate that residential uses be discouraged in the Huntingdale Road Industrial Estate.

Conclusion	The Land Use Plan in the draft Structure Plan and relevant planning provisions generally provide for an appropriate land use mix across the Burwood Structure Plan Area.
Car parking availability & rates*	
Referred Matter	Whether the car parking rates as set out in the Precinct Parking Plan for Burwood are appropriate, including to encourage a shift towards more sustainable transport modes
Findings	The proposed car parking rates are generally appropriate but should be reviewed as part of each five-yearly review to ensure they are set at an appropriate rate to encourage a shift towards more sustainable transport modes as noted in Chapter 8.7 of the General Issues report. The Parking Overlay schedules should be implemented as part of the draft Amendment, as proposed.
Conclusion	The proposed car parking rates as set out in the Precinct Parking Plan for Burwood are generally appropriate subject to the modifications recommended in the General Issues report.
Recommendation	Refer to recommendation GI R15 in the General Issues report.
Community infrastructure*	
Referred Matter	Whether the planning for community infrastructure in the Burwood Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees
Findings	The timing proposed for the detailed planning of community infrastructure in Burwood is not appropriate and risks undermining liveability and the achievement of the vision and objectives in the Structure Plan. The current planning for community infrastructure in Burwood is not adequate.
Conclusion	The planning for community infrastructure in the Structure Plan Area is not appropriate and does not have sufficient regard to the needs of future residents, visitors or employees. Further work is required. Refer to Chapter 6 in the Common Issues report.
Recommendations	Refer to recommendations CI R11 to CI R14 in the Common Issues report. Further work BUR R15: In the context of Recommendation CI R11, the further assessment of community infrastructure in the Burwood Precinct should have regard to the following: a) It is not appropriate to locate the proposed community hub on land associated with Bennettswood Reserve.

Draft Implementation Plan*

Referred Matter Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for Burwood and the timing and pathways for their implementation are appropriate, for the purposes of the draft Structure Plan.

Conclusion The approach to implementing the actions and projects in the draft Implementation Plan and the timing and pathways for their implementation is not appropriate. Refer to Chapter 5 in the Common Issues report.

Recommendation **Refer to recommendations CI R16 to CI R20 in the Common Issues report.**

Precinct Zone – Application to specific sites in the Burwood Structure Plan area

Referred Matter Whether the PRZ should be applied to Greenwood Business Park.

Conclusion The PRZ should be applied to the Greenwood Business Park.

Strategic sites*

Referred Matter Whether the identification and treatment of strategic sites in the Burwood Structure Plan Area are appropriate, including Greenwood Business Park, Mount Scopus College and 127 Highbury Road

Findings Based on its findings in the General Issues report (Volume 3, Chapter 9.3) the Committee finds:

- The function of Strategic sites is uncertain and ambiguous.
- It is unclear how Strategic sites are expected to deliver land use or built form outcomes that are otherwise provided for in policy, the Precinct Zone schedules and Built Form Overlay schedules.
- As proposed, the designation of Strategic sites serves no practical purpose.
- The Committee is therefore not in a position to reach a finding on whether any of the specific sites in the Burwood Referred Matter should be identified as Strategic Sites.

Conclusion The identification and treatment of strategic sites in the Burwood Structure Plan Area (and other Structure Plan Areas) is not appropriate, for the reasons set out in Chapter 9.3 of the General Issues report.

Recommendation **Refer to recommendations GI R20 to GI R23 in the General Issues report.**

Public acquisition overlay – Application to a specific site in the Burwood Structure Plan Area

Referred Matter Whether the Public Acquisition Overlay (PAO) should be applied to 141 Highbury Road, Burwood.

Conclusion	The Public Acquisition Overlay (PAO) should be applied to 141 Highbury Road, Burwood.
Road & street network*	
Referred Matter	Whether the road and street network shown in the draft Structure Plan and draft Planning Scheme Amendment is appropriate
Findings	The traffic modelling to date is generally satisfactory to draw broad conclusions about the road network upgrades that may be required in future. However, additional modelling is needed along Highbury Road west of the Gardiners Creek corridor to ensure the safe operation of the intersections at Evans Street and Ireland Street. This should be included in the Implementation Plan as an action.
Conclusion	Based on its findings in Chapter 8 of the General Issues report the Committee concludes the road and street network is generally appropriate subject to the modifications recommended in this report.
Recommendations	Draft Implementation Plan BUR R16: In the context of recommendation CI R17 amend the Day 2 draft Burwood Implementation Plan to: a) Include an action to undertake additional traffic modelling along Highbury Road west of the Gardiners Creek (Kooyongkoot) corridor is required. The traffic modelling should be designed to ensure the safe operation of the intersections at Evans Street and Ireland Street to accommodate the increased traffic arising from the expected intensification of the Structure Plan Area.

Appendix F Summary findings, conclusions and recommendations – Cheltenham

Building height, distribution and transition

Referred Matter

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

- Residential areas within the Cheltenham Structure Plan Area
- Pennydale and Highett neighbourhoods
- Bay Road and Nepean Highway
- The former Highett Gasworks site
- Highett Common strategic site (former CSIRO site)
- Commercial areas:
 - In proximity to and at Southland, including on the land to the north-east corner of Nepean Highway and Karen Street
 - Along the eastern side of Chesterville Road
 - Along Enright Street, Mathieson Street and Karen Street
 - Whether high rise buildings should be restricted to along main roads, including Bay Road, Park Road and Nepean Highway with reduced heights in residential locations

Findings

General:

The proposed controls translate the levels of housing and employment growth into a coherent built form framework that balances opportunity, constraint and sensitivity.

The approach to height along key corridors which adopts mid-rise street walls and taller, set-back elements is appropriate.

The proposed maximum building heights in the draft Cheltenham Structure Plan and draft Planning Scheme Amendment for the wider Pennydale and Highett Residential Neighbourhoods are generally appropriate and consistent with the Day 3 changes to Bayside Built Form Overlay Schedule 3 and Kingston Built Form Overlay Schedule 4.

Location of high-rise buildings:

The approach to focusing taller high-rise buildings to the SDA, Highett Gasworks and Southland strategic sites and along identified areas along Bay Road and Nepean Highway provides for a clear spatial hierarchy which:

- is consistent with the draft Cheltenham Structure Plan vision
- reflects the areas of greatest change and transformation in proximity to the SRL station
- directs the greatest scale and intensity to locations with the highest accessibility, employment function and capacity to absorb change, while providing a graduated reduction in scale toward residential neighbourhoods.

The draft Cheltenham Structure Plan and draft Planning Scheme Amendment appropriately manage the distribution of high-rise buildings to areas anticipated to accommodate the greatest level of growth.

Residential heights and interfaces:

The proposed Built Form Overlay controls appropriately translate the levels of housing growth into a coherent built form framework that broadly balances opportunity, constraint and sensitivity and the transition between neighbourhoods within and outside the Cheltenham Structure Plan Area and to surrounding residential areas.

Pennydale and Highett neighbourhoods:

The proposed Built Form Overlay schedules maximum building heights appropriately translate the levels of housing growth into a coherent built form framework that broadly balances opportunity, constraint and sensitivity and the transition within and between neighbourhoods.

The proposed maximum building heights in the draft Cheltenham Structure Plan and draft Planning Scheme Amendment for the wider Pennydale and Highett Residential Neighbourhoods are generally appropriate and consistent with the Day 2 and Day 3 changes to Bayside Built Form Overlay Schedule 3 and Kingston Built Form Overlay Schedule 4.

Former Highett Gasworks:

The overall height outcomes for the Former Highett Gasworks site appropriately reflect existing Development Plan Overlay controls (to be removed through the draft Planning Scheme Amendment), its large area and proximity to the SRL station and Sir William Fry Reserve and frontage to Nepean Highway.

The overall height controls for the Former Highett Gasworks site in the Kingston Precinct Zone Schedule 4 are generally appropriate subject to the Day 2 changes that:

- lower the maximum height from 60 metres to 43 metres, except for one landmark form up to 52 metres in height at the main entrance to the site on the Nepean Highway
-

- specify a 14 metres maximum street wall height set back 3 metres from Station and View Streets (as included in the Day 3 version).

Highett Common:

The Bayside Built Form Overlay Schedules 1 and 2 provide for an appropriate building height transition to the Highett Common site reflecting the existing controls applying to that site.

Eastern side of Chesterville Road:

The approach to building heights along the eastern side of Chesterville Road appropriately reflect the level of change anticipated in the draft Cheltenham Structure Plan and its interface with the heights anticipated at Southland.

The building height provisions on the eastern side of Chesterville Road, are appropriate and consistent with the Day 3 changes to Kingston Built Form Overlay Schedule 3.

Additional height moderation is required for the Southland strategic site to provide for a more appropriate height transition to residential neighbourhoods.

Enright, Mathieson and Karen Streets:

The maximum building heights for Enright Street and Mathieson Street appropriately reflect the level of housing change anticipated and their close proximity to Southland and the SRL station and provide for appropriate transitions to adjoining residential areas.

The maximum building heights for Karen Street appropriately reflect the level of housing change anticipated, its close proximity to the SRL station and immediate interface with Southland (including the Karen Street land) where greater height is anticipated.

Commercial and employment areas:

The general approach to setting the proposed maximum building heights in the Employment Neighbourhoods and Central Flanks appropriately reflecting the draft Cheltenham Structure Plan vision, anticipated levels of change and primary land use purposes of these areas including existing activity centre functions.

The maximum building heights for the Bayside Business District appropriately reflect its strategic role as an industrial employment area provides for an appropriate level of transformation reflective of the draft Cheltenham Structure Plan vision.

Southland and land adjacent to Southland:

A consistent maximum building height for the Southland strategic site (including the Karen Street land) of 60 metres is appropriate and consistent with the Day 3 version of Precinct Zone Schedule 3:

- providing for aviation authority consent over 50 metres
- master planning provisions to provide for a considered approach to site building height and interface outcomes
- and subject to recommended street wall height and upper-level setback (CTM R02)

The maximum building height provisions for residential areas opposite Southland along the balance of Karen Street and Chesterville Road provide for an appropriate building height transition from Southland to adjoining residential areas.

Bay Road and Nepean Highway including Central Flanks:

The draft Cheltenham Structure Plan provides a clear basis for the preferred maximum building heights along Bay Road and Nepean Highway including Central Flanks which reflects:

- the anticipated levels of change
- the significant activity centre role of Southland
- a logical transition of building height from the precinct core of Southland and the SRL SDA and residential areas adjoining the central Flanks.

Conclusion

The proposed maximum building heights and draft Planning Scheme Amendment for the Cheltenham Structure Plan Area including:

- the location of high-rise buildings
- the Pennydale and Highett Residential Neighbourhoods
- transitions to surrounding residential area including to Highett Common, Southland, the eastern side of Chesterville Road and along Enright, Karen and Mathieson Streets
- commercial building heights

are generally suitable to achieve the outcomes and objectives of the draft Cheltenham Structure Plan, subject to the modifications in this report.

Recommendations

Draft Planning Scheme Amendment

CTM R01: Amend Clause 3.0 of the Kingston Precinct Zone Schedule 4 to include the following wording or similar for building height on the Use and Development Framework Plan (Map 1):

Maximum building height: 43 metres except for a land mark building up to 52 metres.

CTM R02: Amend Clause 8.0 of the Kingston Precinct Zone Schedule 3 to include a permit requirement for a minimum 5 metre upper-level setback above a height of 17 metres, except:

a) the Chesterville Road interface where the upper-level setback maintains built form below a 45 degree plane measured from the opposite street property frontage

b) frontages to Nepean Highway and Bay Road.

Floor Area Ratios and Voluntary Public Benefit Uplift Framework*

Referred Matter

Whether the Floor Area Ratio (FAR) controls proposed in the draft Planning Scheme Amendment are appropriate, including in respect to strategic sites such as Southland Shopping Centre.

Whether the proposed Voluntary Public Benefit Uplift Framework is appropriate in respect of the spatial application of the Framework in Cheltenham, specifically along parts of Bay Road.

Findings

The FAR controls proposed in the draft Planning Scheme Amendment are not appropriate and should not be applied. Refer to the General Issues Report (Volume 3, Chapter 4).

Floor Area Ratio provisions should be removed from Kingston Precinct Zone Schedules 3 and 4.

The Day 3 version of Kingston Precinct Zone Schedules 3 and 4 provide appropriate alternatives to the use of Floor Area Ratios.

The Voluntary Public Benefit Uplift Framework should not be applied.

Conclusion

The FAR controls proposed in the draft Planning Scheme Amendment are not appropriate and should not be applied. Refer to the General Issues Report (Volume 3, Chapter 4).

Recommendations

Refer to recommendations CI R01 and CI R02 in the Common Issues Report (Volume 2).

Setbacks*

Referred Matter

Whether the proposed building heights in combination with the proposed setbacks in each neighbourhood, having regard to the preferred character and relevant draft Planning Scheme Amendment controls, are suitable, including with respect to:

- The built form interface between residential neighbourhoods (i.e. Pennydale, Highett and Jean Street areas) and commercial/retail centres (i.e. Highett Activity Centre, Bayside Business District, Southland Shopping Centre)
- The transition in building height between Southland and properties on Nepean Highway
- The built form interface adjacent to key links and open space
- Landscaping, particularly in relation to canopy trees

-
- Minimising adverse wind effects on the public realm and private open space
-

Findings

Suitability of distribution:

The general approach to applying the proposed setbacks standards combined with building heights within each neighbourhood (including residential interface areas) is:

- consistent with the draft Cheltenham Structure Plan and levels of housing and employment change anticipated
- provides for an appropriate balance between accommodating growth and managing amenity and streetscapes outcomes.

Building height transition between Southland and Nepean Highway properties:

The approach to setting maximum building heights and setbacks for areas interfacing with Southland is sound and generally provides for a logical building height transition and interface outcome.

Notwithstanding this, Kingston Precinct Zone Schedule 3 should be amended to include additional upper-level setback requirements to provide an appropriate transition to Nepean Highway sites to the south (refer to findings in Chapter 6.6 and recommendation CTM R02).

Interfaces to key links, public open space and landscaping:

The proposed setbacks will generally provide appropriate interfaces to key links.

The proposed setbacks in the Kingston Day 3 Precinct Zone Schedule 3 provide for an appropriate interface with the Sir William Fry Reserve.

The setbacks to other public open spaces should be reviewed in the context of the General Issues Report (Volume 3) conclusions and recommendations relating to solar access to public open space and public realm (recommendation GI R27).

Setback provisions for landscaping and canopy trees should be reviewed in the context of the General Issues Report (Volume 3) conclusions and recommendations relating to tree canopy cover (recommendation GI R36).

Conclusion

The setback provisions in the Precinct Zone and Built Form Overlay schedules are generally appropriate and support the urban structure and built form objectives of the draft Cheltenham Structure Plan and appropriately respond to amenity impacts on adjoining sites subject to the changes recommended in this report.

Recommendations

Refer to recommendations GI R18, 19, 24, 25, 26, 27, 38 (relating to deemed to comply, privacy, overshadowing, overlooking and third party review rights) in the General Issues Report (Volume 3).

Pedestrian access and links*

Referred Matter

Whether the planning for active transport in the Cheltenham Structure Plan Area is appropriate, including with respect to:

- New key links as shown in the Pennydale area
- Near Jean Street and Karen Street
- Safety for pedestrians and cyclists including along Bay Road
- Weather protection for key pedestrian connections including between Cheltenham SRL East station, Southland Station, Charman Road and Southland Shopping Centre

Findings

Active transport:

The planning for active transport in the draft Cheltenham Structure Plan and draft Cheltenham Precinct Implementation Plan has established a network of pedestrian and cycling links and delivery actions and projects that will improve connectivity and support active transport and mode shift.

The Day 3 changes to the Built Form Overlay schedule maps to delete linkages identified in Technical Note TN-CTM01 are supported unless otherwise recommended in this report and should be the basis for any further work on pedestrian links.

Across all precincts, a review of pedestrian links is necessary to clearly identify which links are required. Required links should be identified within the draft Cheltenham Structure Plan and draft Planning Scheme Amendment to secure their delivery. Delivery mechanisms need to be confirmed, and funding mechanisms should be confirmed as soon as possible (within 12 months). Refer to the General Issues Report (Volume 3, Chapter 9.9).

Key links within Pennydale:

The planning for active transport is generally appropriate in relation to Pennydale as set out in the draft Cheltenham Structure Plan and as amended in Technical Note TN-CTM01 and Day 3 changes to the Bayside Built Form Overlay Schedule 3.

Consistent with the General Issues Report (Volume 3) conclusions, the identification and labelling of pedestrian connections and links in the Built Form Overlay schedules is complex and confusing and, on this basis, the identified links within Pennydale are not appropriate.

Jean and Karen Street:

The planning for active transport is generally appropriate in relation to Jean Street and Karen Street as set out in the draft Cheltenham Structure Plan and as amended in Technical Note TN-CTM01 and Day 3 changes to the Kingston Built Form Overlay Schedule 4.

Consistent with the General Issues Report (Volume 3) conclusions the identification and labelling of pedestrian connections and links in the Built Form Overlay schedules is complex and confusing and, on this basis the identified links in Jean Street and Karen Street are not appropriate.

Pedestrian and cyclist safety:

The draft Cheltenham Structure Plan has appropriately reviewed safety for pedestrians and cyclists, including along Bay Road and the identified projects will improve existing conditions, including amendments made in the Day 3 documents.

The planning for the safety for cyclists to/from the intersection of Bay Road and Jackson Road however is insufficient.

Weather protection:

The draft Planning Scheme Amendment controls including the Day 3 changes to Standard BF08 in the Built Form Overlay schedules will appropriately minimise adverse wind effects on the public realm and private open space in the Cheltenham Structure Plan Area.

The planning for active transport in the draft Cheltenham Structure Plan Area is appropriate, including with respect to weather protection for key pedestrian connections including between Cheltenham SRL station, Southland station, Charman Road and Southland subject to the Day 3 changes to Kingston Precinct Zone Schedule 3, Clause 4.0 to add weather protection to the Urban Context and Design Response Report requirements relating to active frontages.

Conclusions

The planning for active transport in the Cheltenham Structure Plan Area is generally appropriate, subject to the recommendations in this report and the Committee's General Issues Report (Volume 3) recommendations relating to pedestrian links.

The draft Planning Scheme Amendment provides for the appropriate weather protection of key pedestrian connections including between Cheltenham SRL station, Southland station, Charman Road and Southland.

Recommendation**Draft Implementation Plan**

CTM R04: Amend the draft Cheltenham Precinct Implementation to include an additional short-term action led by the Suburban Rail Loop Authority and Department of Transport and Planning in partnership with Bayside City Council and Kingston City Council to:

Deliver new and improved walking and cycling paths from the intersection of Bay Road and Jackson Road through to Park Road that are effective, functional and safe, in accordance with the locations identified in Figure 17 of the draft Cheltenham Structure Plan.

Public open space***Referred Matter**

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

- Any potential additional open space requirements for the Laminex Site
- Recognition of the open space values of the Sir William Fry Reserve
- The investigation areas in/near Bayside Business District

Findings**General:**

The planning for open space in the Cheltenham Structure Plan Area requires substantial improvement in clarity, consistency, integration, and implementation pathways.

The 11.6 per cent open space contribution for the Former Highett Gasworks site should be included in the Day 3 version of the Kingston Clause 53.01 schedule or reintroduced into the Day 3 version of Kingston Precinct Zone Schedule 4.

Laminex site and Bayside Business District investigation areas:

The open space investigation area approach to the Laminex site and in/near the Bayside Business District investigations areas are broadly appropriate subject to responding to the Common Issues Report (Volume 2) findings and recommendations.

Sir William Fry Reserve:

The framework is not appropriate with respect to recognition of the open space values of Sir William Fry Reserve in that:

- the significance of the Reserve and the planning implications flowing from its size, centrality, and community value are not adequately reflected in the development and land use framework for the surrounding area
-

- it is not clearly demonstrated how open space outcomes, including any loss and replacement are addressed the Cheltenham Structure Plan Area
- it inadequately responds to the Reserve's open space values, particularly given the interface with the SDA.

Conclusions

The planning for open space in the Cheltenham Structure Plan Area is not appropriate having regard to the future needs of residents, visitors and employees to the Cheltenham Structure Plan Area. Further work is required.

The 11.6 per cent open space contribution for the former Highett Gasworks site should be included in the Day 3 version of the Kingston Clause 53.01 schedule or reintroduced into the Day 3 version of Kingston Precinct Zone Schedule 4

Recommendation

Refer to recommendation CI R06 in the Common issues Report (Volume 2).

Draft Planning Scheme Amendment

CTM R06: Amend the Day 3 version of the Kingston Clause 53.01 Schedule to amend the mapping and open space contribution rates for the former Highett Gasworks site to 11.6 per cent.

Land use mix and capacity

Referred Matter

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

- Mixed use and commercial/retail uses, including in activity centres
- Land uses within the Bayside Business District, including along Bay Road
- The proposed land use outcomes in the Bayside Business District
- The proposed applied zones at 223-225 and 227-229 Bay Road and 332-336 Bay Road, and at 13-19 Wangara Road, 2-6 Brixton Road and 266 Bay Road (Brixton West), 270-276 Bay Road, 1-7 Brixton Road and 33-43 Wangara Road (Brixton East), 298-300 Bay Road (Newlink)

Findings**Land use mix:**

The draft Cheltenham Structure Plan provides a sound and logical approach to land use mix across the Structure Plan Area and which responds appropriately to existing planning policy.

The Land Use Plan in the draft Cheltenham Structure Plan and Bayside Precinct Zone Schedule 1 provisions provide for appropriate land use mix outcome across the Cheltenham Structure Plan Area including a balance between mixed use outcomes and commercial and retail activity in and around the activity centres.

Land uses in the Bayside Business District:

The draft Cheltenham Structure Plan and existing policy context provides a sound basis for the proposed land use outcomes in the Bayside Business District including along Bay Road.

The Bayside Precinct Zone Schedule 1 provides a logical and sensible application of applied zones which will support the draft Cheltenham Structure Plan vision and proposed land use outcomes.

There is no strategic basis for changing the applied zoning for the Newlink, Brixton East, Brixton West and Laminex sites, and 223-229 Bay Road.

Conclusion

The Land Use Plan in the draft Cheltenham Structure Plan and relevant planning provisions provide for an appropriate land use mix across the Cheltenham Structure Plan Area.

Retail**Referred Matter**

Whether the retail use facilitated by the draft Cheltenham Structure Plan and proposed planning controls are appropriate, including with respect to the following:

- Whether the hierarchy of activity centres and retail strips is considered to ensure enhancements of larger centres does not pose a negative impact on smaller centres
- Whether the amount and location of proposed retail use is appropriate
- Whether additional locations for retail uses should be allowed, particularly in the Bayside Business District

Findings

The draft Cheltenham Structure Plan and Precinct Zone schedule framework:

- supports a logical activity centre hierarchy
 - appropriately reflects and encourages the right mix and distribution of retail, commercial, and mixed-use development across the Cheltenham Structure Plan Area
 - provides an appropriate capacity for future retail use
 - will not diminish the role of, or significantly impact or undermine, smaller activity centres.
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The amount and location of proposed retail use within the Cheltenham Structure Plan Area is appropriate including within the Bayside Business District.

Additional locations for retail uses, particularly in the Bayside Business District beyond those identified within the draft Cheltenham Structure Plan and Bayside Precinct Zone Schedule 1 are not required.

Conclusion

The level of retail use facilitated by the draft Cheltenham Structure Plan and proposed planning controls is appropriate including within the Bayside Business District.

Car parking availability and rates*

Referred Matter

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

Whether the proposed car parking rates and areas are appropriate, including with respect to whether:

- They provide appropriate car parking capacity in the Cheltenham Structure Plan Area (including on-street and public car parking availability)
- Proposed bicycle parking rates for employment and education uses are appropriate
- The implementation strategy for consolidated carparks and interim parking and transport strategy should apply before station operation

Findings

Mode shift:

The proposed car parking rates as set out in the Day 3 version of Parking Overlay Schedules 2 and 3 are appropriate for the precinct and will encourage a shift towards more sustainable transport modes.

Car parking rates and capacity:

The proposed car parking rates as set out in the Day 3 version of Parking Overlay Schedules 2 and 3 are appropriate for the precinct.

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

Sufficient car parking (including on-street and public car parking) will be provided having regard to potential additional car parking demand within the context of a public transport-oriented precinct.

Bicycle parking:

The Precinct Zone Schedule bicycle parking rates are appropriate subject to the Day 3 changes and will support mode shift.

Implementation strategy for consolidated car parks and interim parking and transport strategy:

The draft Amendment, Cheltenham Precinct Parking Plan and draft Cheltenham Precinct Implementation Plan provide for the appropriate management of on-street and off-street parking resources.

Given the precinct's existing level of public transport accessibility and land use pattern within the Cheltenham Structure Plan Area, the Parking Overlay schedules can be introduced as part of the draft Amendment without requiring an interim parking and transport strategy before station operation.

Conclusion

The proposed car and bicycle parking rates are appropriate subject to the General Issues Report (Volume 3) recommendations for monitoring and review.

Recommendations

Refer to recommendations GI R14 and GI R15 in the General Issues Report (Volume 3).

Community infrastructure*

Referred Matter

Whether the planning for community infrastructure in the Cheltenham Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees, including with respect to:

- The provision of a regional community hub and library in the SRL East station precinct/Central Core area
- The provision of a multi-purpose community hub and kindergarten at or near the Former Highett Gasworks site
- Reliance on Council-owned land as priority sites for new community infrastructure over State-owned sites

Findings**Regional community hub and library and multi-purpose community hub and kindergarten:**

There is a reasonable justification for the identification of a regional community hub and library in the SRL East station precinct/Central Core area and an indicative investigation area for a multi-purpose community hub and kindergarten at or near the former Highett Gasworks Site. However the Committee has found in Chapter 6 of the Common Issues Report (Volume 2) the planning for community infrastructure is not appropriate and has not had sufficient regard to the future needs of residents, visitors and employees.

Council land:

The draft Cheltenham Structure Plan overly relies on council-owned land as priority sites for new community infrastructure over state-owned land.

	Insufficient consideration has been given to state-owned land and major redevelopment sites in the Cheltenham Structure Plan Area to address key community infrastructure provision including the SRL SDA and Central Core.
Conclusion	The planning for community infrastructure in the Cheltenham Structure Plan Area is not appropriate and does not have sufficient regard to the future needs of residents, visitors or employees. Further work is required. Refer to Chapter 6 in the Common Issues Report (Volume 2) and recommendation CTM R07 of this report.
Recommendations	Refer to recommendations CI R11 to CI R14 in the Common Issues Report (Volume 2). Further work CTM R07: Any further work to assess the community infrastructure needs of the future population of the Cheltenham Structure Plan Area should identify a specific site within the Suburban Rail Loop East station precinct/Central Core area for a regional community hub and library.

Draft Implementation Plan*

Referred Matter	Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for Cheltenham and the timing and pathways for their implementation are appropriate for the purposes of the draft Cheltenham Structure Plan.
Finding	The approach to implementing the actions and projects contained in the draft Cheltenham Precinct Implementation Plan and the timing and pathways for their implementation is not appropriate for the purposes of the draft Cheltenham Structure Plan.
Conclusions	The approach to implementing the actions and projects in the draft Cheltenham Precinct Implementation Plan and the timing and pathways for their implementation is not appropriate. Refer to Chapter 8 in the Common Issues Report (Volume 2). In the context of the Common Issues Report (Chapter 8 of Volume 2) recommendations to amend the draft Implementation Plans, the draft Cheltenham Precinct Implementation Plan should be amended to include Committee recommendations for further actions (recommendations CTM R04 and CTM R05).
Recommendations	Refer recommendations CI R16 to CI R20 in the Common issues Report (Volume 2) and recommendations CTM R04 and CTM R05 in this report.

Bayside Business District Planning Policy

Referred Matter	The suitability of planning policy guidance to deliver the design outcomes, land use mix and diverse office development sought for the Bayside Business District
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Findings	The Day 3 changes to Bayside Clauses 11.03.6L-01 and 11.03-6L-02 provide suitable planning policy guidance to deliver the design outcomes, land use mix and diverse office development sought for the Bayside Business District in concert with the Bayside Precinct Zone Schedule 1 provisions. The draft Amendment changes to existing Clause 11.03 will result in some inconsistencies to the spatial mapping of Bayside Business District.
Conclusion	The Proponent should work with Bayside Council to review Clauses 11.03.6L-01 and 11.03-6L-02 including mapping to provide a more consistent policy approach for the Bayside Business District.
Recommendation	CTM R03: Review Clauses 11.03.6L-01 and 11.03-6L-02 strategies and mapping to provide a consistent policy framework for the entire Bayside Business District in the Bayside Planning Scheme, in consultation with Bayside City Council.

Precinct Zone – Application to specific sites in the Cheltenham Structure Plan Area

Referred Matter	Whether the PRZ should be applied to Southland Shopping Centre
Finding	The Precinct Zone should be applied to the Southland Shopping Centre (including the Karen Street land) to reflect its activity centre hierarchy and the draft Cheltenham Structure Plan vision.
Conclusion	The application of the Precinct Zone to the Southland Shopping Centre including the Karen Street land on the north-eastern corner of Nepean Highway is appropriate.

Strategic sites*

Referred Matter	Whether the identification and treatment of strategic sites in the Cheltenham Structure Plan Area is appropriate, specifically: - Former Highett Gasworks - Southland Shopping Centre – requirements for the Bay Road interface, active frontages, pedestrian permeability and whether land at the north-east corner of Nepean Highway and Karen Street should be added to the Southland strategic site boundary - Highett Common – whether a master plan should be required for this site and specific controls at the interface with Highett Grassy Woodlands Whether the following sites should be identified as strategic sites in the draft Cheltenham Structure Plan and draft Amendment:
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- 13-19 Wangara Road, 2-6 Brixton Road and 266 Bay Road (Brixton West)
- 270-276 Bay Road, 1-7 Brixton Road and 33-43 Wangara Road (Brixton East)
- 298-300 Bay Road (Newlink)

Whether the site on the north-east corner of Nepean Highway and Karen Street be included in the Southland strategic site designation

Findings

Former Highett Gasworks site:

There is reasonable justification for the potential designation of the Former Highett Gasworks site as a strategic site in the context of the Cheltenham Structure Plan Area as it directly reflects the existing Development Plan Overlay that identifies it as a strategic redevelopment and residential opportunity site and the master planning provisions of Kingston Precinct Zone Schedule 4 that generally reflect the existing Development Plan Overlay provisions for the site. However the Committee has found in the General Issues Report (Volume 3, Chapter 9.3) that the identification and treatment of strategic sites in the Cheltenham Structure Plan Area is not appropriate.

The Committee is therefore not in a position to reach a finding on whether the former Highett Gasworks site should be identified as a strategic site.

Southland Shopping Centre and Karen Street land:

There is reasonable justification for the potential designation of the Southland strategic site (including the Karen Street land) in the context of the Cheltenham Structure Plan Area as it directly reflects the existing Major Activity Centre Role, the existing Commercial 1 Zone and Incorporated Plan Overlay applying to the site. However the Committee has found in the General Issues Report (Volume 3, Chapter 9.3) that the identification and treatment of strategic sites in the Cheltenham Structure Plan Area is not appropriate.

The Committee is therefore not in a position to reach a finding on whether the Southland Shopping Centre (including the Karen Street land) should be identified as a strategic site.

Highett Common:

The Highett Common and its interfaces with the Highett Grassy Woodland are not included in the draft Amendment.

There is no basis to identify the Highett Common site as a strategic site or to require a master plan or controls for the site given the context of existing controls that apply to the site.

Brixton East, Brixton West and Newlink sites:

There is no strategic basis for identifying the Brixton West, Brixton East and Newlink sites as strategic sites.

Conclusion	The identification and treatment of strategic sites in the Cheltenham Structure Plan Area is not appropriate, for the reasons set out in the General Issues Report (Volume 3, Chapter 9.3). The Hightett Common site should not be identified as a strategic site in Bayside Clause 11.03-6L-01.
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Recommendations	Refer to recommendations GI R20 to GI R23 General Issues Report (Volume 3). Draft Amendment CTM R08: Amend Bayside Clause 11.03-6L-01 to remove the Hightett Common strategic site designation on the Cheltenham Suburban Rail Loop East Structure Plan Area Map.
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Road and street network*

Referred Matter	Whether the road/street network shown in the draft Cheltenham Structure Plan and draft Planning Scheme Amendment is appropriate, including in locations such as Pennydale and Bay Road
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Findings	Appropriateness of the road and street network: The draft Cheltenham Structure Plan road and street network is generally sound and supported by appropriate analysis and will support the existing transport network and establish greater permeability and important linkages. Pennydale: The Pennydale road and street network shown in the draft Cheltenham Structure Plan and draft Planning Scheme Amendment is generally appropriate. Park Road, George Street and Tulip Street should be identified as Green Streets consistent with the Day 2 changes to the draft Cheltenham Structure Plan and Day 3 changes to the Bayside Built Form Overlay Schedule 3. Bay Road: The draft Cheltenham Structure Plan and draft Planning Scheme Amendment have appropriately considered Bay Road east of the railway bridge. Given the potential for future congestion on Bay Road between Nepean Highway and Jackson Road to impact the freight and public transport (bus) functionality further traffic modelling is required along this section of Bay Road.
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Conclusion	The road and street network shown in the draft Cheltenham Structure Plan and draft Planning Scheme Amendment is appropriate, subject to the modifications recommended in this report
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Recommendation

Draft Implementation Plan

CTM R05: Amend the draft Cheltenham Precinct Implementation Plan to include an additional short-term action led by the Suburban Rail Loop Authority in partnership with Bayside City Council and Kingston City Council to:

Review traffic modelling with updated traffic count data for Bay Road in the area of Jacksons Road to Nepean Highway to ensure that appropriate works are carried out to maintain effective traffic flow on Bay Road.

Appendix G Summary findings, conclusions and recommendations – Clayton

Building height, distribution & transition*

Referred Matter

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

- Madeleine Road
- Browns Road
- Kanooka Grove
- Audsley Street
- North Road
- Residential areas, including Fulton Street, Manton Road, Edinburgh Street, Margaret Street, Alice Street and Ormond Road
- 2 Rockbeare Court
- 465 – 469 Clayton Road
- 409 Clayton Road and 1389-1391 Centre Road.

Findings

General:

The proposed maximum building heights in the Structure Plan Area are appropriate and are strategically justified based on the work in the UDR and the draft Structure Plan.

The proposed heights are supported by appropriate policy and objectives in the PRZ and BFO schedules.

The proposed heights generally provide an appropriate transition to surrounding residential areas.

465 – 469 Clayton Road:

The proposed building heights at 465 – 469 Clayton Road are not appropriate and should be reduced.

409 Clayton Road:

The proposed building height is not appropriate and should be increased.

1389-1391 Centre Road:

The proposed maximum building height for 1389-1391 Centre Road is appropriate.

Residential areas, including Fulton Street, Manton Road, Edinburgh Street, Margaret Street, Alice Street and Ormond Road:

The proposed building heights in the Residential areas, including Fulton Street, Manton Road, Edinburgh Street, Margaret Street, Alice Street and Ormond Road as shown in the Day 3 documents are appropriate.

Other sites:

The proposed preferred maximum building heights for the following sites are appropriate:

- Madeleine Road
- Browns Road
- Kanooka Grove
- Audsley Street
- North Road
- 2 Rockbeare Court

Transition to residential and other areas:

- The preferred maximum building height of 25 metres for the land bound by Burton Avenue, Cooke Street and Centre Road properties in Monash BFO3 in the Day 3 documents are appropriate.
- The proposed maximum building heights (and overshadowing impacts) around the Remembrance Gardens are not appropriate.
- The proposed maximum building heights (and overshadowing impacts) on Lillian Street are not appropriate.
- The proposed building heights at 359-365 Clayton Road and 2 Cooke Street in the Day 3 documents are appropriate.

Conclusion

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

Recommendations

Refer to recommendation GI R27 in the General Issues Report (Volume 3).

Draft Amendment

CLA R01: Amend Kingston Built Form Overlay Schedule 6 to make the preferred maximum building height for 465 - 469 Clayton Road 14 metres instead of 21 metres.

CLA R02: Amend the draft Clayton Structure Plan and Monash Built Form Overlay Schedule 2 to make the preferred maximum building height for 409 Clayton Road from 27 metres to 39 metres.

CLA R03: Amend the draft Clayton Structure Plan and Monash Built Form Overlay Schedule 1 to apply the shadow controls recommended by the Committee in the General Issues Report (Volume 3) (recommendation GI R27) to Remembrance Gardens and the adjacent Clayton Hall.

CLA R04: Amend the draft Clayton Structure Plan and Monash Built Form Overlay Schedule 3 to apply the overshadowing controls recommended in the General Issues Report (Volume 3) (recommendation GI R27) to Lillian Street.

Floor Area Ratio*

Referred Matter

Whether the mandatory Floor Area Ratio (FAR) controls proposed in the draft Amendment are appropriate both generally within the Clayton Structure Plan Area and at specific sites, including:

- 2 Cooke Street
- 6 – 18 Cooke Street
- 20 - 22 Cooke Street
- 16 Dunstan Street
- 261 Clayton Road
- 205 -211 Clayton Road
- 409 Clayton Road
- 1400 & 1380 – 1388 Centre Road
- 8 Audsley Street

Conclusion

The FAR controls proposed in the draft Amendment are not appropriate and should not be applied. Refer to the Common Issues Report (Volume 2, Chapter 4)

Recommendation

Refer to recommendations CI R01 and CI R02 in the Common Issues Report (Volume 2).

Setbacks

Referred Matter

Whether the building setbacks specified in the draft Structure Plan and draft Amendment are appropriate, having regard to:

- The urban structure and built form objectives for the Clayton Structure Plan Area

- Amenity impacts on adjoining sites
- The provision of landscaping, including planting of canopy trees.

Findings

General:

Generally, the setbacks are appropriate, noting some of the recommendations in the General Issues Report (Volume 3) which are likely to have consequential impacts in areas with a more sensitive interface.

It is not necessary to limit building height to incentivise lot consolidation, as there are many factors that work to incentivise consolidation (not just building height). This is particularly the case where the heights are discretionary.

Urban structure and built form objectives:

The building setbacks are generally appropriate.

Amenity impacts on adjoining sites:

The proposed setbacks around the Mepple Drive Playground are not appropriate.

The setbacks in the Audsley Street area are not appropriate.

The provision of landscaping, including planting of canopy trees:

The setbacks are unlikely to be appropriate with respect to landscaping and canopy tree provisions.

Any setbacks will need to be revisited to respond to increased tree canopy targets and operational changes recommended in the General Issues Report (Volume 3) (GI R35, GI R36).

Conclusion

The setbacks are generally appropriate having regard to the urban structure and built form objectives, subject to the modification recommended in this report.

Recommendations

Refer to recommendations GI R18, 19, 24, 25, 26, 27, 37, 38 (relating to deemed to comply, privacy, overshadowing, overlooking and third party review rights) in the General Issues Report (Volume 3).

Refer to recommendation GI R35 and 36 (relating to canopy tree cover) in the General Issues Report (Volume 3).

CLA R05: The overshadowing standards recommended in the General Issues Report (Volume 3) (recommendation GI R27(b)) should be applied to the Meppel Drive Playground and setbacks should be revised to reflect that standard.

CLA R06: Amend Kingston Built Form Overlay Schedule 5 and the Precinct Zone Schedule 5 to clarify which interface constitutes a side of rear setback

Pedestrian access & links*

Referred Matter	Whether the planning for active transport in the Clayton Structure Plan Area is appropriate, including the following locations: - 233 Clayton Road - 205 – 211 Clayton Road
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Findings	Pedestrian links: Across all precincts, a review of pedestrian links is necessary to clearly identify which links are required. Required links should be identified within the draft Structure Plan and draft Amendments to secure their delivery. Delivery mechanisms need to be confirmed, and funding mechanisms should be confirmed as soon as possible (within 12 months). Refer to the Chapter 9.9 of the General Issues Report (Volume 3). 233 Clayton Road: The pedestrian link at 233 Clayton Road could be retained, subject to further work. 205 – 211 Clayton Road: The pedestrian link between Clayton Road and Grovedale Court should be deleted, as reflected in the Day 3 documents.
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Conclusions	The planning for active transport in relation to pedestrian access and links is not appropriate.
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Recommendations	Refer to recommendation GI R32 in the General Issues Report (Volume 3). CLA R07: Include the following Clayton specific matters within the scope of the further work recommended in the General Issues Report (Volume 3, Chapter 9) (recommendation GI R32): a) removing: • the pedestrian link between the Remembrance Gardens and the St Peters Church site b) retaining: • the pedestrian link between Clayton Road and Grovedale Court subject to further work • the pedestrian link at 233 Clayton Road subject to further work
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Public Open Space*

Referred Matter	Whether the planning for open space in the Clayton Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees to the Structure Plan Area.
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Findings	There is a relatively low level of existing open space in the Clayton SPA. Clayton is expected to have the second highest percentage growth of the SRL East precincts. The needs of the workers at, and visitors to, the Monash Medical Centre need to be considered. Whether the needs of visitors to the Clayton Community Centre and the Aquatic Centre need to be considered further.
Conclusions	The planning for open space in the precinct is not appropriate having regard to the needs of future residents, visitors and employees to the Structure Plan Area. Further work is required. Refer to Chapter 5 in the Common Issues Report (Volume 2).
Recommendations	Refer to recommendation CI R06 in the Common Issues Report (Volume 2). CLA R08: Include the following in the scope of any further review of public open space in the Clayton precinct recommended in the General Issues Report (Volume 3) (recommendation CI R06): a) the relatively low level of existing open space in the Clayton Structure Plan Area. b) open space needs for a Precinct expected to have the second highest growth rate of all Suburban Rail Loop East precincts c) the needs of the workers at, and visitors to, the Monash Medical Centre. d) whether visitors to the Clayton Community Centre and the Aquatic Centre create any additional need for open space that should be accounted for.

Land use mix and capacity

Referred Matter	Whether the Land Use Plan in the draft Structure Plan and relevant planning provisions provide for an appropriate land use mix across the Clayton Structure Plan Area.
Findings	The land use mix across the precinct is broadly appropriate, subject to the following changes to the Day 3 documents. The Mixed Use Zone along North Road should be changed to Residential Growth Zone, in line with the draft Structure Plan. The BFO schedules should not 'switch off' the layout and adaptability outcomes at Clause 43.06-7.7 of the parent provision. Ensuring buildings are adaptable will create more flexibility for evolving land uses in an area of transformation.

Conclusions	The land use mix across the precinct is broadly appropriate, subject to the modifications recommended in this report.
Recommendations	CLA R09: Amend the Use and Development Framework Plan in the Monash Precinct Zone Schedule 1 to change the applied zone along North Road (west of Clayton Road) from Area 2 (Mixed Use) to Area 1 (Residential Growth). COM R01: Amend all Built Form Overlay schedules so that they do not 'switch off' the layout and adaptability outcomes at Clause 43.06-7.7 of the parent provision.
Demand for apartments*	
Referred Matter	Whether the anticipated future demand for apartments within the Clayton Structure Plan Area is reflected in the proposed distribution of housing growth levels in the draft Structure Plan and draft Amendments.
Findings	There is capacity within the proposed built form controls to meet the demand for apartments in the Clayton Precinct. There is a demonstrated need for three-bedroom apartments in the precinct, and this must be considered when setting housing diversity targets for this Clayton Precinct. To facilitate the delivery of diverse housing types the Committee has recommended a precinct wide diversity target and an application requirement for a Housing Diversity Report in the General Issues Report (Volume 3).
Conclusions	The future demand for apartments can be accommodated in the proposed distribution of housing growth.
Recommendations	Refer to recommendations GI R04, GI R05, GI R06 in the General Issues Report (Volume 3). CLA R10: Consider, when setting housing diversity targets for the Clayton Precinct, as recommended in the General Issues Report (Volume 3) (recommendation GI R04), the demonstrated need for three-bedroom apartments in the Clayton Precinct.
Car parking availability & rates*	
Referred Matter	Whether the car parking rates as set out in the Precinct Parking Plan for Clayton are appropriate, including to encourage a shift towards more sustainable transport modes Whether sufficient car parking availability (including on-street and public car parking availability) will be provided having regard to potential additional car parking demand.

Findings	The car parking rates in the Parking Overlay schedules are appropriate but should be reviewed as part of each five-yearly review to ensure they are set at an appropriate rate to encourage a shift towards more sustainable transport modes as noted in the General Issues Report (Volume 3, Chapter 8). Adequate on-street and off-street public parking in the precinct will be provided to meet demand. The actions included in the draft Structure Plan and draft Implementation Plan are appropriate to address any adverse car parking impacts. The Committee found in the General Issues Report (Volume 3, Chapter 8) that given the street network in the precincts is already established, the street masterplan phase is the appropriate time to resolve and balance the competing demands of environmental and transport needs placed on each street. A note should be added to the Clayton Road cross-section in the draft Structure Plan to clarify that it is intended that on-street parking will be retained along Clayton Road unless there is a design constraint that prevents this approach.
Conclusions	The proposed car parking rates as set out in the Precinct Parking Plan for Clayton are generally appropriate subject to the modifications recommended in the General Issues Report (Volume 3). Adequate on-street public parking in the precinct will be provided to meet demand, subject to the recommended modification to the draft Structure Plan.
Recommendations	Refer to recommendation GI R15 in the General Issues Report (Volume 3). CLA R11: Update Figure 25: Section A (illustration of potential section of Clayton Road south of the rail line) in the draft Structure Plan to clarify that on-street parking will be retained along Clayton Road south of the rail line, subject to detailed design
Community infrastructure*	
Referred Matter	Whether the planning for community infrastructure in the Clayton Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees
Findings	Planning for community infrastructure in the Clayton Structure Plan Area is not appropriate and does not sufficiently cater for the needs of future residents, visitors or employees. There is a demonstrated need for additional community infrastructure in the precinct, and this needs to be considered in the further assessment recommended by the Committee in the Common Issues Report (Volume 2).

The further work recommended by the Committee in recommendation CI R11 should be undertaken considering the following Clayton-specific matters:

- the evidence presented by Kingston and Monash demonstrates that existing community infrastructure is generally at capacity and significant further provision will be required to meet the growing needs of the Clayton Precinct population
- Clayton is expected to have the second highest percentage growth of the SRL East precincts
- worker (including shift worker) needs must be assessed and catered for, particularly at the Monash Medical Centre
- there is no major visitor attractor in Clayton that would require the needs of visitors to be assessed or provided for (other than usually occurs for some facilities, for example, major aquatic centres)
- regarding community hubs and in particular library services, it is not appropriate for the needs of the Monash precinct to be met in Clayton

Conclusions

The planning for community infrastructure in the Structure Plan Area is not appropriate and does not have sufficient regard to the needs of future residents, visitors or employees. Further work is required. Refer to Chapter 6 in the Common Issues Report (Volume 2).

Recommendations

Refer to recommendations CI R11 to CI R14 in the Common Issues Report (Volume 2).

CLA R12: Any further review of community infrastructure in the Clayton Precinct as recommended in the Common Issues Report (Volume 2) (recommendation CI R11) should consider:

- a) the evidence presented in the Clayton Hearing that demonstrates existing community infrastructure is generally at capacity and a significant further provision will be required to meet the growing needs of the Clayton Precinct population**
- b) Clayton is expected to have the second highest percentage growth of the Suburban Rail Loop East precincts**
- c) worker (including shift worker) needs must be assessed and catered for, particularly at the Monash Medical Centre**
- d) there is no major visitor attractor in Clayton that would require the needs of visitors to be assessed or provided for (other than usually occurs for some facilities, for example, major aquatic centres)**
- e) regarding community hubs and in particular library services, it is not appropriate for the needs of the Monash precinct to be met in Clayton.**

Draft Implementation Plan*

Referred Matter	Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for Clayton and the timing and pathways for their implementation are appropriate for the purposes of the draft Structure Plan
Finding	The approach to implementing the actions and projects contained in the draft Implementation Plan for Clayton and the timing and pathways for their implementation are not appropriate for the purposes of the draft Structure Plan.
Conclusion	The approach to implementing the actions and projects in the draft Implementation Plan and the timing and pathways for their implementation is not appropriate.
Recommendation	Refer to recommendations CI R16 to CI R20 in the Common Issues Report (Volume 2).

Strategic sites*

Referred Matter	Whether the identification and treatment of strategic sites in the Clayton Structure Plan Area are appropriate.
Findings	The identification and treatment of strategic sites in the Clayton Structure Plan Area is not appropriate, as discussed in the General Issues report (Volume 3, Chapter 9.3). The further work recommended by the Committee in the General issue report (GI R20) should be undertaken considering the following Clayton-specific matters: - The PMP Printing site should not be identified as a strategic site. - The City Timber site should be identified as a strategic site, subject to requiring a simplified master plan requirement that deals with the most pertinent issues, including site interfaces, lot consolidation and access.
Conclusion	The identification and treatment of strategic sites in the Clayton Structure Plan Area is not appropriate.
Recommendations	Refer to recommendations GI R20 to GI R23 in the General Issues Report (Volume 3). CLA R13: Include in the scope of any further review of strategic sites as recommended (GI R20) in the General Issues Report (Volume 3) in the Clayton Precinct, by: a) removing the PMP Printing site as a strategic site b) including the City Timber site as a strategic site, subject to a simplified master planning process that deals with the most pertinent issues, including site interfaces, lot consolidation and access.

Public Acquisition Overlay – Application to a specific site in the Clayton Structure Plan Area

Referred Matter	Whether the Public Acquisition Overlay (PAO) should be applied to 31 Dunstan Street, Clayton.
Finding	The preferred location for the link is 31 Dunstan Street, Clayton and it is appropriate to apply the PAO to facilitate its acquisition.
Conclusion	The Public Acquisition Overlay (PAO) should be applied to 31 Dunstan Street, Clayton

Road & street network*

Referred Matter	Whether the road/street network shown in the draft Structure Plan and draft Amendment is appropriate.
Findings	The proposed road and street network as set out in the draft Structure Plan, draft Implementation Plan and the draft Amendment is essentially sound and would build on the existing comprehensive road and street network to enable and facilitate development of the precinct. While the network is not perfect, it is appropriate at this stage of the planning process. It is inevitable that additional traffic modelling will be undertaken alongside the detailed design work for road and intersection upgrades.
Conclusion	Based on the findings in the General Issues Report (Volume 3, Chapter 8) the proposed road and street network in the draft Structure Plan and the draft Amendment is generally appropriate.

Aviation

Referred Matter	Whether requirements for the Monash Medical Centre and Victorian Heart Hospital helicopter flight paths have been considered.
Findings	Clear advice must be obtained from the Department of Health to confirm if the preferred maximum building heights in the relevant BFO schedules (in the Clayton and Monash precincts) suitably protect helicopter flight paths around the Victorian Heart Hospital. The helicopter flight paths to Monash Medical Centre have been appropriately considered. The helicopter flight paths to the Victorian Heart Hospital have not been appropriately considered.
Conclusions	The helicopter flight paths to Monash Medical Centre have been appropriately considered. The helicopter flight paths to the Victorian Heart Hospital have not been appropriately considered.

Recommendations

CLA R14: Refer the relevant Built Form Overlay schedules in the Clayton and Monash precincts to the Department of Health to confirm if the specified preferred maximum building heights suitably protect helicopter flight paths around the Victorian Heart Hospital.

CLA R15: Amend the Built Form Overlay schedules in the Clayton and Monash precincts to revise the preferred maximum building heights if the Department of Health confirms they are needed to protect the helicopter flight paths.

Appendix H Summary findings, conclusions and recommendations – Glen Waverley

Building height, distribution & transition

Referred Matter

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

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

Findings

Central core:

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

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

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

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

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

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

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

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

Lakeview Court:

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

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

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

Along Springvale Road between High Street Road and Madeline Street:

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

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

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

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

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

Stanfield Court:

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

Varying building heights proposed along Kinnoull Grove:

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

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

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

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

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

Sensitive interfaces:

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

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

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

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

Conclusion

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

Recommendations

Draft Amendment

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

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

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

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

Floor Area Ratios*

Referred Matter

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

Conclusion

The FAR controls proposed in the draft Amendment are not appropriate and should not be applied. Refer to the Common Issues report (Volume 2, Chapter 4)

Recommendation

Refer to recommendations CI R01 and CI R02 in the Common Issues Report.

Public open space*

Referred Matter

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

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

Findings

The open space needs of workers

The open space needs of workers are an important factor in the planning for public open space in the Glen Waverley Precinct.

The needs of workers and residents should be considered together.

It is difficult to understand how the needs of workers have been appropriately considered in the planning for open space in Glen Waverley.

Further work is needed to determine the size and location of public open space required in Glen Waverley having regard to the needs of residents and workers

Shared user agreements

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

Whether large areas of open space should be prioritised over smaller areas

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

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

Shadowing

The proposed shadowing controls for public open space and footpaths provide insufficient solar protection.

The shadowing controls should generally reflect the principles discussed in the General Issues report (Volume 2, Chapter 10.6), with minor adjustments to reflect the local circumstances.

Conclusion

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

With respect to the specific Referred Matters for Glen Waverley:

- The planning for open space in Glen Waverley Structure Plan Area has not appropriately considered the needs of workers.
- It is inappropriate to rely on shared user agreements to ensure an adequate provision of open space.
- Investment in the creation or upgrades of larger centralised parks should not be prioritised over new smaller areas of open space.

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

Recommendations

Refer to recommendations CI R01 to CI R06 (relating to public open space) in the Common Issues report.

Refer to recommendation GI R27 (relating to shadowing of public open space) in the General Issues report.

GW R05: Amend the Built Form Overlay Schedule 8, Built Form Overlay Schedule 9, Built Form Overlay Schedule 11 and Built Form Overlay Schedule 12 as appropriate to apply the following shadowing controls:

a) Open space:

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

Buildings must not cast additional shadow beyond that cast by an 8-metre high street wall or podium on the southern boundary of 110 Kingsway over Glen Waverley Library forecourt plaza between 11:00 am and 2:00 pm on 21 June.

b) Footpaths:

- **Coleman Parade – southern footpath:**

Buildings must not cast any additional shadow over the southern footpath of Coleman Parade between Myrtle Street and Springvale Road between 11:00 am and 2:00 pm on 22 September.

- **Railway Parade North – southern footpath:**

Buildings must not cast any additional shadow over the southern footpath of Railway Parade North, east of Kingsway between 11:00 am and 2:00 pm on 22 September.

- **Kingsway – eastern and western footpaths:**

Buildings must not cast any additional shadow over the eastern and/or western footpaths of Kingsway between 11:00 am and 2:00 pm on 22 September.

Land use mix and capacity

Referred Matter

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

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

Findings

Capacity

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

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

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

East side of Springvale Road

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

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

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

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

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

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

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

Application of applied zone- Commercial 1 Zone

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

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

Application of applied zone – Mixed Use Zone

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

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

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

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

	Land abutting the south side of Waverley Road should have an applied Residential Growth Zone. Office use in the Industrial 3 Zone The draft Structure Plan identifies Employment land in Glen Waverley to include light industrial land uses with ancillary office space and to provide service employment opportunities as a secondary node to Central Glen Waverley. There is a risk that larger scale office development may establish in the Aristoc Road area which is contrary to the intent of the draft Structure Plan and may also undermine the intent for Central Glen Waverley if there is no permit requirement or condition for Office use. There should be no permit required for Office use of up to 500 square metres in floor area. There should be a permit required for Office use greater than 500 square metres in floor area. The second objective in the Precinct Zone Schedule 5 should be amended to clarify that the Aristoc Road and Springvale Road employment areas should be enhanced with small scale office uses. It is not appropriate to amend the objectives in the Built Form Overlay Schedule 11 to reference protecting existing industrial land uses because the Built Form Overlay should not manage land use
Conclusion	The Land Use Plan in the draft Structure Plan and relevant planning provisions generally provide for an appropriate land use mix across the Glen Waverley Structure Plan Area subject to the modifications recommended in this report.
Recommendations	Refer to recommendation GI R31 (relating to amenity impacts) in the General Issues report. Draft Amendment GWY R06: Amend the Use and development framework plan in Precinct Zone Schedule 5 to change the following land designated in Area 3 to Area 2: - Land fronting the north side of High Street Road west of Springvale Road - Land fronting the south side of High Street Road between Snedden Drive and Fernhill Street - Land fronting the south side of Waverley Road. GWY R07: Amend the second objective in the Use and development objectives in the Precinct Zone Schedule 5 to refer to "... and small-scale office ..." GWY R08: Amend Table 2 (Table of variations to applied zones) in the Precinct Zone Schedule 5 for Office in Area 4 to vary the applied zone to state: a) Section 1 - Permit not required. Maximum floor space 500 square metres. b) Section 2 – Permit required.

Car parking availability and rates*

Referred Matter	Whether the car parking rates as set out in the Precinct Parking Plan for Glen Waverley are appropriate, including to encourage a shift towards more sustainable transport modes Whether sufficient car parking availability (including on-street and public car parking availability) will be provided having regard to potential additional car parking demand
Findings	The car parking rates in the Parking Overlay schedules are appropriate but should be reviewed as part of each five-yearly review to ensure they are set at an appropriate rate to encourage a shift towards more sustainable transport modes as noted in the General Issues Report (Volume 3, Chapter 8). Sufficient car parking will be provided having regard to potential additional car parking demand within the context of a public transport-oriented precinct.
Conclusion	The proposed car parking rates as set out in the Precinct Parking Plan for Glen Waverley are generally appropriate subject to the review recommended in the General Issues Report (Volume 3). Sufficient car parking availability will be provided having regard to potential additional parking demand .
Recommendations	Refer to recommendation GI R15 in the General Issues Report.

Community infrastructure*

Referred Matter	Whether the planning for community infrastructure in the Glen Waverley Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees
Findings	The timing proposed for the detailed planning of community infrastructure in Glen Waverley is not appropriate and risks undermining liveability and the achievement of the vision and objectives in the Structure Plan. The current planning for community infrastructure in Glen Waverley is not adequate.
Conclusion	The planning for community infrastructure in the Structure Plan Area is not appropriate and does not have sufficient regard to the needs of future residents, visitors or employees. Further work is required. Refer to Chapter 6 in the Common Issues report (Volume 2).
Recommendations	Refer to recommendations CI R11 to CI R14 in the Common Issues Report.

Strategic sites*

Referred Matter	Whether the identification and treatment of strategic sites in the Glen Waverley Structure Plan Area are appropriate
Findings	The identification and treatment of strategic sites in the Glen Waverley Structure Plan Area is not appropriate, as discussed in the General Issues report (Volume 3, Chapter 9.3). The Committee is therefore not in a position to reach a finding on whether any of the specific sites in the Glen Waverley Referred Matter should be identified as strategic sites.
Conclusion	The identification and treatment of strategic sites in the Glen Waverley Structure Plan Area is not appropriate.
Recommendations	Refer to recommendations GI R29 to GI R32 in the General Issues report.

Draft Implementation Plan*

Referred Matter	Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for Glen Waverley and the timing and pathways for their implementation are appropriate
Finding	It is not appropriate to recommend specific changes to the draft Implementation Plan for Glen Waverley, given the recommendations in CI R10 to CI R13 in the Common issues report (Volume 3, Chapter 5).
Conclusion	The approach to implementing the actions and projects in the draft Implementation Plan and the timing and pathways for their implementation is not appropriate. Refer to Chapter 5 in the Common Issues report (Volume 3).
Recommendations	Refer to recommendations CI R10 to CI R13 in the Common Issues report.

Precinct Zone – Application to specific sites in the Glen Waverley Structure Plan Area

Referred Matter	Whether the PRZ should be applied to: - Council land in the Glen Waverley Structure Plan Area - 3/19 Montclair Avenue - 1/1 Richard Street - 2/13 Panoramic Grove - 627-629 Waverley Road - 5 Stanfield Court
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Findings

The application of the Precinct Zone Schedule 5 to Monash Council owned land within the Glen Waverley Structure Plan Area is not appropriate.

The current application of the Public Use Zone and Public Park and Recreation Zone to Monash Council owned land in the Glen Waverley Structure Plan Area should remain, as shown in the Day 3 documents.

It is appropriate to include 3/19 Montclair Avenue, 1/1 Richard Street, 2/13 Panoramic Grove and 5 Stanfield Court, Glen Waverley in the Precinct Zone Schedule 5 and for the Residential Growth Zone to be the applied zone in accordance with Clause 6.0 of Schedule 5 to Clause 37.10.

The land at 627-629 Waverley Road is incorrectly included in the Precinct Zone Schedule 5 and it should be within the Public Use Zone Schedule 2, consistent with its current zoning and the adjoining Holmesglen TAFE land, as shown in the Day 3 documents.

Conclusion

The application of the Precinct Zone to the referred sites is appropriate except for Monash Council owned land and land at 627-629 Waverley Road.

Road and street network

Referred Matter

Whether the road/street network shown in the draft Structure Plan and draft Planning Scheme Amendment is appropriate, including with respect to:

- The possibility of pedestrianising Kingsway by removing car parking to provide improved areas for walking, cycling, community events and outdoor dining
- Traffic and movement in the area bound by High Street, Springvale Road, Wilson Road and Panoramic Grove
- Traffic and movement on Fernhill Street

Findings

Pedestrianising Kingsway

The draft Structure Plan supports the provision of a high-quality pedestrian environment on Kingsway and it is appropriate to consider a variety of measures to improve the public realm.

Removing car parking in Kingsway to provide improved areas for walking, cycling, community events and outdoor dining may be one option to improve the public realm, however it is premature to determine what, if any, car parking should be removed.

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

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

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

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

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

Conclusion

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

Recommendations

Further work:

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

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

Appendix I Summary findings, conclusions and recommendations – Monash

Building height, distribution and transition

Referred Matter

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

- Monash Central
- Residential areas and along residential streets
- Transition along Normanby Road
- Density in the Notting Hill neighbourhood
- Density in the Monash Central neighbourhood
- 591-599 Blackburn Road and 352-368 Ferntree Gully Road, Notting Hill and 399 Ferntree Gully Road, Mount Waverley and 101-105 Clayton Road, Oakleigh East
- 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East

Findings

General:

The proposed maximum building heights in the Monash Structure Plan Area, are appropriate, and are strategically justified based on the work in the Monash Urban Design Report and the draft Monash Structure Plan.

The proposed draft Precinct Zone and Built Form Overlay schedules translate the levels of housing and employment area growth into a coherent built form framework that balances opportunity, constraint and sensitivity subject to the Day 3 changes to Built Form Overlay Schedule 7 Standard BF02.

Monash Central:

The building heights, distribution and urban density in Monash Central including the building height transition along Normanby Road are appropriate, and are strategically justified based on the work in the Monash Urban Design Report and the draft Monash Structure Plan inclusive of the post-Day 2 version of the draft Monash Structure Plan and Day 3 version of the Precinct Zone Schedule 4.

Reducing the maximum building height of Precinct Zone Schedule 4 Area 2 to 59 metres, while increasing it to 70 metres in locations where development would appropriately emphasise the urban structure with the addition to the

standard to reference design excellence generally consistent with General Issues report (Volume 3) recommendation GI R28.

Increasing the maximum podium height in Precinct Zone Schedule 4 Area 2 to 33 metres where the overall building height is no greater than 41 metres will support campus-style built form outcomes.

Notting Hill neighbourhood density and heights in other residential areas and along streets:

The building heights for Notting Hill and other residential areas are generally appropriate and provide for appropriate transition between the place types and density outcomes sought.

The subdivision pattern in the Notting Hill Neighbourhood Areas requires a more consistent building height approach. Built Form Overlay Schedule 6 Areas A and B in Notting Hill should have the same 14 metre maximum building height for sites with street frontages greater than 24 metres.

The exhibited Built Form Overlay Schedule 5 maximum building heights for properties along Wellington Road, Dandenong Road and Blackburn Road and the residential Area B are appropriate.

Specific sites:

There is no strategic or urban design basis to apply different building height provisions to 591-599 Blackburn Road, Notting Hill and the site should remain consistent with the balance of Precinct Zone Schedule 4 Area 2 provisions.

There is a clear basis for reducing building heights in Built Form Overlay Schedule 7 for Area A to 33 metres and to 59 metres in Precinct Zone Schedule 4 Area 2. The amended Day 2 heights (included in the Day 3 versions of Built Form Overlay Schedule 7 and Precinct Zone Schedule 4) are appropriate and should apply to 352-368 Ferntree Gully Road, Notting Hill and 399 Ferntree Gully Road, Mount Waverley.

There is no strategic or urban design basis to apply different building height provisions to 101-105 Clayton Road, Oakleigh East. The Built Form Overlay Schedule 6 maximum building height of 14 metres is appropriate in the built form context of 101-105 Clayton Road, Oakleigh East.

It is appropriate for both 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East to be included within Built Form Overlay Schedule 5 with a consistent maximum building height provision of 27 metres applying to the entire site.

The Built Form Overlay Schedule 5, should be amended consistent with the Day 3 version to apply to 135 Clayton Road, Oakleigh East, so that the site has the same building height controls as the adjoining property in the same ownership at 1887-1889 Dandenong Road, Oakleigh East.

Conclusions

The proposed maximum building heights for Monash Central (including for building height transition along Normanby Road), Notting Hill and other residential neighbourhoods are generally suitable and appropriately

distributed to achieve the outcomes and objectives of the draft Monash Structure Plan, subject to the modifications in this report.

It is appropriate to include 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East in Built Form Overlay Schedule 5 with a maximum building height of 27 metres.

Recommendations

Draft Amendment

MON R01: Amend the Precinct Zone Schedule 4 Table 1 Discretionary maximum building height provision for Area 2 to:

59 metres with heights increasing up to 70 metres in locations where development would emphasise the urban structure [and where proposals exhibit design excellence](#).

MON R02: Amend the Built Form Overlay Schedule 6 Table 1 Building height standard BFO2 so that the Area A and B maximum building height on land with a frontage greater than 24 metres or greater in the Notting Hill neighbourhood is 14 metres.

Setbacks*

Referred Matter

Whether the building setbacks specified in the draft Structure Plan and draft Planning Scheme Amendment are appropriate, having regard to:

- The urban structure and built form objectives for the Monash Structure Plan Area
- Amenity impacts on adjoining sites
- The provision of landscaping, including the planting of canopy trees

Findings

Urban structure and built form objectives for Monash Structure Plan Area and managing amenity:

The proposed building setbacks are generally appropriate with the following Day 2 (as included in the Day 3 versions) changes:

- Built Form Overlay Schedule 5 Standard BFO5 for Area B (minimum front setback)
- introduce a maximum 0.3-metre maximum front setback up to a height of 14 metres for Area C in Built Form Overlay Schedules 5 and 6
- delete the minimum side street setback provisions for Area C in Built Form Overlay Schedule 6
- amend the Built Form Overlay Schedule 5 setback Standard BF05 for Area B and inclusion of a diagram to illustrate the Standard BF05 consistent with Mr Sheppard's recommendations.

Notwithstanding the above, further changes are required beyond the Proponent's Day 3 changes:

- Precinct Zone Schedule 4 to:
 - include a minimum 6-metre landscaped setback along the eastern edge of Ferntree Place in Area 3 on the Development framework map
 - amend the Area 2 minimum building separation distance to [12 metres or 10 per cent](#) of the combined building height
- Precinct Zone Schedule 3 to include a Buildings and works decision guideline for setbacks relating to amenity outcomes to match that included in Precinct Zone Schedule 4.

Provision of landscaping:

The proposed setbacks are generally adequate to provide for landscaping opportunities with the Day 3 provisions which appropriately provide for:

- a 'Public interface and landscaping' decision guideline relating to the retention of significant trees
- the retention of mature trees and their calculation in canopy tree Standard BF12.

The General Issues report (Volume 3) concluded the Built Form Overlay measures to support canopy tree cover and need to be strengthened. The setback provisions for landscaping and canopy trees in the Monash Structure Plan Area should be reviewed in the context of the General Issues report.

Conclusions

The setback provisions in the Precinct Zone and Built Form Overlay schedules are generally appropriate and support the urban structure and built form objectives of the draft Monash Structure Plan and appropriately respond to amenity impacts on adjoining sites subject to the changes recommended in this report.

Setback provisions for landscaping and canopy trees should be amended consistent with recommendation GI R36 in the General Issues report (Volume 3).

Recommendations

Refer to recommendations GI R35 and GI R36 (relating to canopy tree cover) in the General Issues Report (Volume 3).

Draft Amendment

MON R03: Amend Precinct Zone Schedule 4 to:

- a) **include in the Use and Development Framework Plan (Map 1) a minimum 6-metre landscaped setback along the eastern edge of Ferntree Place in Area 3.**
- b) **amend Table 1 to:**
 - **include a minimum 6-metre landscaped rear podium setback for Area 2**
 - **amend the minimum building separation for Area 2 to:**

12 metres or 10 per cent of the combined building height, whichever the greater.

MON R04: Amend the Precinct Zone Schedule 3 to include the following Buildings and Works decision guideline in Clause 11.0:

The relationship between the proposed building setbacks and anticipated building setbacks within a site or adjacent properties to provide equitable access to privacy, daylight and outlook having regard to the proposed internal uses and the height of existing or proposed adjoining built form.

Wind considerations

Referred Matter	Whether the planning controls minimise adverse wind effects on the public realm and private open space in the Monash Central neighbourhood
Findings	The use of the Master Plan provisions for initial wind impact assessments is appropriate. The Day 3 version of the Precinct Zone Schedule 4 provides appropriate controls to minimise adverse wind effects to the private open spaces in Monash Central. The Precinct Zone Schedule 4 provisions do not sufficiently demonstrate that wind effects on public land and publicly accessible areas on private land will be minimised consistent with the anticipated outcomes for Monash Central core areas. A mandatory comfort Standard for Precinct Zone Schedule 4 Area 1 is warranted.
Conclusion	The proposed controls do not sufficiently demonstrate that wind effects on public land and publicly accessible areas on private land will be minimised in Monash Central to the extent envisioned in the draft Monash Structure Plan. A mandatory comfort Standard for Precinct Zone Schedule 4 Area 1 is warranted.
Recommendation	Draft Amendment MON R05: Amend Clause 8.0 in the Precinct Zone Schedule 4 to apply a mandatory standard for comfortable wind effects on public land and publicly accessible areas of private land within Area 1.

Floor Area Ratios and Voluntary Public Benefit Uplift Framework*

Referred Matter	Whether the mandatory Floor Area Ratio (FAR) controls proposed in the draft Planning Scheme Amendment are appropriate Whether the proposed Voluntary Public Benefit Uplift Framework is appropriate in respect of the spatial application of the framework in Monash, including at 16-18 Howleys Road and Mannix College.
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Finding	In the event that Recommendation CI R01 in the Common Issues Report (Volume 2) is not adopted, the Committee finds that: - the Voluntary Public Benefit Uplift Framework should apply to Mannix College and 16-18 Howleys Road - a generic 'commercial office' use as a category of uplift is not appropriate for Precinct Zone Schedule 4 - Voluntary Public Benefit Uplift Framework should account for the Committee's recommendations in this report regarding Monash University's Milwaukee site and the Monash Waste Transfer Station (recommendations MON R13, MON R14 and MON R17).
Conclusion	The FAR controls proposed in the draft Amendment are not appropriate and should not be applied. Refer to the General Issues report (Volume 3, Chapter 4).
Recommendations	Refer to recommendations CI R01 and CI R02 in the Common Issues Report (Volume 2).
Pedestrian access and links*	
Referred Matter	Whether the planning for active transport in the Monash Structure Plan Area is appropriate, including with respect to: - Key links within Monash University land - Links between the Monash SRL East station and the Clayton Bus Interchange - The future role and objectives for the Notting Hill neighbourhood as set out in the draft Structure Plan - The Employment Growth, Monash Central and Notting Hill neighbourhoods - The proposed approach and mechanisms to deliver these links - The cycling infrastructure facilitated by the draft Structure Plan
Findings	Pedestrian links and active transport: The planning for active transport in the draft Monash Structure Plan and draft Monash Precinct Implementation Plan has established a network of pedestrian and cycling links and delivery actions and projects that will improve connectivity and support active transport and mode shift. The following Day 3 changes are generally appropriate: - including a key link delivery framework in the draft Monash Precinct Implementation Plan

- deleting from the Built Form Overlay Schedule, Development framework plans the linkages identified in Technical Note TN-MON01 unless otherwise recommended in this report and which should form the basis for any further work on pedestrian links.

Across all precincts, a review of pedestrian links is necessary to clearly identify which links are required. Required links should be identified within the draft Monash Structure Plan and draft Planning Scheme Amendment to secure their delivery. Delivery mechanisms need to be confirmed, and funding mechanisms should be confirmed as soon as possible (within 12 months). Refer to the General Issues report (Volume 3, Chapter 9.9).

Monash University land:

The links shown within the Monash University campus within the draft Monash Structure Plan are indicative only and broadly align with the Monash University's master planning.

Should the Committee's recommendations in Chapter 17.4 be supported for Monash University land beyond its core campus to be included in the Public Use Zone, the development of those sites by the University is still likely to result in the provision of integrated pedestrian connections, allowing the consequential removal of the related links from the draft Monash Structure Plan, and Precinct Zone and Built Form Overlay Schedules.

Links between the Monash SRL East station and the Clayton Bus Interchange:

There is a need for a future investigation on bus interchange connectivity between the Monash University and SRL station bus interchanges to ensure their effective and efficient operation.

Notting Hill neighbourhood:

Practical consideration has been given to the need for local key links through the Notting Hill neighbourhood, with proposed local links generally providing the ability for active transport to be supported and to maintain the future role and objectives of the neighbourhood as set out in the draft Monash Structure Plan and as amended in Technical Note TN-MON01 and Day 3 changes to the Built Form Overlay schedules.

The two key links proposed at the southern boundary of the neighbourhood connecting to the existing local cycling corridor will add to the connectivity and improve active transport options for the local community.

Built Form Overlay Schedule 6 Development framework (Map 1) contains an error and should be corrected to show a local key link from the end of Marina Court to the east-west local cycling corridor.

The identification and labelling of pedestrian connections and links more generally in the Precinct Zone and Built Form Overlay Schedules is complex and confusing, and on this basis the identified links within Notting Hill are not appropriate without further work.

The Employment Growth, Monash Central and Notting Hill neighbourhoods:

Practical consideration has been given to the need for key connections through the Employment Growth, Monash Central and Notting Hill neighbourhoods.

The proposed Built Form Overlay indicative pedestrian linkages and Precinct Zone important key connections generally provide the ability for active transport to be supported within the Employment Growth, Monash Central and Notting Hill neighbourhoods consistent with the Day 1 and Day 2 changes (included in the Day 3 changes) to:

- remove several proposed links in the Notting Hill Neighbourhood
- consolidate the two east-west links north of Business Park Drive in the Employment Growth neighbourhood
- apply the Public Acquisition Overlay (PAO2) shown on the western boundary of 352-368 Ferntree Gully Road to only the required land to establish proposed intersection widening for Howley's Road

The identification and labelling of pedestrian connections and links more generally in the Precinct Zone and Built Form Overlay schedules is complex and confusing and, on this basis:

- the identified pedestrian links are not appropriate
- the identified links within the Employment Growth, Monash central and Notting Hill Neighbourhoods are not appropriate without further work.

In the context of the Committees conclusions in Chapter 16, changes are required to the designation of important key connections shown on the Precinct Zone Schedule 4 Use and development framework plan for the Milwaukee and Monash Waste Transfer station sites to:

- remove the indicative important key connections from the Milwaukee site
 - realign the north-south indicative important key connection shown on the eastern boundary of 352-368 Ferntree Gully Road realigned to the common boundary of the site with the Monash Waste Transfer site
 - extend the north-south important key connection immediately to the west of Blackburn Road to Ferntree Gully Road (refer to conclusions and recommendations in Chapter 20)
 - include a key important link through to Blackburn Road from the extended Linear Open Space Street.
 - extend the Linear Open Space Street (essential key street) to Ferntree Gully Road and the east-west essential key street connection to the extended Linear Open Space Street (refer to conclusions and recommendations in Chapter 20).
-

Approach and delivery:

The proposed approach and mechanisms to deliver links has generally been sufficiently developed and the actions of the post-Day 2 draft Monash Precinct Implementation Plan will allow for appropriate further work including in partnership with Monash City Council.

However the identification and labelling of pedestrian connections and links more generally in the Precinct Zone and Built Form Overlay schedules is complex and confusing and further work is required.

Cycling infrastructure:

The facilitation for cycling infrastructure proposed in the draft Monash Structure Plan and draft Monash Precinct Implementation Plan has been well developed and will provide for an effective cycling network and infrastructure with the modifications and enhancements in the post-Day 2 changes including Mr De Young's cycling network drafting recommendations for strategic and local cycling corridors.

Figure 16 of the draft Monash Structure Plan should be amended to extend to the southern boundary of Normanby Road between Howleys Road and Blackburn Road, to ensure that the concept plan required in Action 18.1 of the draft Monash Precinct Implementation Plan includes the cycling connection along Normanby Road.

It is appropriate Melbourne Water be identified in the draft Monash Precinct Implementation Plan as the lead for projects related to Mile Creek

Conclusion

The planning for active transport in the Monash Structure Plan Area is generally appropriate, subject to the recommendations in this report.

Recommendations**Draft Amendment**

MON R06: Amend the Built Form Overlay Schedule 6 Development framework plan (Map 1) to show a local key link from the end of Marina Court, Notting Hill to the east-west local cycling corridor.

Draft Implementation Plan

Refer to recommendation CI R17 in the Common Issues Report (Volume 2).

MON R07: Amend the draft Monash Precinct Implementation Plan to include an additional action led by Department of Transport and Planning and Suburban Rail Loop Authority in partnership with Monash University and Monash City Council and Kingston City Council to:

Investigate transport connectivity between the Monash Suburban Rail Loop East station and existing Clayton Bus Interchange.

Further work

Refer to recommendation GI R32 in the General Issues Report (Volume 3).

MON R08: Include the following Monash specific matters within the scope of further work recommended in the General Issues Report (Volume 3, Chapter 9) (recommendation GI R32):

- a) removal of indicative important key connections from the Monash University's Milwaukee site
- b) realignment of the north-south indicative important key connection shown on the eastern boundary of 352-368 Ferntree Gully Road, realigned to the common boundary of the site with the Monash Waste Transfer site
- c) extending the north-south important key connection immediately to the west of Blackburn Road to Ferntree Gully Road
- a) including a key important link through to Blackburn Road from the extended Linear Open Space Street.
- b) extending the Monash concept plan area to the southern boundary of Normanby Road between Howleys Road and Blackburn Road.

Public open space*

Referred Matter

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

- Existing and potential public open space at Monash University
- Open space investigation areas

Findings

General including Monash University land:

It is not appropriate to rely on Monash University's existing open space network to meet the draft Monash Structure Plan's open space requirements. However land owned by Monash University may be suitable for new open space to meet the needs of the Structure Plan Area and should only be considered if:

- there are compelling reasons to identify such land
- Monash University agrees
- there is a clear process (including public consultation) to either include or discount such land for open space purposes; and appropriate steps to acquire appropriately sited land.

There should be greater alignment with the Monash University's existing open space network including and consideration of links to that network.

700 Blackburn Road, Notting Hill should be included in future open space investigations.

The basis of several Day 3 changes to Precinct Zone Schedule 4 Use and development framework plan in the context of linear open space and open space investigation area changes that were not identified in the post-Day 2 version is unclear.

Open space investigation areas:

The identified Open Space Investigation Areas require significant further work in terms of size and distribution. In their current form they will be inadequate to service the future needs of residents, visitors and employees of the Monash Structure Plan Area.

Conclusions

The approach to implementing the open space actions and projects contained in the draft Monash Precinct Implementation Plan is not appropriate.

Having regard to the future needs of residents, visitors and employees. Further work is required. Refer to Chapter 5 in the Common Issues report (Volume 2).

Recommendations

Refer to recommendation CI R06 in the Common issues Report (Volume 2).

Further work:

MON R09: Include the following Monash specific matters within the scope of further work to assess the open space needs of the future populations (recommendation CI R06):

- a) include 700 Blackburn Road, Notting Hill in future open space investigations**
- b) align links to Monash University's open space network**
- c) review the Day 3 changes to the Precinct Zone Schedule 4 Use and Development Framework Plan in the context of linear open space and open space investigation area changes that were not identified in the post-Day 2 version to establish an appropriate basis for those changes.**

Land use mix and capacity

Referred Matter

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

- Weighting between uses, including residential and employment uses
- Removing or reducing constraints on the provision of student accommodation
- The potential for a change in land use mix displacing existing manufacturing, industrial and other employment activities

- The proposed applied zones both generally in relation to Commercial 1 Zone land and 2071-2091 Dandenong Road, Clayton

Findings

Weighting land uses, including residential and employment uses

Allowing a broad range of residential and office uses in Areas 1 and 2 of the Precinct Zone Schedule 4 is consistent with the draft Monash Structure Plan Vision and planning policy including Plan for Victoria.

Provision of student accommodation:

The Precinct Zone schedules do not compromise the provision of student housing in residential areas near the Monash University campus in favour of other housing types.

The Day 3 versions of Clause 16.01-1L-01 (as corrected) and Precinct Zone Schedule 4 appropriately support the provision of a range of housing types including student accommodation.

Displacement of existing manufacturing, industrial and employment activities:

Existing manufacturing, industrial and other employment activities are likely to be displaced over time after the proposed controls are introduced and development activity occurs around the SRL station.

The timing of this displacement is likely to be commensurate with the proximity of land to the SRL station. This is an appropriate outcome to deliver the transformative change sought for the precinct in line with the draft Monash Structure Plan Vision.

Applied zones:

The application of the Commercial 1 Zone as the applied zone in the Precinct Zone Schedule 4 Area 1 and to the M-City site at the corner of Blackburn and Dandenong Roads is logical and appropriately limited in its use.

There is no strategic or logical planning reason to apply the Commercial 3 Zone to 2071-2091 Dandenong Road, Clayton.

The appropriate applied zone for 2071-2091 Dandenong Road, Clayton is the Mixed Use Zone, consistent with the Day 3 version of Precinct Zone Schedule 3.

Conclusion

The draft Monash Structure Plan Land Use Plan and draft Planning Scheme Amendment provisions generally provides for an appropriate land use mix across the Monash Structure Plan Area.

Car parking availability and rates*

Referred Matter

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

Findings	The proposed car parking rates as set out in the Day 3 versions of Parking Overlay Schedules 3 and 4 are appropriate for the precinct and will encourage a shift towards more sustainable transport modes. The car parking rates in the Parking Overlay schedules should be reviewed as part of each five-yearly review to ensure they are set at an appropriate rate to encourage a shift towards more sustainable transport modes as noted in the General Issues Report (Volume 3, Chapter 8). The Parking Overlay should be removed from Monash University landholdings and applied to the Monash Waste Transfer Station consistent with the Committee conclusions in Chapter 16.
Conclusions	The proposed car parking rates as set out in the Precinct Parking Plan for Monash are generally appropriate subject to the modifications recommended in the General Issues Report (Volume 3). The spatial application of the Parking Overlay within the Monash Structure Plan Area should be amended to remove it from Monash University landholdings and applied to the Monash Waste Transfer Station consistent with the Committee recommendations MON R13 and MON R17.
Recommendations	Refer to recommendations GI R14 and GI R15 in the General Issues Report (Volume 3). Draft Amendment MON R10: Remove the Parking Overlay from Monash University landholdings. MON R11: Apply the Parking Overlay to the Monash Waste Transfer Station.
Community infrastructure*	
Referred Matter	Whether the planning for community infrastructure in the Monash Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees
Findings	The Committee has found (Common Issues Report Volume 2, Chapter 6) the planning for community infrastructure is not appropriate and has not had sufficient regard to the future needs of residents, visitors and employees. The timing proposed for the detailed planning of community infrastructure in Monash is not appropriate and risks undermining liveability and the achievement of the vision and objectives in the draft Monash Structure Plan. The current planning for community infrastructure in the Monash Structure Plan Area is not adequate.
Conclusion	The planning for community infrastructure in the Monash Structure Plan Area is not appropriate and does not have sufficient regard to the future needs of residents, visitors or employees. Further work is required. Refer to Chapter 6 in the Common Issues Report (Volume 2).

Recommendations	Refer to recommendations CI R11 to CI R14 in the Common Issues Report (Volume 2).
Draft Implementation Plan*	
Referred Matter	Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for Monash and the timing and pathways for their implementation are appropriate for the purposes of the draft Structure Plan
Finding	The approach to implementing the actions and projects contained in the draft Monash Precinct Implementation Plan and the timing and pathways for their implementation are not appropriate for the purposes of the draft Monash Structure Plan.
Conclusions	The approach to implementing the actions and projects in the draft Monash Precinct Implementation Plan and the timing and pathways for their implementation is not appropriate. In the context of the Common Issues Report (Volume 2) recommendations to amend the draft Implementation Plans the draft Monash Precinct Implementation Plan should be amended to include the Committees recommendations for additional actions (recommendations MON R06 and MON R12).
Recommendations	Refer recommendations CI R16 to CI R20 in the Common Issues Report (Volume 2) Refer to recommendation MON R06 in this report.
Noise and vibration	
Referred Matter	Whether the PRZ and BFO schedules that apply in the Monash Structure Plan Area are appropriate to address construction noise and vibration impacts on Monash University and CSIRO Clayton.
Findings	Noise and vibration arising from construction activities may present impacts to Monash University's or CSIRO specialist equipment however the Committee has insufficient information to identify an appropriate application requirement or decision guidelines. There is a potential for serious impacts on Monash University, CSIRO and other facilities such as the Victorian Heart Hospital from noise and vibration which warrants further short-term investigation.
Conclusion	The Precinct Zone schedules do not appropriately address construction noise and vibration impacts on Monash University and CSIRO Clayton and further work is required.

Recommendation**Draft Amendment**

MON R12: Amend the Precinct Zone schedules to include an appropriate permit requirement and/or decision guideline for the consideration of noise and vibration impacts on sensitive specialist equipment at Monash University sites, CSIRO Clayton and the Victorian Heart Hospital.

Precinct Zone – Application to specific sites in the Monash Structure Plan Area

Referred Matter

Whether the PRZ should be applied to:

- Land owned by Monash University in the Monash Structure Plan Area
- The Monash Waste Transfer Station and other Council land in the Monash Structure Plan Area
- The land at 20-22 Gardiner Road, Notting Hill

Findings**Land owned by Monash University:**

There is no clear basis for including Monash University's landholdings beyond its core campus in the Precinct Zone or the Built Form Overlay.

Retaining the Public Use Zone on Monash University's landholdings will not compromise the wider Monash Structure Plan Vision or the built form and employment use outcomes sought by the Precinct Zone or the Built Form Overlay schedules.

The bespoke Special Use Zone Schedule 6 applying to 800-820 Blackburn Road (comprising the Synchrotron, Moderna and Nanofabrication sites) is appropriate and should be retained. Its retention will not compromise the wider Monash Structure Plan Vision or built form and employment use outcomes.

Monash Waste Transfer Station and other Council land

The Monash Waste Transfer site, while likely to retain its existing use for some time, has a significant interface to other parts of Monash Central and surrounds.

The Monash Waste Transfer site should have a planning control regime that ensures future development does not compromise the precinct vision and employment focus or the ability to enable longer term planning to provide for the site's future integration into the wider precinct.

20-22 Gardiner Street, Notting Hill:

There is no strategic basis to retain the Special Use Zone Schedule 6 at 20-22 Gardiner Road, Notting Hill.

Conclusions

The Precinct Zone and Built Form Overlay should not be applied to:

- Monash University's landholdings beyond its core campus.
-

- 800-820 Blackburn Road.

The Monash Waste Transfer Station site should form part of the Precinct Zone Schedule 4 with an applied Area 2 zone.

Recommendations

Draft Amendment

MON R13: Remove Monash University landholdings (except 800-820 Blackburn Road) from the Precinct Zone Schedules 3 and 4 and include them in the Public Use Zone.

MON R14: Amend the Precinct Zone Schedule 4 Use and development framework (Map 1) to remove the Milwaukee site from Area 1 and show it as 'Area outside of this schedule'.

MON R15: Amend the Built Form Overlay Schedule 6 Development framework plan (Map 1) to remove Monash University landholdings.

MON R16: Amend the Built Form Overlay Schedule 7 the Development framework plan (Map 1) to remove Monash University landholdings.

MON R17: Apply the Precinct Zone Schedule 4 to the Monash Waste Transfer Station.

MON R18: Amend the Precinct Zone Schedule 4 Use and development framework (Map 1) to include the Monash Waste Transfer Station in Area 2.

Strategic sites*

Referred Matter

Whether the identification and treatment of strategic sites in the Monash Structure Plan Area are appropriate.

Findings

The identification and treatment of strategic sites in the Monash Structure Plan Area are not appropriate, as discussed in the General Issues report (Volume 3, Chapter 9.3).

The Committee is therefore not in a position to reach a finding on whether the strategic sites identified in the Monash Structure Plan Area should be identified as strategic sites.

Conclusion

The identification and treatment of strategic sites in the Monash Structure Plan Area is not appropriate, for the reasons set out in the General Issues report (Volume 3, Chapter 9.3).

Recommendation

Refer to recommendations GI R20 to GI R23 General Issues Report (Volume 3).

Monash University

Referred Matter

Whether the draft Structure Plan and draft Planning Scheme Amendment provide appropriate recognition of the role of Monash University and its landholdings.

Findings	The draft Monash Structure Plan and draft Planning Scheme Amendment do not appropriately recognise the role of Monash University and its landholdings. Further changes to the draft Planning Scheme Amendment are necessary to address the importance of Monash University as recommended in Chapter 16.
Conclusion	The draft Monash Structure Plan and draft Planning Scheme Amendment do not appropriately recognise the role of Monash University and its landholdings.
Recommendations	Refer to recommendations MON R13 – MON R16 in this report.
Public Acquisition Overlay - Application to specific sites in the Monash Structure Plan Area	
Referred Matter	Whether the Public Acquisition Overlay should be applied to: - 601-609 Blackburn Road, Notting Hill - 352-368 Ferntree Gully Road, Notting Hill
Findings	The Monash Structure Plan establishes a clear strategic basis for applying a Public Acquisition Overlay across 601-609 Blackburn Road, Notting Hill as shown in the Day 3 Public Acquisition Overlay (PAO2). The Monash Structure Plan establishes a clear strategic basis for applying a Public Acquisition Overlay across 352-368 Ferntree Gully Road, Notting Hill as shown in the Day 3 Public Acquisition Overlay (PAO2).
Conclusions	The Public Acquisition Overlay Schedule 2 (PAO2) should be applied to: - 601-609 Blackburn Road, Notting Hill - the western boundary of 352-368 Ferntree Gully Road, Notting Hill.
Road and street network*	
Referred Matter	Whether the road/street network shown in the draft Structure Plan and draft Planning Scheme Amendment is appropriate
Findings	The Committee found in the General Issues Report (Volume 3, Chapter 8) that given the street network in the precincts is already established, the street masterplan phase is the appropriate time to resolve and balance the competing demands of environmental and transport needs placed on each street. The road and street network shown in the draft Monash Structure Plan and draft Planning Scheme Amendment documentation is generally appropriate inclusive of the Day 2 and post-Day 2 changes to Precinct Zone Schedule 4

	and Built Form Overlay Schedule 7 as included in the Day 3 versions of those documents other than the deletion of Ferntree Place on the Use and development framework plan. The Public Acquisition Overlay should be applied to establish the proposed Redwood Drive extension and for the proposed East-West Street between Howleys Road and Business Park Drive and proposed widening of Ferntree Place. Consistent with the Committees conclusions and recommendations about the Monash Waste Transfer Station in Chapter 16, the adjoining essential key streets should be continued through the site to Ferntree Gully Road and the Linear Open Space Street.
Conclusion	The road and street network shown in the draft Monash Structure Plan and draft Planning Scheme Amendment is generally appropriate, subject to the modifications recommended in this report.
Recommendations	Draft Amendment MON R19: Amend the Precinct Zone Schedule 4 Use and development framework plan (Map 1) to reinstate Ferntree Place as an essential key street. MON R20: Apply the Public Acquisition Overlay to: a) 29 Business Park Drive, Clayton and 282-294 Ferntree Gully Road, Notting Hill for the land required to establish the proposed Redwood Drive extension. b) properties impacted by the proposed East-West Street between Howleys Road and Business Park Drive and the proposed widening of Ferntree Place.

Street cross sections and spatial plans

Referred Matter	Whether the designation of Activity Streets is appropriate, and whether their expected form and function requires clarification including with respect to: - All of Normanby Road between Howleys Road and Blackburn Road - All of Howleys Road between Normanby Road and Ferntree Gully Road
Findings	Normanby Road: It is appropriate to designate in the Precinct Zone Schedule 4 Use and development framework: - Normanby Road between Howleys Road as an Activity Street

-
- the remaining length of Normanby Road as a Green Street. The Activity Street designation for Normanby Road between Howleys Road and the Linear Open Space Street is appropriate, and Green Street designation is appropriate for the remainder of its length.

Howleys Road:

It is appropriate to designate the following in the Precinct Zone Schedule 4 Use and development framework:

- Howleys Road between Normanby Road and the East-West Street as an Activity Street
- the remaining length of Howleys Road as a Green Street.

Conclusion

Precinct Zone Schedule 4 appropriately applies the Activity Street and Green Street typologies to Normanby Road and Howleys Road.

Appendix J Parties to the General Issues Hearing

Submitter	Represented by
Suburban Rail Loop Authority (Proponent)	Chris Townshend SC, Jane Sharpe, Carly Robertson, Emily Porter SC and Barnaby Chessell SC, instructed by Clayton Utz and White and Case, who called expert evidence on: - community infrastructure from Chris De Silva of Mesh - economic from Rhys Quick of Urbis - planning from David Crowder of Ratio Consultants - planning and uplift from Luke Mackintosh of BDO - traffic from Tim De Young of Eukai - urban design from Mark Sheppard of Urbis
Whitehorse, Monash and Bayside City Councils and Monah University (Councils and University Group)	Susan Brennan SC and Jordan Wright, Andrew Walker and Stephanie Mann, instructed by Maddocks Lawyers, who called expert evidence on: - economic from Chris McNeill of Ethos Urban - integrated water management from Scott Dunn of Engeny (Bayside and Kingston City Councils) - open space from Joanna Thompson of Thompson Berrill Landscape Design Pty Ltd - planning from David Barnes of Hansen Partnership - sports and recreation from Kate Maddock of Otium (Bayside, Monash and Whitehorse City Councils) - traffic from Jason Walsh of Traffix Group - urban design from Andrew Partos of Hansen Partnership
Kingston City Council	Daniel Robinson instructed by Corrs Chambers Westgarth, who called expert evidence on: - community infrastructure from Jo Noesgaard of SGS Economics - open space from Dan Ferguson of The Community Collective - traffic from Valentine Gnanakone of Onemilegrid - urban design from Gerhana Waty of Hansen Partnership
Amanda McNeill	
Andre Barouh	
Carmela Nankervis	

Community Housing Industry Association Victoria	Sarah Toohey
Council Alliance for a Sustainable Built Environment	
Environment Protection Authority	Nick Kennedy
John Barret	
Katharine Buden	
Melbourne Archdiocese Catholic School	Carol Pilatti
Metro East Bicycle User Group	David Blom
Pennydale Residents Action Group (Inc)	Derek Screen
Phileo Australia Ltd	Peter O'Farrell SC and Marissa Chron, instructed by Colins Biggers and Paisley
Planning Institute of Australia	Patrick Frensham
Scentre Group	Rupert Watters of Counsel, instructed by Holding Redlich
South East Water	
Surrey Hills Mont Albert Progress Association	
Yvonne Bowyer	
Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation	Lauren Modra and Zara Lasky-Davison