

**22.06 PHOENIX PRECINCT POLICY**07/07/2011  
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This policy applies to the area known as the Phoenix Precinct. It includes the Caulfield Railway Station, Derby Road/Caulfield Plaza shopping centre, Monash University, East Caulfield Reserve, Caulfield Racecourse and associated land and nearby residential areas as shown in Figure 1.

**Policy basis**

The Municipal Strategic Statement (MSS) has recognised the Phoenix Precinct as:

- A major activity centre within the City containing a mix of regionally significant commercial, educational, recreational and transport services.
- A preferred location to develop land more intensively for a variety of mutually compatible and supportive land-uses.

Over a number of years Council, in consultation with the community, has developed an Urban Design Framework that provides a vision for the Precinct. This policy has been developed to implement this vision.

This policy is divided into two parts. Clause 22.06 covers the whole of the Precinct. Clauses 22.06-1 to 7 cover seven policy areas that require different urban design responses.

The location of the seven policy areas is outlined in Figure 1. They are:

<b>Area 1:</b>	Mixed Use Precinct
<b>Area 2A:</b>	Residential Precinct
<b>Area 2B:</b>	Residential Precinct
<b>Area 3:</b>	Smith Street Precinct
<b>Area 4:</b>	Caulfield Racecourse
<b>Area 5:</b>	Derby Road and Caulfield Plaza
<b>Area 6:</b>	Monash University

**Objectives**

- To promote the Phoenix Precinct as a regionally significant (major) activity centre.
- To convey and implement the preferred vision for land use, development and infrastructure within the Precinct based on the Phoenix Precinct Urban Design Framework.
- To create a high quality, vibrant urban environment with a strong sense of place and community, high standards in architecture and urban design, safety and permeability and a strong pedestrian and public transport focus.
- To ensure that all use and development of land and infrastructure provision is coordinated and undertaken to achieve a balanced planning outcome for the community.

**Policy****Exercise discretion**

Where a permit is required for use or development, it is policy to:

### **Land use, built form and the public realm**

- Promote development that contributes to the creation of an integrated activity centre in terms of built form, land use, people movement and the public realm.
- Ensure the highest possible standards of built form and architecture, through contextually appropriate design that adheres to the policy statements contained in this policy and principles of economic, cultural and environmental sustainability and universal design.
- Ensure the highest possible standards of civic amenity by creating environments that promote vitality, safety, social interaction and belonging.
- Encourage active building frontages to all buildings. An active frontage is a building frontage that encourages visual interest, safety and activity on adjoining streets or pedestrian areas by providing uses and entrances, windows and other details that maximise movement, outlook and surveillance between occupants and the building and its surrounds.
- Provide space to allow an avenue of street trees with large canopies in Bond, Heywood and Station Streets, Balaclava, Kambrook and Normanby Roads, and the southern side of Dandenong Road.
- Discourage inappropriate uses with undesirable off site amenity impacts (eg sexually explicit adult entertainment venues) from locating in precincts where residential uses and community facilities are encouraged.

### **Transportation and parking**

- Recognise that the road network within the Phoenix Precinct has a limited capacity to absorb traffic and car parking generated by new development.
- Encourage development only where the impacts on the road network in the Phoenix Precinct can be managed by appropriate traffic management treatments.
- Encourage greater use of public transport to and from the Precinct.
- Encourage pedestrian and cyclist activity and movement to and within the Phoenix Precinct.
- Encourage development only where the car parking demand created by that development is adequately catered for preferably by on-site car parking or where this is not feasible, by an adequate and safe arrangement for off-site car parking.
- Optimise the provision of and access to both on and off-site car parking, improve traffic and directional signs and encourage the provision of shared parking facilities where appropriate.
- Ensure that traffic and car parking assessments are prepared for all developments within the Phoenix Precinct which are cognisant of the need to ensure and contribute to:
  - A coordinated approach to the traffic and car parking implications of the development of the Phoenix Precinct.
  - Any Council strategy for traffic and car parking implications of the development of the Phoenix Precinct.
  - Any Council strategy for traffic and car parking management for the Phoenix Precinct.
- Minimise any adverse impact on the amenity of adjoining residential areas by noise, traffic generation and car parking.

### **Infrastructure**

- Where additional infrastructure or modifications to existing infrastructure are required by any development, ensure that the developer contributes to the cost of that provision or modification.
- Retain storm water on site to alleviate peak flows.

### **Masterplanning**

- Encourage Monash University to prepare and implement a masterplan for the future development of all land held or occupied by it within the Precinct.
- Encourage the MRC to prepare and implement a masterplan for the development of all MRC land, including the Caulfield Racecourse.

### **Determination of planning permit applications**

- Assess all use and development applications within Areas 1-7 against the policy objectives, statements and design techniques for each area and the objectives and policies for the whole of the Precinct.
- Ensure that a site analysis and descriptive context statement explaining how the proposed development responds to the site, its context and these policies is prepared for all applications for all non-residential development.

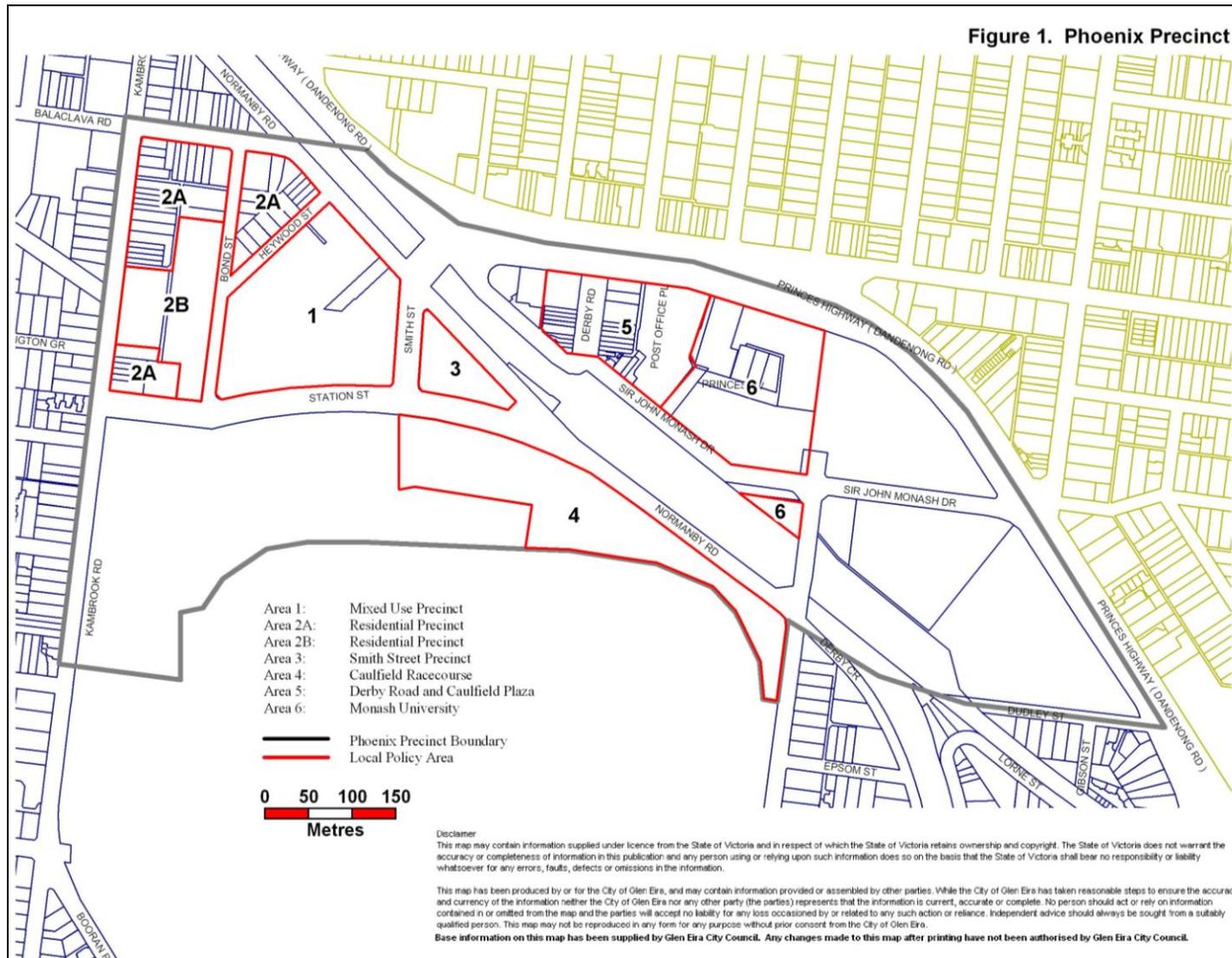
### **Policy references**

Phoenix Precinct Urban Design Framework - 1998

Glen Eira Heritage Management Plan – 1996

Glen Eira Urban Character Study – 1996

Phoenix Precinct Traffic Study – 2001



**22.06-1 Phoenix Precinct Area 1 – Mixed Use Precinct**07/07/2011  
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This policy applies to that land identified in Figure 1 and noted as Area 1.

**Policy basis**

This is a significant area within the Phoenix Precinct due to its size, location and underdeveloped state. It has interfaces to the railway line, residential area and racecourse land.

To give effect to the vision and objectives of the Caulfield Mixed Use Area Incorporated Plan, April 2011. Council recognises the need to provide for a range of land uses that contribute to the vitality and amenity of the Precinct which supports the area's status as part of a major activity centre.

**Objective**

- To provide for a number of mutually compatible mixed land uses, with buildings of a scale greater than Area 2A and 2B, which create synergies with adjacent areas, maintain and enhance landscape values and permeability, and provide publicly accessible open space.

**Policy****Exercise discretion**

Where a permit is required for use or development, it is policy to:

- Promote the use and development of the land for a variety of uses including leisure and entertainment, shops, a supermarket, commercial/offices and high density residential, which are respectful of the amenity of neighbouring properties.
- Encourage the higher and more intensive development in the southern and eastern parts of the precinct facing Station Street and the new road.
- Ensure that new development addresses Bond Street, Normanby Road, the new road and Station Street.
- Ensure the development of a publicly accessible link with clear sightline through the site from Heywood Street to the new road.
- Encourage the preferred land uses identified in the *Caulfield Mixed Use Area Incorporated Plan April 2011*.

**22.06-2 Phoenix Precinct Area 2A – Residential Precinct**07/07/2011  
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This policy applies to that land identified in Figure 1 and noted as Area 2A.

**Policy basis**

This area is principally residential in nature and forms the westerly interface with surrounding residential areas.

To implement the Phoenix Precinct Urban Design Framework, Council recognises the need to consolidate the existing residential area as a land use within the Precinct, maximise residential and commercial harmony and maintain significant landscape elements and streetscape values.

**Objective**

- To provide for a predominantly residential area with a transition in scale and density between existing houses on Kambrook Road and new development within Area 2B and the possible mix of uses in the neighbouring Phoenix Precinct Area 1.

**Policy**

**Exercise discretion**

Where a permit is required for use or development, it is policy to:

- Recognise that there are residential development opportunities within the area and promote medium density residential uses that respect landscape values.
- Ensure that new development addresses all streets and maintains their general design rhythm.
- Ensure a high quality coordinated streetscape with appropriate interfaces to existing development.
- Ensure the development of visual and publicly accessible physical links through the site from Kambrook Road to Bond Street by making use of the existing landscaped accessway through this area.
- Encourage new development to meet the design techniques as identified in the table to this clause.
- Respect the scale of development on the eastern side of Heywood Street in any new development on the western side of this street.
- Encourage preferred land uses as identified in the table to this clause.

**Table to Clause 22.06-2 Design Techniques**

Preferred distance from front boundary (setback)	Preferred maximum building height	Preferred land use
To match existing residential setbacks or where there are no adjoining residences a setback of at least:  3 metres from Bond Street, Station Street, Balaclava Road and Normanby Road.  6 metres from Kambrook Road.	Any level above two storeys recessed from all frontages except from Station Street and the southern part of Bond Street.	Dwellings.  Residential village.  Retirement village.  Nursing home.

Proposals that do not meet these design techniques should demonstrate that they meet the objective and policy statements contained in this policy.

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**Phoenix Precinct Area 2B – Residential Precinct**

This policy applies to that land identified in Figure 1 and noted as Area 2B.

**Policy basis**

This area is principally residential in nature and generally forms the westerly interface with surrounding residential areas.

To give effect to the vision and objectives of the Caulfield Mixed Use Area Incorporated Plan, April 2011. Council recognises the need to consolidate the existing residential area, manage the transition between residential and commercial uses, and maintain significant landscape elements and streetscape values.

### Objective

- To provide for a predominantly residential area with a transition in scale and density between existing houses on Kambrook Road and new development within Area 2A and the possible mix of uses in the neighbouring Phoenix Precinct Area 1.

### Policy

#### Exercise discretion

Where a permit is required for use or development, it is policy to:

- Recognise that there are residential development opportunities within the area and promote medium density residential uses that respect landscape values.
- Ensure that new development addresses all streets and maintains the general design rhythm.
- Ensure a high quality coordinated streetscape with appropriate interfaces to existing development.
- Ensure the development of a publicly accessible link through the site from Kambrook Road to Bond Street.
- Encourage preferred land uses as identified in the *Caulfield Mixed Use Area Incorporated Plan, April 2011*.

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### Phoenix Precinct Area 3 – Smith St Precinct

This policy applies to that land identified in Figure 1 and noted as Area 3.

#### Policy basis

To give effect to the vision and objectives of the Caulfield Mixed Use Area Incorporated Plan, April 2011.

This is a key area as it is located within the core of the Phoenix Precinct. This area provides the link between the railway station and the racecourse to the south, proposed retail and residential areas to the west. It is a key area for more intensive commercial development in a pedestrian friendly environment east of a realigned through road.

### Objective

- To provide for a number of mutually compatible land uses, with buildings of a scale greater than Area 2A and 2B, which create synergies with adjacent areas, maintain and enhance landscape values and permeability, and encourage activities that promote high levels of pedestrian activity and safety.

### Policy

#### Exercise discretion

Where a permit is required for use or development, it is policy to:

- Encourage the development of a contemporary building design.
- Ensure active building frontages with weather protection for pedestrians.
- Provide a safe and attractive pedestrian link from the west to Caulfield Station underpass.
- Car parking should preferably be placed underground, or off site if appropriate. If above ground parking is provided, the external elevations of the building require an exemplary architectural treatment. Encourage preferred land uses as identified in the *Caulfield Mixed Use Area Incorporated Plan, April 2011*.

## **22.06-5 Phoenix Precinct Area 4 - Caulfield Racecourse**

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This policy applies to that land identified in Figure 1 and noted as Area 4.

### **Policy basis**

The Caulfield Racecourse is a locally and regionally significant recreation and entertainment facility.

In response to changing social trends, the role of this facility is diversifying into entertainment beyond purely horse racing. All further use and development of this area, particularly for entertainment and commercial facilities, needs to consider the likely impact on sensitive uses that are located within close proximity.

### **Objective**

- To promote the Caulfield Racecourse as a regionally significant mixed use entertainment, employment and recreation resource.

### **Policy**

#### **Exercise discretion**

Where a permit is required for use or development, it is policy to:

- Ensure the maintenance and enhancement of the canopy trees and landscape setting on the northern side of the Grandstand, extending westwards as far as Kambrook Road.
- Ensure that any new building:
  - Has active frontages.
  - Is of a scale and form that maintains the dominance of the grandstand, and respects the landscape setting on the northern side of the grandstand.
  - Creates an interesting and coherent streetscape.
  - Provides a comfortable pedestrian environment in Station Street.
  - Provides an appropriate landscape setting that integrates the buildings with the remainder of the racecourse to achieve visual consonance.
  - Promotes the retention of views of the racecourse from the eastern part of Station Street.
  - Respects the Queens Avenue streetscape and residential interface.
- Recognise the potential for additional hotel and conference facilities to be developed south of the existing tabaret.
- Minimise adverse traffic, noise and loss of amenity impacts from the facility on nearby residential areas resulting from increased development within the area.

- Promote the continued provision of a car parking facility on the site and provide additional safe convenient car parking for event users, casual use and rail transport commuters.
- Ensure that public access to public open space in the centre of the racecourse is improved and maintained.
- Encourage new development to meet the design techniques as identified in the table to this clause.
- Encourage preferred land uses as identified in the table to this clause.

**Table to Clause 22.06-5 Design Techniques**

Preferred distance from front boundary (setback)	Preferred maximum building height	Preferred land use
None specified (a setback may or may not be warranted depending on the nature of the development proposal) – having regard to the policies contained in this clause.	12-16 metres.	Entertainment and recreational type uses that have synergies with adjacent land uses.  Accommodation.  Convenience shop.

Proposals that do not meet these design techniques should demonstrate that they meet the objective and policy statements contained in this policy.

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**Phoenix Precinct Area 5 – Derby Road and Caulfield Plaza**

This policy applies to that land identified in Figure 1, Area 5 Derby Road Area and Caulfield Plaza

**Policy Basis**

The Derby Road strip shopping centre and Caulfield Plaza are vital to the social, cultural and economic life of the precinct and need to be better connected and to complement each other.

Derby Road has a unique character derived from its low scale, wide carriageway, tramline, concentration of retail and commercial heritage places, and interface with Dandenong Road, Caulfield Plaza and the railway station embankment.

Buildings to the west of Derby Road are of modern and Edwardian style.

Caulfield Plaza is a more recent freestanding development containing a supermarket, and specialty shops, with basement and decked car parking.

**Objective**

- To retain and enhance valued built form, enhance the vitality of the precinct, enhance safety and amenity and improve permeability and links to the Monash University and transport interchange.

**Policy**

**Exercise Discretion**

It is policy to:

- Facilitate the implementation of the Derby Road Action Plan 1998 which is contained in the Phoenix Precinct Urban Design Framework 1998;

### **Land Use**

Where a planning permit is required for use or development it is policy to:

- Encourage the use of land for the range of preferred land uses as identified in the table to this clause;
- Encourage the development of shop-top housing in Derby Road and active shopfront edges at ground level;
- Promote the primary purpose of the Caulfield Plaza site for intensive development of retail, commercial, entertainment and residential uses that complement the University, Derby Road and commercial area to the west;
- Promote the use of the Caulfield Plaza site for student accommodation, ensuring that such use complements the retail, entertainment and commercial use of the site.

### **Building Design**

Where a planning permit is required for use or development it is policy to:

- Encourage new development to meet the design techniques as identified in the table to this clause;
- Encourage contemporary and diverse architectural expression in built form;
- Encourage an appropriate transition in scale and bulk between buildings in Derby Road and proposed buildings on the Caulfield Plaza site;
- Ensure that buildings address perimeter streets with active frontages together with internal spaces within the campus;
- Encourage buildings to align to the street pattern and to respect the continuity of street facades.
- Retain views into and out of the Phoenix Precinct and vistas to important civic landmarks.
- Maintain the traditional and characteristic vertical rhythm of key streetscapes within the activity centre where appropriate.
- Encourage buildings with wide street frontages to be broken into smaller vertical sections at street level.
- Encourage buildings on street junctions to reinforce the street corner.
- When adjoining heritage buildings are located in a Heritage Overlay, encourage the design of new buildings in a contemporary style that respects the height, scale, rhythm of and proportions of the heritage buildings.
- Developments for new and refurbished residential and other sensitive uses should incorporate design measures to attenuate against noise associated with the operation of other businesses and activities associated with this vital 24 hour precinct.

### **Facades**

Where a planning permit is required for use or development it is policy to:

- Encourage new facades to respect the rhythm, scale, architectural features, fenestration, finishes and colour of the existing streetscape.
- Discourage replication of adjoining buildings.

- Encourage detail that engages the eye of the pedestrian.
- Encourage the use of high quality building material and details.

It is policy that the design of facades is assessed against the following design standards, as appropriate:

- All visible sides of a building should be fully designed.
- Blank building walls that are visible from streets and public spaces should be avoided.
- Buildings should address both street frontages on corner sites.
- Visible service areas (and other utility requirements) should be treated as an integral part of the overall design and fully screened from public areas.
- Signs should be integrated with the architecture of the building.
- Facades should make provision for location of external lighting for public safety purposes and to give interest to streetscapes at night.
- Areas that might attract graffiti should be treated with graffiti proofing measures.
- Solid roller shutters should not be used on shopfronts. Open mesh security or transparent grills may be used and should be mounted internal to the shopfront.

### **Skyline and Roof Profiles**

Where a planning permit is required for use or development it is policy to:

- Encourage roof profiles to contribute to the architectural quality of the city skyline.
- Encourage roof profiles to be part of the overall building form.

It is policy that the design of roof profiles are assessed against the following design standards, as appropriate:

- Plant, exhaust and intake vents and other technical equipment should be integrated into the building design.
- In addition to views from the street, the views from higher surrounding buildings should be taken into account.
- Buildings should be designed to integrate attachments (including antennae) without disrupting the appearance of the building.
- Where they cannot be screened, attachments should be designed to complement the building.

### **Wind and Weather Protection**

Where a planning permit is required for use or development it is policy that wind and weather protection measures are assessed against the following design standards as appropriate:

- Landscaping within the public realm should not be relied on to mitigate wind effects.
- Towers should be set back from all streets at the podium level to deflect wind downdrafts, wind tunnel effects and turbulence from penetrating to ground level in streets and public spaces and/or alternative wind amelioration measures implemented.
- Within the tower setback, some variation in treatment may provide a transition between the podium and tower. Such treatment should be carefully checked for wind effects at street level.
- Generally, the footpaths of Derby Road and Sir John Monash Drive should be protected from rain.

- The design, height, scale and detail of canopies, verandahs and awnings should be compatible to nearby buildings, streetscape and precinct character.
- Canopies, verandahs and awnings may be partly or fully transparent to allow light penetration to the footpath and views back up the building facade.
- Weather protection should be setback to accommodate existing street trees.
- Verandahs should be cantilevered.
- Protection need not be provided where it would interfere with the integrity or character of heritage buildings, heritage precincts or streetscapes and lanes.

### **Public Spaces**

The provision of high quality, readily accessible internal and external spaces form an integral part of the public domain. Public spaces include public and privately owned land for public use and may be covered or open to the sky.

Where a planning permit is required for use or development it is policy to:

- Facilitate the creation of a civic space between the Caulfield Plaza Shopping Centre, Monash University and the railway station with a strong gateway entrance to Sir John Monash Drive.
- Encourage the provision of high quality new public spaces.
- Encourage new public spaces to cater for the needs of the City's diverse communities.
- Discourage public space at street intersections to reinforce the form of the grid.
- Discourage small narrow spaces fronting streets.
- Encourage atria where they link different elements of building complexes, link new additions to historic buildings or improve the energy efficiency of the building.

It is policy that the design of public spaces is assessed against the following design standards, as appropriate:

- Facades adjoining public spaces should be designed to maintain the continuity of the streetscape.
- Atria and arcades should be publicly accessible during normal business hours. However longer hours are encouraged. Other public space should be publicly accessible 24 hours a day.
- Clear views should be provided through to the other end of a covered public space to encourage pedestrian use.
- Natural lighting should be maximised in covered public spaces.
- Public open space should have a northerly aspect and/or appropriate solar penetration.
- The design and finishes in arcades and atria should provide a high level of noise absorption to prevent reverberation and achieve an acceptable level of amenity for occupants/users.
- Shopfronts fronting public spaces should be attractive and secure when that shop is closed. Solid roller shutters, and roller shutters on the outside of the building should not be used.
- Development of new or upgrading of existing open space should be consistent with Council's vision for the Precinct as a whole.
- Provision should be made for facilities such as seating, litter bins, tables, drinking fountains and public telephones where appropriate.

### **Access and Safety**

Where a planning permit is required for use or development it is policy that access and safety issues in public space design are assessed against the following standards as appropriate:

- Access to car parking and service areas should minimise impact on street frontages.
- The storage of refuse and recyclable material should be provided off-street and be fully screened from public areas.
- Streets and public spaces should be fronted by active uses to increase interest, use, and the perception of safety.
- On major streets and other areas of pedestrian activity, windows at ground floor and upper floor levels should be maximised to provide surveillance.
- Lighting should be provided to improve safety.
- Alcoves and spaces that cannot be observed by pedestrians are discouraged.

### **Movement**

Where a planning permit is required for use or development it is policy to:

- Increase pedestrian amenity, safety, accessibility and shelter throughout the area.
- Maintain a safe and visually attractive pedestrian path along the Princes Highway frontage.
- Encourage the provision of sufficient traffic and car parking measures to minimise the impact on traders and residents whilst recognising mode shift to public transport.
- Improve accessibility to short term car parking for the Derby Road shopping centre and Caulfield Plaza patrons.
- Encourage the provision of sufficient traffic measures and car parking to minimise the impact on traders and residents;
- Encourage vehicular access to Dandenong Road and reduce reliance on Sir John Monash Drive
- Improve the amenity of the interface between the University and the Caulfield Plaza Shopping Centre, Derby Road and Caulfield station Areas;
- Encourage new buildings to be organized to promote high quality links to street interfaces and the internal village green

### **Policy Implementation**

A comprehensive site analysis and urban context report is the starting point of the design process for any development proposal. The urban context report should document the key influences on the proposed development, how it responds to the strategies, policies and requirements of the planning scheme, and how it relates to the social, built and historic character of the City and the surrounding area. The report will form the basis for the consideration of height, scale, massing and detail.

**Design Techniques**

Location	Distance from front boundary (setback) and preferred maximum building height	Preferred Land Use
Premises facing Derby Road and Sir John Monash Drive between Derby Road and the Caulfield Plaza Site	<ul style="list-style-type: none"> <li>▪ Zero metres from Derby Road to reinforce the street alignment.</li> <li>▪ Zero metres from the Princes Highway provided that there is sufficient space in the road reserve to establish large canopy trees on the southern side of the carriageway to provide an avenue effect.</li> <li>▪ Zero metres from Sir John Monash Drive if the frontage comprises active shop frontages, entry points and no blank walls to reinforce the street alignment.</li> <li>▪ No higher than the predominant existing building height in Derby Road to retain the scale and form of places in the Derby Road Heritage Overlay Area.</li> <li>▪ A building on the south east corner of Dandenong Road and Derby Road should have a height of no more than four storeys (ie no more than two storeys greater in height than the adjoining building to the south). It may incorporate an architectural element to create a gateway feature in dialogue with the hotel on the opposite corner. This building on the south east corner of Dandenong Road and Derby Road should respect both the streetscape environment of Dandenong Road and the recognised heritage character of the Derby Road Area in terms of architectural form and use of materials.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Shops</li> <li>▪ Shop top residences &amp; offices.</li> <li>▪ Food and drink premises.</li> </ul> <p>Use in accordance with the Derby Road Action Plan, 1998.</p>
Caulfield Plaza Site	<ul style="list-style-type: none"> <li>▪ Zero metres setback from the Princes Highway to reinforce the street alignment and provided that there is sufficient space in the road reserve to establish large canopy trees on the southern side of the carriageway to provide an avenue effect and provided that there is a comfortable pedestrian environment.</li> <li>▪ Zero metres from Sir John Monash Drive and Princes Avenue to reinforce the street alignment.</li> <li>▪ Buildings facing Sir John Monash Drive should have a height generally not exceeding that of the Technology Tower (excluding architectural roof projections and plant) to create an appropriate skyling, and respect the Derby Road Heritage Overlay and Caulfield Railway Station and limit the extent of overshadowing into Sir John Monash Drive.</li> <li>▪ Buildings above podium height should be well spaced to provide for an outlook and sunlight between buildings and ensure adequate sun penetration at street level.</li> <li>▪ Buildings facing Sir John Monash Drive on the eastern portion of the site should have podium height generally not exceeding the podium of the Technology Building. Building</li> </ul>	<ul style="list-style-type: none"> <li>▪ Shop / retail centre.</li> <li>▪ Education.</li> <li>▪ Pedestrian spaces / Public open space.</li> <li>▪ Accommodation</li> <li>▪ Entertainment Uses</li> <li>▪ Medical centre</li> <li>▪ Offices</li> <li>▪ Home offices</li> <li>▪ Childcare Centre</li> <li>▪ Gym</li> </ul>

	<p>form above the podium height should be setback at least 3.5 metres from the street frontage, to reduce the perceived scale and bulk of buildings and achieve a human scale and respect their context, and to mitigate the effects of downdrafts.</p> <ul style="list-style-type: none"> <li>▪ Buildings facing Sir John Monash Drive on the western portion of the site should have a podium height generally consistent with the parapet heights of the heritage buildings to the west. Buildings above the podium height should be setback a minimum of 3.5 metres on the eastern portion of the building and a minimum of 5.0 metres on the western portion, adjacent to the lower scale buildings to the west which are within the Derby Road Heritage Overlay.</li> <li>▪ Any building visible from the western side of Derby Road must be respectful of the scale and heritage significance of the Derby Road Heritage Overlay Area.</li> <li>▪ All buildings should be designed to provide a high quality amenity for pedestrians at both street level and podium level.</li> <li>▪ All buildings must be well articulated and modulated and fenestrated to reduce the perception of building scale and bulk and should have active frontages where possible.</li> </ul>	
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Proposals that do not meet these design techniques should demonstrate that they meet the objective and policy statements contained in this policy.

**22.06-7 Phoenix Precinct Area 6 – Monash University**07/07/2011  
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This policy applies to that land identified in Figure 1 and noted as Area 6.

**Policy basis**

Monash University is the largest landholder and employer in this area. It occupies the most intensively developed area within the Phoenix Precinct. The area represents Glen Eira's core education and business/research facility and is a key landmark within the municipality. The ongoing development of the University has significantly changed the urban fabric, streetscape, traffic and amenity of the area within the past 20 years. The MSS recognises the significance of the University as a key economic influence for the City and the need to balance this with the protection of local amenity and trader and residential harmony.

**Objectives**

- To improve the interface between Monash University and the Railway Station, Caulfield Plaza, Derby Road and Dandenong Road.
- To encourage the development and use of the Monash University Campus so that it has a strong sense of campus, architectural identity, high quality urban design, mixed land uses, a greater utilisation of land holdings, responsible traffic management, a public transport focus and a pedestrian focus.

**Policy****Exercise discretion**

Where a permit is required for use or development, it is policy to:

- Maintain flexibility in the implementation of the long-term Monash University building program.
- Promote on-going cooperation between Council and the University to ensure sensitive design and development outcomes on the site.
- Ensure the primary use and development of the area is for education purposes.
- Encourage uses that complement the primary purpose of education and complement the land uses within the Derby Road shopping strip and Caulfield Plaza.
- Promote student housing opportunities in the area.
- Encourage the provision of sufficient traffic measures and car parking to minimise the impact on traders and residents.
- Encourage vehicular access to Dandenong Road and reduce reliance on Sir John Monash Drive.
- Encourage contemporary architectural expression in built form.
- Ensure that University buildings address perimeter streets with active frontages together with internal spaces within the campus.
- Improve and define the interface between the University and the Caulfield Plaza Shopping Centre, Derby Road and Caulfield Station areas.
- Improve entries to buildings, particularly along Sir John Monash Drive, and improve signs and University facilities.
- Encourage new buildings to be organised to promote high quality links to street interfaces and the internal village green.