



**SUBURBAN
RAIL LOOP
EAST**



Your guide to the Draft Monash Structure Plan and Draft Planning Scheme Amendment

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Using your guide

Your guide to the Draft Monash Structure Plan and Draft Planning Scheme Amendment (Your guide) will help you understand the structure planning process for the areas around the new SRL East station at Monash.

It has been developed to help you navigate the documents currently available for public review and feedback so you can understand what the proposed changes mean for you, whether you wish to make a submission and, if so, how to do so.

There are document references and QR codes throughout Your guide, which you can use to learn more about the information summarised and view the original documents.



Look for this icon to find the associated page number in the Draft Structure Plan

Scan me

Scan the QR code to view the Draft Structure Plan and Draft Planning Scheme Amendment

Developing and exhibiting the plans

Victoria is growing and by the 2050s, Melbourne is expected to be home to around nine million people – a city the size of London today.

We're carefully planning now to ensure the areas around the new SRL East stations will be ready to meet the needs of our growing population.

Suburban Rail Loop Authority (SRLA) has been talking to people who live and work near the SRL East stations about what they want to see happen in their neighbourhoods and incorporating their feedback since 2019.

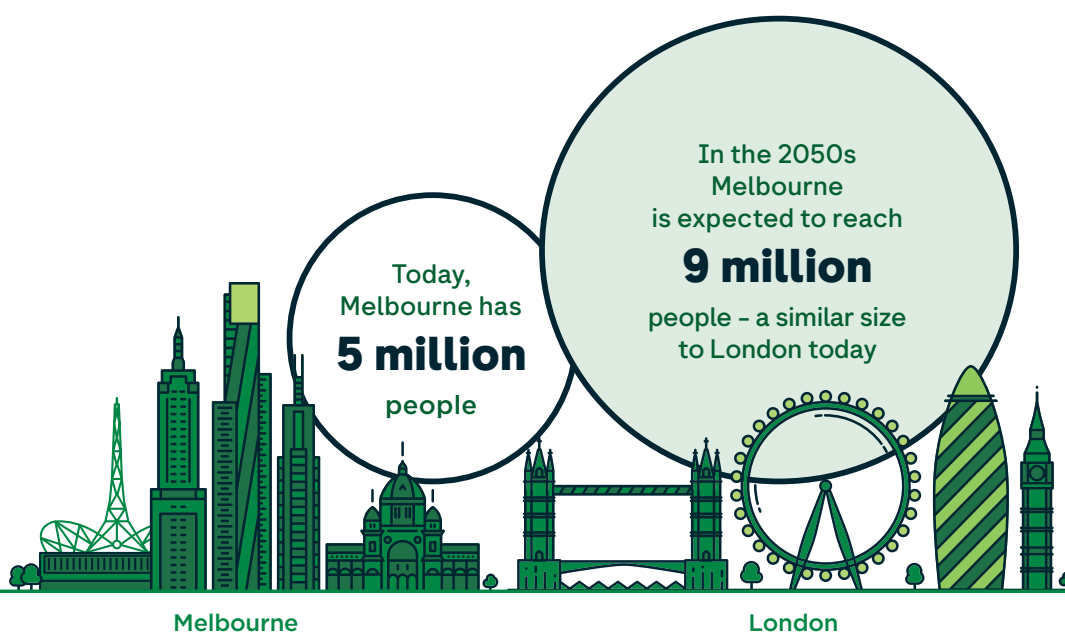
Structure planning commenced with the release of the SRL Precincts: Discussion Paper in August 2023. Figure 1 outlines the structure planning process together with the phases of engagement.

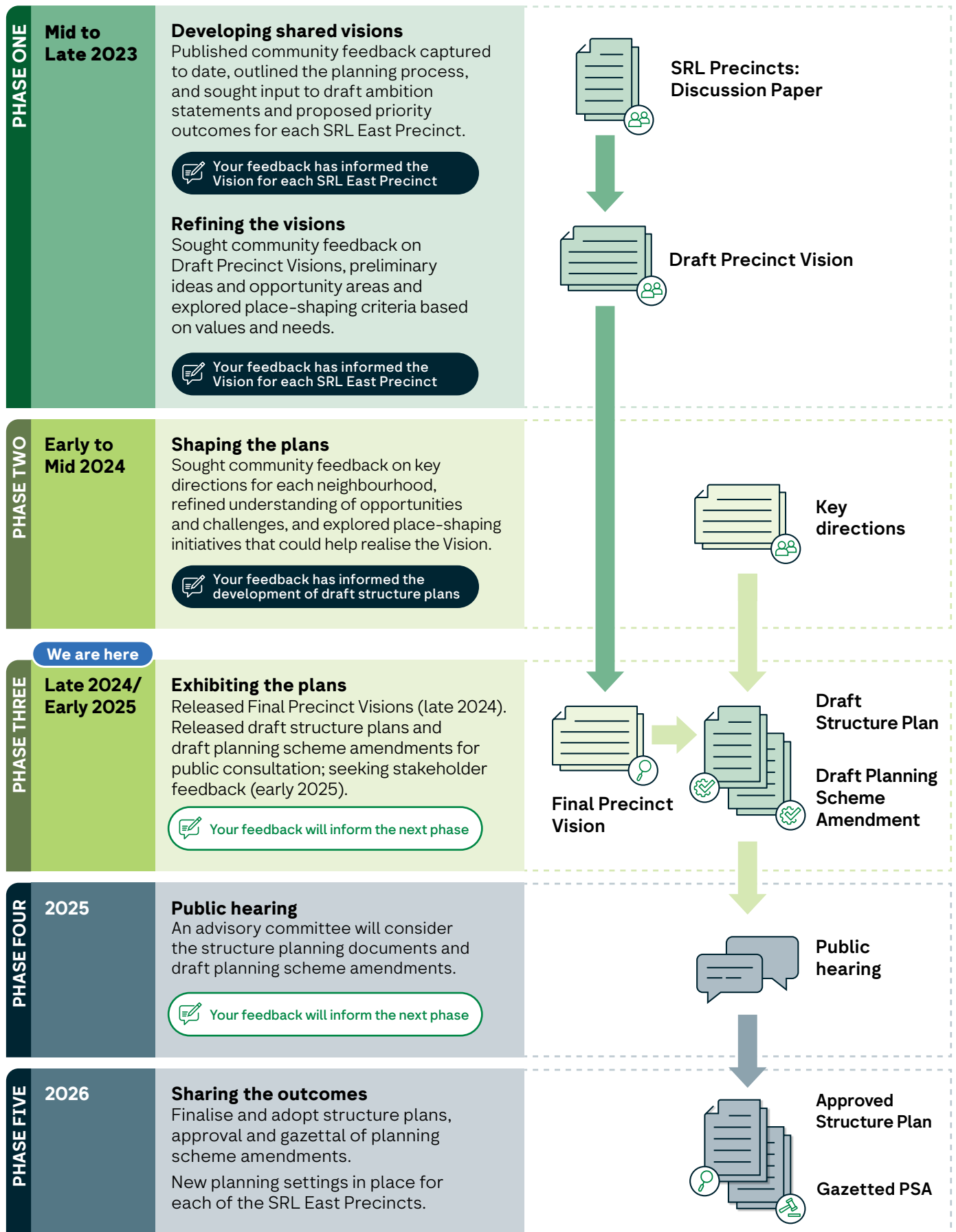
Since then, SRLA has been working to prepare structure plans and planning scheme amendments for each of the six SRL East Precincts, informed by technical studies, detailed analysis and ongoing consultation.

The draft structure plans focus on areas near the SRL East station as the appropriate locations for more significant future change, called the Structure Plan Areas, noting these areas are smaller than the full SRL East Precincts.



The draft structure plans, draft planning scheme amendments and supporting documents are available for review and feedback until **11.59pm on Tuesday 22 April 2025.**





Released for engagement and consultation
 Draft planning process
 Released for information
 Final planning outcome

Figure 1: Structure Planning engagement phases

Understanding the documents on exhibition

The Draft Monash Structure Plan, including the Draft Implementation Plan, adopts the vision for Monash and provides a framework for how the areas around the new SRL East station will grow and change over time, while protecting and preserving the neighbourhood characteristics people love about the area today.

While the structure plan sets the vision, the Draft Planning Scheme Amendment is needed to regulate the use and development of land to achieve the objectives and policies consistent with the structure plan.

By looking at the Draft Structure Plan, Draft Planning Scheme Amendment and supporting documents, you can see how the proposed changes will affect your neighbourhood. If you choose, you can provide informed feedback via a submission on what you support, what you're opposed to or what you would like to see changed.

Figure 2 provides a summary of the documents currently available for public review and feedback.



The Vision for Monash (what we are seeking to achieve)

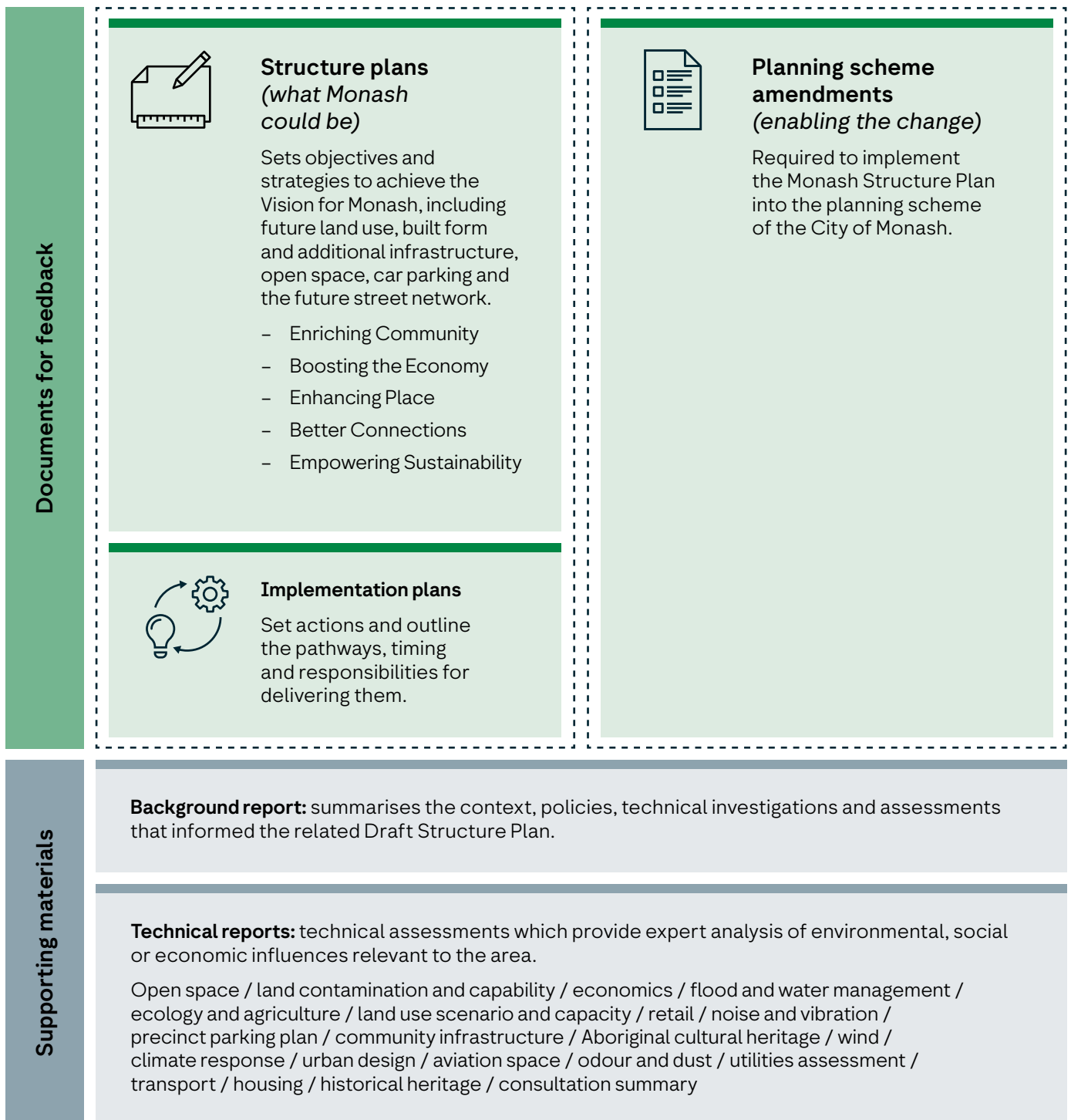


Figure 2: Documents currently available for public review and feedback

What you will find in the Draft Structure Plan

The structure plan is a blueprint to guide how the area around the new SRL East station will develop and change over the next 15 years. It outlines how future growth will be managed to achieve social, economic and environmental objectives.

Structure plans contain both statutory and non-statutory actions which implement objectives within the Structure Plan Area. These actions include amendments to the relevant planning schemes (statutory actions), partnership agreements and delivery of a series of projects to support development of the area in the manner proposed by the structure plan.

Navigate to the below page numbers of the Draft Monash Structure Plan to find:

Page
2

Overview

This section introduces the Draft Monash Structure Plan and notes highlights of the structure plan.

Page
8

Section 1 Preparing the structure plan

This section outlines the purpose of the structure plan and explains how it was prepared. It includes a summary of the community engagement conducted to inform the structure plan, including a structure plan development timeline.

Page
16

Section 2 Introducing Monash and Section 3 Planning for a growing and changing Monash

These sections describe the historical and current context of Monash. They provide a snapshot of Monash's current community, and introduce future population, employment and housing forecasts for Monash.

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28

Section 4 The Vision for Monash

This section presents the final Vision for Monash, which is a statement about the future that sets the longer-term aspiration for Monash. It includes a Conceptual Precinct Plan that visually represents areas of change within the structure plan.

Section 5 Strategic response

This section sets objectives, strategies and actions under five key themes to achieve the Vision for Monash.

The objectives outline what the structure plan is aiming to achieve. The strategies identify the structure plan's approach to achieving the objective. The actions list how the strategies will be implemented.

It also includes the Land Use Plan, which shows the priority land uses proposed for the Monash Structure Plan Area.

The five structure plan themes are:

Enriching Community

Creating healthy and inclusive neighbourhoods with more housing diversity and choice to support Monash's growing population.

Boosting the Economy

Strengthening Monash as a globally significant place for innovation and support new investment and jobs.

Enhancing Place

Providing a high standard of building design and vibrant public spaces that reflect Monash's identity and support collaboration, interaction and knowledge sharing.

Better Connections

Delivering public transport, walking and cycling options to connect people to jobs, opportunities and experiences in the SRL East corridor and beyond.

Empowering Sustainability

Supporting Monash's leadership in responding to climate change, creating a circular economy and making the shift to net zero carbon emissions.

Section 6 Neighbourhoods

The Monash Structure Plan Area is divided into seven neighbourhoods, each with a distinct purpose in supporting the delivery of the Vision for Monash.

For each neighbourhood, this section includes:

- **Future role and objectives:** sets out the future role for the neighbourhood, outlining how it will evolve from a built form, land use, movement, public realm and open space perspective.
- **Neighbourhood guidelines:** a suite of guidelines accompanied by detailed height, setback, and movement frameworks at a neighbourhood scale.

Section 7 Next steps

This section outlines the steps required to finalise and deliver the structure plans.



View the Draft Monash Structure Plan



Scan me



The Draft Structure Plan is accompanied by a Draft Implementation Plan which sets out the pathways and timing for delivering each action.

What you will find in the Draft Implementation Plan

The Draft Implementation Plan sets out all the actions within the Draft Monash Structure Plan and outlines the pathway, timing and responsibilities for delivering each action.

The Draft Implementation Plan also identifies key projects planned for the Structure Plan Area and outlines how the projects will be delivered.

Navigate to the below page numbers of the Draft Implementation Plan to find:

Page
4

Introduction

This section introduces the implementation pathways needed to turn the structure plan into reality.

Page
5

Structure plan actions

This section sets out actions to achieve the Vision for Monash and realise the multi-generational benefits of SRL. It is organised by theme and identifies timing and responsibilities for each action.

Page
14

Key projects

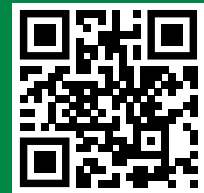
Key projects to support each neighbourhood's future role are described, including timing and responsibilities for delivery.



View the Draft Implementation Plan



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How feedback has shaped the plan

Since 2019, SRLA has been speaking with the Monash community and businesses, local councils and others about how to best take advantage of the opportunities delivered by SRL East.

More than 600 pieces of feedback have been collected from online, face-to-face and other activities. This feedback has been essential to preparing the Draft Monash Structure Plan and will continue to inform the finalisation and implementation of the Draft Structure Plan.

The following section summarises how community and stakeholder feedback has shaped the Draft Monash Structure Plan.





Enriching Community

Creating healthy and inclusive neighbourhoods with more housing diversity and choice to support Monash's growing population.

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of the Draft
Structure Plan

What you told us

Feedback highlighted the importance of providing affordable housing for low to moderate-income earners, including students, while ensuring easy access to essential amenities like laundromats and supermarkets. It also emphasised the need to enhance social connectedness in Monash through the creation of attractive community spaces and events. Additionally, the feedback advocated for developing pockets of density with a diverse range of housing types and price points, rather than implementing blanket density increases.

In response to community and stakeholder feedback:

- New community infrastructure is identified to be easily accessed by local students and residents with a focus for a new multi-purpose facility close to the station, and the highest growth on new housing.
- The structure plan includes strategies for people to connect and collaborate by supporting a dynamic mix of social, cultural and commercial experiences such as eateries, entertainment facilities, small bars, creative workspaces and other elements of vibrant public life.
- The structure plan encourages a greater range of housing types, including build-to-rent housing, aged care and retirement living, social and affordable housing, and purpose-built student accommodation in specific locations.
- The structure plan encourages a provision of affordable housing on strategic sites and in areas identified for high housing growth.



Boosting the Economy

Strengthening Monash as a globally significant place for innovation and support new investment and jobs.

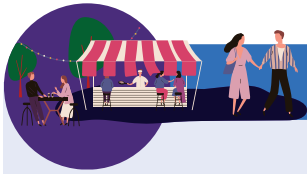
Page 51 of the Draft Structure Plan

What you told us

Feedback emphasised the need to develop business and employment hubs that support a diverse range of industries while maintaining the Monash precinct's status as a health and education centre. This included suggestions to extend these services across Normanby Road and Blackburn Road. Additionally, people raised concerns about introducing residential or sensitive uses (such as hospitals or health centres) near established industries, such as advanced manufacturing. There was support for attracting research, development, and innovation businesses to the area.

In response to community and stakeholder feedback:

- The structure plan prioritises growth in health, medical, materials and manufacturing businesses, including pharmaceuticals and medical technologies.
- Employment areas north and east of Monash University, across Normanby and Blackburn roads, are marked in the structure plan for health, education and research.
- The establishment of new sensitive uses will be carefully managed. The structure plan includes strategies to ensure the effects of off-site amenity impacts are considered in development.



Enhancing Place

Providing a high standard of building design and vibrant public spaces that reflect Monash's identity and support collaboration, interaction and knowledge sharing.



of the Draft
Structure Plan

What you told us

Feedback supported increased density in the precinct core but requested that surrounding local streets and quieter residential areas be protected from over-development. There was a strong emphasis on enhancing community infrastructure, such as schools and healthcare services, to align with population growth and making use of vacant land for new housing and offices. Additionally, the community expressed support for multi-use developments that integrate housing, offices, retail, hospitality, and open space. People raised the importance of collaborating with disability advocacy organisations to promote accessibility and inclusivity within the precinct. Feedback also stressed the need to manage growth effectively to reduce noise pollution, congestion, and crime, as well as prioritising safety through improved street lighting and activated spaces.

In response to community and stakeholder feedback:

- Building heights have been reduced at the following locations:
 - In parts of the Notting Hill residential area and along the west side of Clayton Road – reduced from six to four storeys
 - Murdo, Cambro, Renver and Sarton roads – reduced from eight to six storeys
 - North side of Ferntree Gully Road – reduced from 25 to 10 storeys
 - South side of Ferntree Gully Road (north of the station) – reduced from 25 to 18 storeys.
- New development in employment areas and the precinct core will accommodate more jobs and support economic development. Buildings will be designed to be innovative and high-quality.
- Increased development will be concentrated along key movement corridors such as Blackburn Road, Ferntree Gully Road, Princes Highway, North Road and Wellington Road.
- Housing in residential areas will include mid-rise apartment buildings, with space set aside for landscaping and tree-planting.
- New buildings will be designed to manage the effects of noise within the precinct as it changes from an industrial to a mixed-use area.
- Opportunities for enhanced and new open spaces are being identified across the structure plan area including the potential to naturalise and upgrade the Mile Creek Drainage Reserve.
- Additional locations for open space are being investigated including near the Monash Business Park Reserve, near Beddoe Avenue, and near Longbourne Avenue.
- Safety will be a key focus in built form and public spaces, including:
 - a. Windows and balconies which overlook public open spaces, and activated spaces with good pedestrian traffic, offering passive surveillance
 - b. Buildings which face the street with ground floor land uses such as gyms and restaurants
 - c. Environmental design such as the height and placement of fences.



Better Connections

Delivering public transport, walking and cycling options to connect people to jobs, opportunities and experiences in the SRL East corridor and beyond.

What you told us

Feedback emphasised the need for active transport pathways that are separated from car traffic, as well as a distinct network through parks and to employment and retail areas. There were requests for a network of secondary streets and laneways to enhance east-west connections and alleviate congestion on primary streets like Blackburn Road. Feedback requested improved public transport connections and more frequent bus and train services to reduce reliance on private vehicles. Additionally, feedback encouraged the creation of pedestrian-friendly areas with low car use and slow speed limits, particularly around Howleys and Normanby roads. There were calls for public transport corridors on Ferntree Gully Road and Blackburn Road and suggestions to include a light rail or tram route connecting Monash University with other high-use areas.



of the Draft
Structure Plan

In response to community and stakeholder feedback:

- Development near the station will be coordinated to create a new street grid. The structure plan sets direction for a permeable, pedestrian and cyclist-friendly network of streets and laneways.
- The structure plan identifies many new local walking and cycling corridors which will be developed over time, creating a safe and legible network for pedestrians and cyclists.
- New buildings in Monash will be designed to create a network of vibrant streets, including along Howleys Road, Normanby Road and other streets near the station.
- A new opportunity is proposed for open space through a green link to run between Ferntree Gully Road and Normanby Road that can support walking and cycling.
- The structure plan sets out both minimum and maximum statutory car parking rates to discourage private vehicles travelling to the most accessible parts of the precinct, and ensuring new development doesn't create unnecessary congestion.
- The structure plan shows the opportunity for a new high-capacity public transport capable corridor, connecting the station with the wider structure plan area.



Empowering Sustainability

Supporting Monash's leadership in responding to climate change, creating a circular economy and making the shift to net zero carbon emissions.

What you told us

Feedback raised the importance of implementing effective waste management systems, including sewerage, recycling, and green waste bins, alongside adequate waterway, stormwater, and flood management systems in the precinct. People advocated for high-quality, sustainable buildings that prioritise energy and resource efficiency, conservation, and the use of safer, longer lasting, and less toxic materials in all developments.

In response to community and stakeholder feedback:

- The structure plan aspires to improve canopy cover, in alignment with many local government urban forest strategies.
- High quality, sustainable building design will be required, through the use of Green Star and Built Environment Sustainability Scorecard (BESS) standards.
- Better management of waste will be sought when designing new buildings, including through the design of waste management streams.
- Water sensitive urban design principles will be applied in the design of both private and public spaces.

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of the Draft
Structure Plan

More information on the engagement undertaken throughout the structure planning process, including how feedback has helped shape the Draft Structure Plan and Draft Implementation Plan is available in the SRL East Structure Planning Engagement Report.



View the SRL East
Structure Planning
Engagement Report



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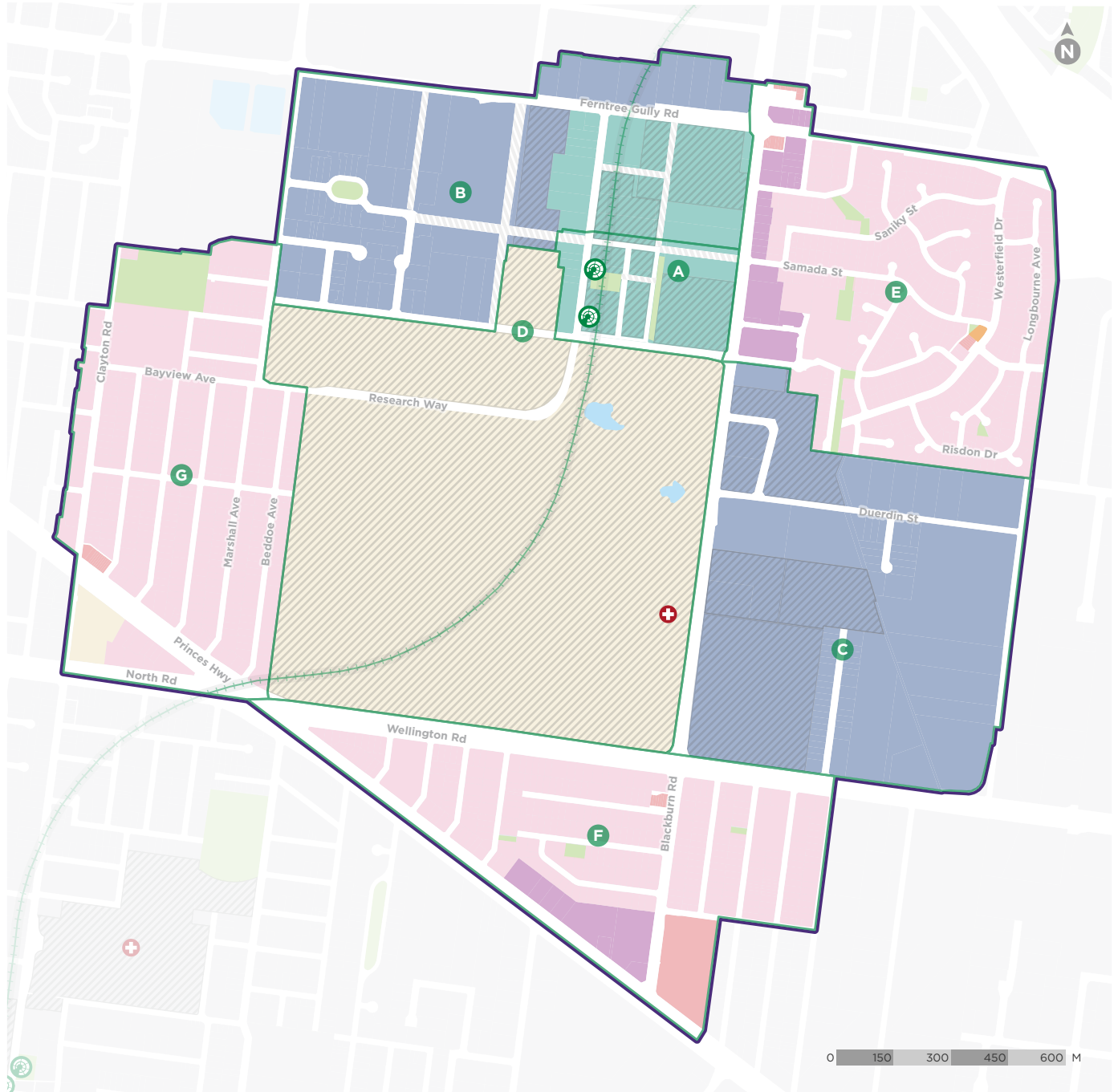


Proposed changes in Monash

Land Use Plan

Encouraging the right land uses around the SRL station and across the Structure Plan Area will support growth and development that benefits from the investment in improved transport infrastructure.

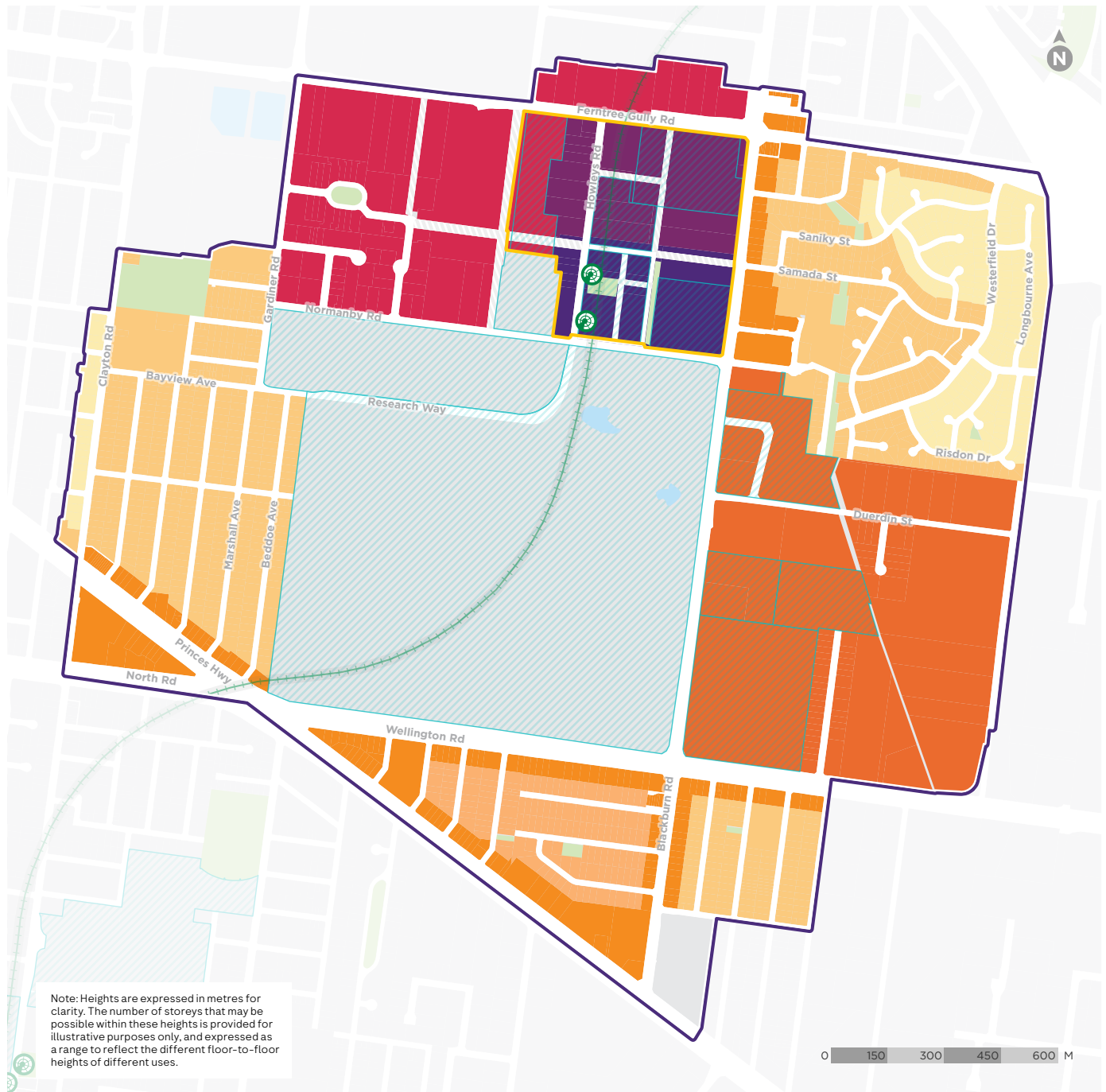
The Land Use Plan identifies priority land uses like housing, open space, community facilities and employment and where they are located across the Structure Plan Area. The roles of each land use are explained in more detail in the Draft Structure Plan.



- | | | |
|--------------------------|--------------------------|-----------------------------|
| Structure Plan Area | Land use priority | Civic, community & cultural |
| Neighbourhood | Commercial | Housing |
| SRL station access point | Mixed use | Public open space |
| SRL East alignment | Enterprise | Hospital |
| Indicative new street | Major employment | |
| Strategic site | Education & research | |

Delivering growth and amenity

Significant population and employment growth is forecast across the Structure Plan Area, and the scale of built form will increase to accommodate this growth and leverage the benefits of the SRL station. Increased residential density will give more people good access to public transport, jobs and services. A substantial increase in workplaces, health services and/or education facilities close to the SRL station will also improve access to jobs and services for people living elsewhere on Melbourne's rail network.



- Structure Plan Area
- SRL station access point
- SRL East alignment
- Existing open space
- Indicative new street
- Monash master plan area

- Strategic site
- Preferred maximum building height**
- 84m (21-25 storeys)
- 69m (18 storeys)
- 41m (10 storeys)

- 33m (7-8 storeys, employment floor-to-floor)
- 27m (7-8 storeys, mixed use floor-to-floor)
- 25m (6-7 storeys)
- 21m (6 storeys)
- 14m (4 storeys)

Distinct neighbourhoods, tailored approaches

The Monash Structure Plan Area is divided into seven distinct neighbourhoods defined by their unique characteristics and attributes. The Draft Structure Plan sets out tailored planning approaches to guide the development and character of these neighbourhoods which are described below.

A Monash Central

New high density centre and gateway to the precinct, with an active day and night-time economy, high-quality public spaces, excellent transport connectivity and a variety of businesses, enterprises, housing, retail and hospitality options.

B Employment Growth

High density cluster of diverse businesses with a high amenity public realm, complemented by some mixed-use development to attract the knowledge-based jobs of the future and secure Monash's status as a global innovation precinct.

E Notting Hill

Medium density, high amenity residential area that offers a range of housing types, sizes and tenures and celebrates its leafy character and garden setting.

C Health Innovation

High-tech, research, innovation and advanced manufacturing area focused on the Australian Synchrotron and Centre for Nanofabrication.

F Wellington Road

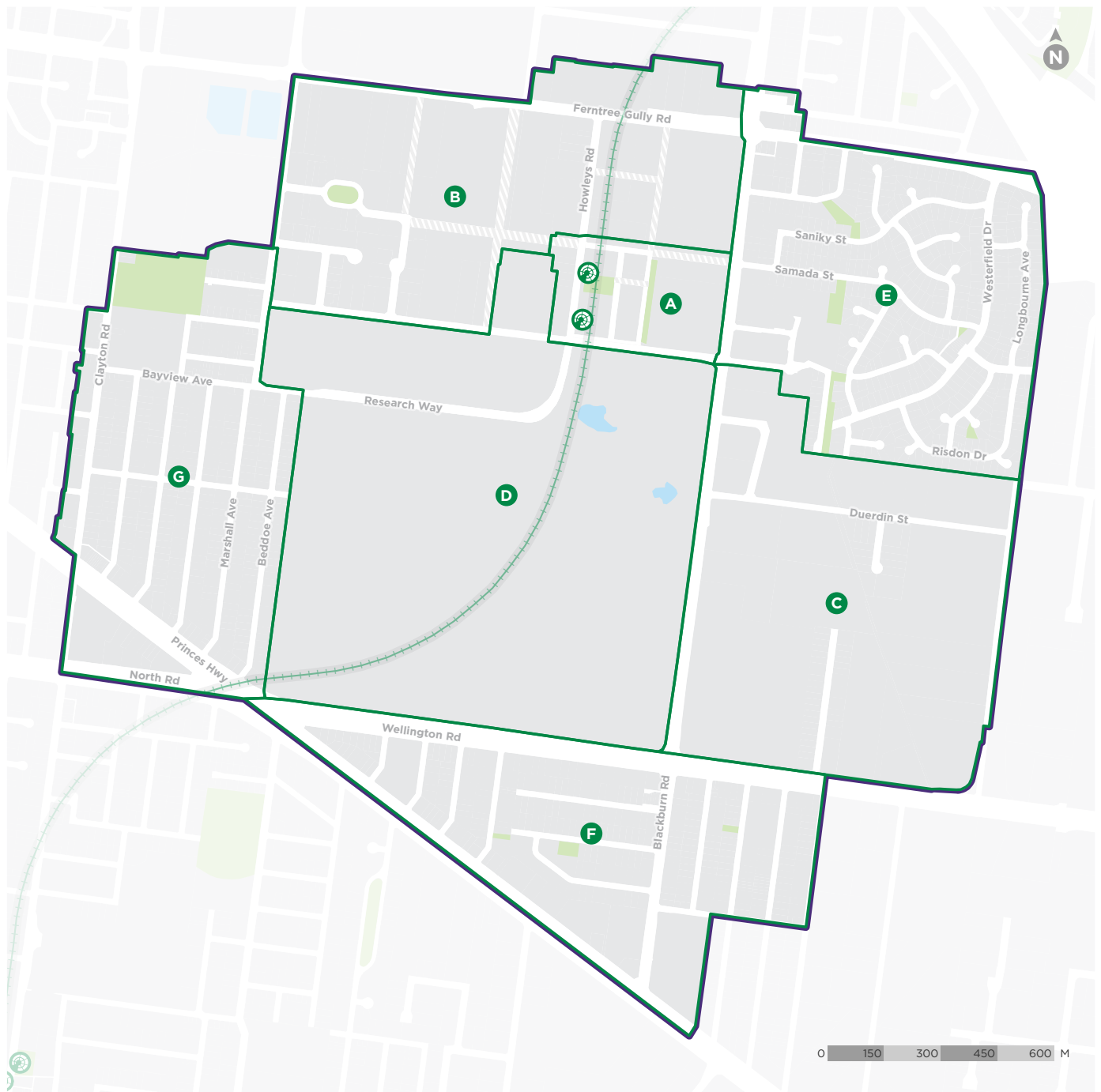
Medium density neighbourhood, with new homes and intensified mixed-use development along Blackburn Road creating an interesting streets and places to live.

D Monash University and CSIRO

Campus-style neighbourhood and home to Monash University and CSIRO that opens out to the wider area through active public/private interfaces and improved walking links.

G Clayton North

High-quality residential neighbourhood providing mid-rise apartments in a landscaped setting, offering more local housing options for students and key health and education workers.



Structure Plan Area
 Neighbourhood

S SRL station access point
 SRL East alignment

Existing open space
 Indicative new street

What you will find in the Draft Planning Scheme Amendment

SRLA has prepared draft amendment C176mona to the Monash planning scheme to guide how Monash will develop over the next 15 years.

The draft amendment translates the Draft Structure Plan and implements relevant actions of the Draft Implementation plan into planning controls for Monash's seven distinct neighbourhoods, to ensure future development contributes to the vision for the precinct.

Transforming vision into reality: How planning scheme amendments shape SRL East structure plan areas

The changes proposed will simplify the zoning and overlays, making it easier for people to understand.



Policy

New planning policy is proposed to be inserted into the Monash planning scheme to identify the role of the SRL project and SRL East Monash Structure Plan. Existing planning policy will be amended where required to reflect the structure plan.

Planning policy will support state planning policy and Victoria's Housing Statement by guiding the development of new housing, jobs, open spaces, and community facilities within the Structure Plan Area.





Precinct Zone

The Victorian Government has introduced the new Precinct Zone to apply to important precincts across Melbourne earmarked for change.

The Precinct Zone simplifies the existing zoning approach by putting all of the relevant land use direction for a precinct into a single zone schedule, making it easier for people to access and understand what controls apply to their land. It also enables a more consistent approach to the planning of major precincts that have been prioritised for growth across Victoria. SRLA proposes to use this zone, rezoning land from Residential, Commercial, or Industrial Zones and specifying permitted land uses and planning permit requirements.

The Precinct Zone schedule will require land use and development in the area to be in accordance with the use and development framework plan which is included in the schedule, and to meet specified environmental sustainability standards, bicycle parking requirements and provision of pedestrian connections where identified.

In Monash, there is one strategic site - Monash Central and Surrounds - where the draft amendment proposes to apply a site specific zone schedule, to capture the area specific purpose and role, and to require a Master Plan to be prepared to show how the overall site responds to the aims of the structure plan.

The Monash Central and Surrounds area is supported for transformational growth and change, and will play an important role in bringing new investment and improvements to public spaces in the Structure Plan Area.

The new Precinct Zone provides the opportunity for the *Suburban Rail Loop East Voluntary Public Benefit Uplift Framework* to be introduced in certain parts of the Structure Plan Area, to help deliver public benefits that include:

- Improvements to public realm, including open space
- Affordable housing
- Strategic land uses.

The framework operates by allowing the mandatory Floor Area Ratio that applies to the land to be exceeded, where one or more of the nominated public benefits is provided. This helps encourage development while delivering the sort of public benefits desirable for the area in addition to those already required.

The framework is intended to operate on an 'opt in' basis, so it doesn't mean that the uplift opportunity will necessarily be taken up in all areas.



Overlay

Built Form Overlay

The built form overlays go hand in hand with the new Precinct Zone, providing detailed guidance for the design, height and form of new buildings in the Structure Plan Area to realise the planned future character and amenity. Like the Precinct Zone, the Built Form Overlay provides for a simplified approach that consolidates all of the relevant direction for new buildings and development in the Structure Plan Area into one place.

In each Structure Plan Area, there are multiple 'Place Types' that have been identified based on the distinctive characteristics and aims for each local area. A specific Built Form Overlay schedule has been tailored to each place type.

The identified Place Types are:

- Key Movement Corridors and Urban Neighbourhoods
- Residential Neighbourhoods
- Employment Growth Neighbourhoods.

The built form overlays will typically replace existing overlay controls specifically aimed at guiding built form outcomes. Other overlays, such as those related to heritage protection, flooding, contamination, and other technical constraints are proposed to be retained.

Deemed to comply built form standards are proposed in the Residential and Employment Neighbourhoods within Built Form Overlay schedules. If an application meets the deemed to comply requirement, then a planning application cannot be refused on the basis of that requirement.

These 'deemed to comply provisions' facilitate timely permit applications, providing greater certainty about the likely expected scale and intensity of future development, while still allowing for innovative design responses on a case-by-case basis. The benefits and uplift framework will not be available in areas where deemed to comply measures are proposed.

Environmental Audit Overlay

Where necessary to manage potential contaminated land risks, an Environmental Audit Overlay is proposed to be applied to ensure any 'potential contamination' is evaluated before the land can be developed for any sensitive use, such as housing or schools.

Public Acquisition Overlay

A Public Acquisition Overlay (PAO) is a planning tool used to reserve land for public purposes, like new roads or road widenings, intersection improvements or new open space.

Within the Monash Structure Plan Areas, specific locations have been identified for the application of a PAO, to enable land to be acquired to deliver these key community benefits.

Parking Overlay

New parking overlays are proposed to be introduced to promote a shift to sustainable travel modes. The introduction of maximum parking rates in the central area of the structure plan and near the SRL Station is important to discourage the over-provision of car parking, recognising that this area will benefit from a high level of public transport accessibility into the future.

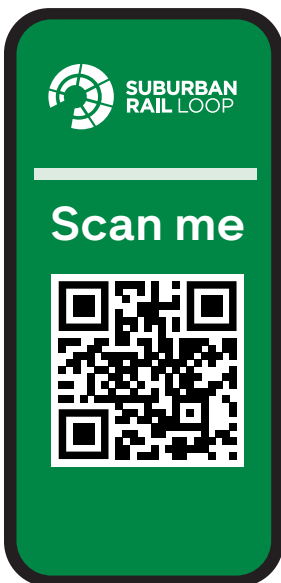
In all other areas, a combination of minimum and maximum parking rates will be introduced for dwellings and other key land uses.



Notification and Review

Under the existing planning controls that apply in the Structure Plan Area, permit applications are usually ‘advertised’ to surrounding landowners for comment. Objections can be lodged and the decision of the responsible authority can be appealed to VCAT by any objector or the applicant.

The Precinct Zone and the Built Form Overlay ‘turn off’ the notification and review provisions as a default status in the control templates. This enables permit applications to be facilitated in a timely manner and follows similar approaches taken in areas where significant development outcomes have been sought, such as in the Melbourne CBD, Fishermans Bend, Arden and Central Geelong precincts.



View the draft amendment, documents that support the draft amendment, and the explanatory report about the draft amendment.

Technical reports underpinning the Draft Structure Plan and Draft Planning Scheme Amendment

A comprehensive range of technical assessments have been undertaken to inform the Draft Monash Structure Plan and Draft Planning Scheme Amendment.

The technical reports have informed preparation of the Background Report that summarises the key considerations, assessment and recommendations that guided the development of the Draft Structure Plan.

Technical reports have been prepared on a range of topics including:



Open space



Community infrastructure



Economics



Retail



Housing



Aviation



Climate response



Environmental studies



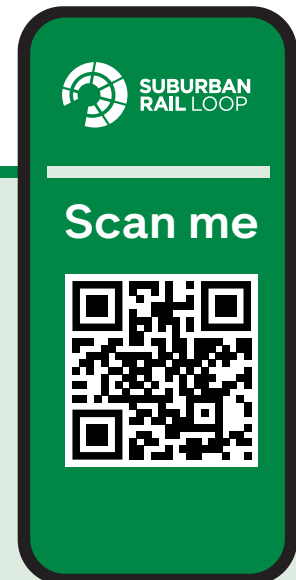
Urban design



Transport and parking



Land use scenario and capacity assessment



View the Monash Background Report and full list of technical reports

For a number of technical reports, independent peer reviews were conducted to ensure the methodology and approach undertaken as part of the technical assessment was appropriate and fit for purpose.


How to make a submission

Submissions relating to the Draft Monash Structure Plan and Draft Planning Scheme Amendment must be made to Suburban Rail Loop Authority (SRLA) and received by 11.59pm on Tuesday 22 April 2025.


1  Online submissions can be lodged via the Engage Victoria website

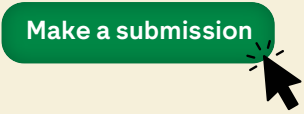
engage.vic.gov.au/srl-east-structure-planning


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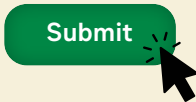
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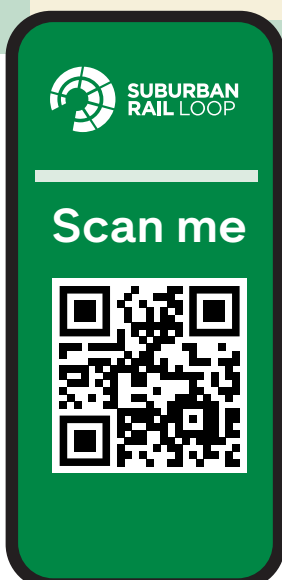
Submissions will be treated as public documents and may be published on the Engage Victoria website. You will be asked to provide your name and address along with your submission

2  Click 'Make a submission' and follow the prompts



4  Once you have entered your submission and attached any supporting documents click 'Submit'





For more information about making a submission, including a step-by-step guide, requirements for the format of your submission, information regarding privacy and the collection of personal information, and tips for what to include, scan to view the **How to make a submission fact sheet**.

contact@srla.vic.gov.au | 1800 105 105 (call anytime)
suburbanrailloop.vic.gov.au

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