



**SUBURBAN
RAIL LOOP
EAST**



Artist's impression

SRL East Background Report Clayton

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1. Introduction

1.1 Overview

Suburban Rail Loop (SRL) will transform Melbourne's rail network, change how people move around the city and contribute to reshaping Melbourne into a 'city of centres' – with vibrant centres outside the inner city providing high-quality jobs and more housing choices in well-designed and well-connected neighbourhoods.

As Melbourne grows to a population of 9 million by the mid-2050s, planning for the city's future must cater for growth in ways that maintain the city's liveability, deliver more homes where people want to live and give households access to jobs, services and opportunities. SRL will help to manage this growth by establishing a connected corridor of centres across the city that can host more people, more jobs and more services, and provide new housing choices and affordable living options in attractive, highly accessible urban areas.

SRL East extends from Cheltenham in Melbourne's south east to Box Hill in the east, with new underground stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill. These centres will help meet population and employment growth demands in a sustainable manner. Planning for SRL East considers how these centres can leverage the improved access and convenience delivered by the project to catalyse opportunities for residents, workers, communities and businesses.

Draft Structure Plans have been prepared to guide growth and change in the areas surrounding each SRL East station. The Draft Structure Plans set out a Vision for each area, with objectives, strategies and actions to achieve the Vision.

This Background Report supports the Draft Clayton Structure Plan. It sets out the context of the SRL station at Clayton and summarises the policies, technical investigations and assessments that informed the Draft Clayton Structure Plan. Future directions to achieve the Vision for Clayton are described.

Statistics and other numbers in this Background Report are generally approximate and have been rounded out. This means some numbers may vary across the different Technical Reports summarised for this report.

1.2 Suburban Rail Loop

SRL establishes a networked corridor of centres outside Melbourne's central business district (CBD) and links every major metropolitan rail line from the Frankston Line to the Werribee Line. Three transport super hubs at Clayton, Broadmeadows and Sunshine will connect with regional rail services, so passengers outside Melbourne no longer have to travel through the CBD to reach destinations in the suburbs.

SRL is an integrated transport and land use program that will extend over 30 years. The program has four discrete rail projects, as shown in Figure 1.

1. SRL East – Cheltenham to Box Hill
2. SRL North – Box Hill to Melbourne Airport
3. SRL Airport – Melbourne Airport to Sunshine, being delivered as part of the Melbourne Airport Rail Project by the Victorian Infrastructure Delivery Authority (VIDA)
4. SRL West – Sunshine to Werribee.

The SRL concept route is reflected in State Planning Policy and *Plan Melbourne 2017–2050: Addendum 2019* and underpinned by the *Suburban Rail Loop Act 2021* (Vic) (SRL Act).

SRL East rail, stations and associated infrastructure were the subject of a comprehensive Environment Effects Statement (EES) assessment process under the *Environment Effects Act 1978* (Vic) and subsequent approval under the *Planning and Environment Act 1987* (Vic). This included an Inquiry and Advisory Committee hearing into the environmental effects of the project and consideration of the draft Planning Scheme Amendment exhibited with the EES. The Inquiry and Advisory Committee's report dated 23 June 2022 together with the EES were considered by the Minister for Environment and Climate Action (who jointly administered the Environment Effects Act with the Minister for Planning) culminating in the Minister's assessment report dated 5 August 2022.

The Minister’s assessment provided recommendations about the design, construction and operation of the SRL East rail, stations and associated infrastructure and the management of potential environmental effects and impacts. The Minister’s assessment also made a number of recommendations and observations in relation to precinct planning.

The Minister for Planning subsequently approved the Planning Scheme Amendment for SRL East with regard to the Minister’s assessment of the EES. More information on the SRL East project approvals and how the relevant recommendations or observations from the Minister’s assessment were considered or addressed in the preparation of the Draft Clayton Structure Plan is provided in Appendix A.

Information about SRL is provided at [Victoria’s Big Build: Suburban Rail Loop](#).

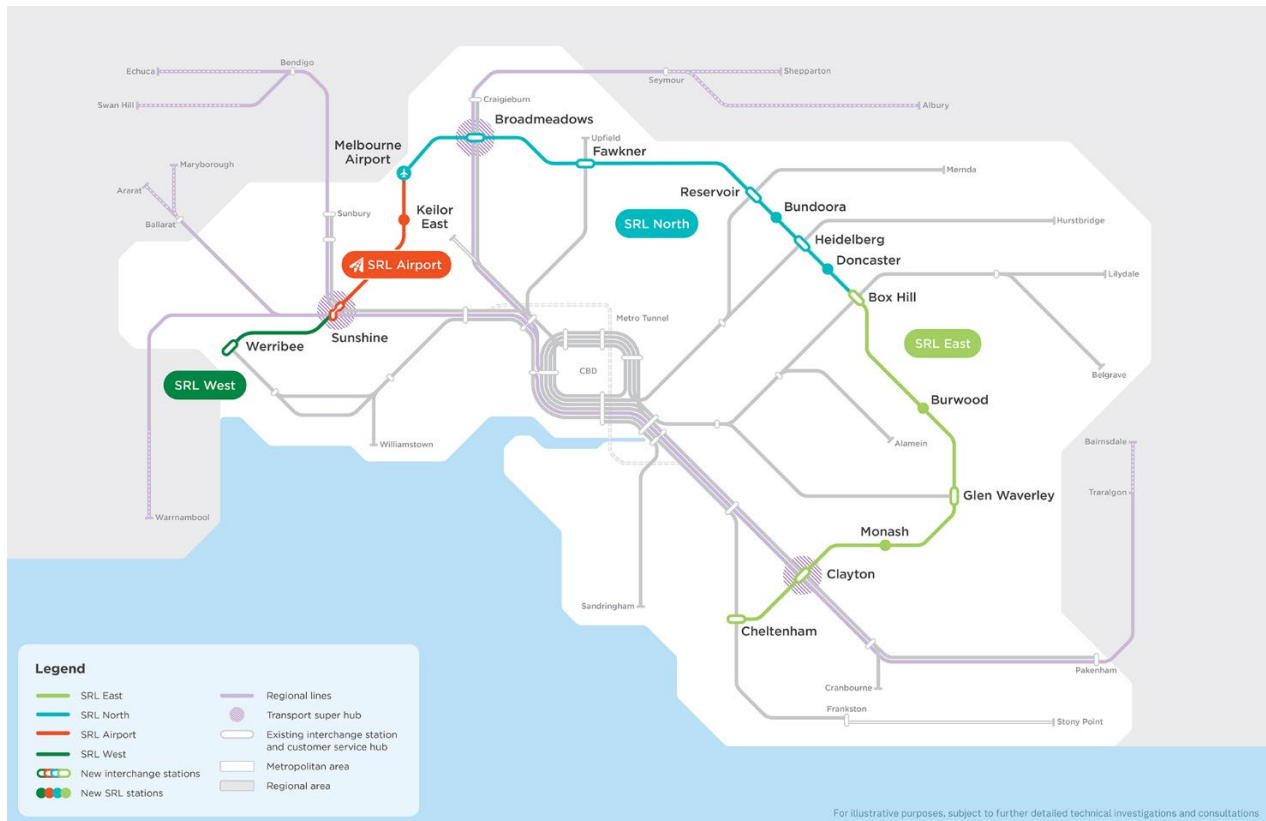


Figure 1 Suburban Rail Loop

1.3 Planning for SRL East

The SRL Act facilitates the planning and delivery of SRL and associated developments. The SRL Act establishes the Suburban Rail Loop Authority (SRLA) and provides SRLA with the functions and powers it needs to plan, deliver and manage SRL and associated developments.

The SRL program objectives at section 5 of the SRL Act includes to integrate the new rail line with existing and planned public transport and road networks and ‘facilitate sustainable population growth, urban renewal and improved liveability’. These objectives are to be achieved alongside other objectives such as coordinated delivery of transport and non-transport infrastructure and ‘facilitating greater employment activity and investment throughout Victoria’.

In December 2023, the Minister for SRL declared a Planning Area surrounding each SRL East station under the SRL Act. The Planning Areas generally extend 1.6-kilometres around each SRL East station. Under the Planning and Environment Act, SRLA is a planning authority for these Planning Areas.

The Structure Plan Area is a smaller area within each declared Planning Area and is where the most change and development is expected to occur over the next decades. The approach to defining the Structure Plan Area is described in Guideline 2 of *Planning for SRL East Precincts: Guidelines for the preparation of Structure Plans*. Guideline 2 provides

specific guidance for the preparation of the SRL East Structure Plans, including in respect of strategic context, the Structure Plan Areas, population and employment projections, and the Vision for each SRL East Planning Area.

Figure 2 shows the Structure Plan Area and the Planning Area for Clayton.

This Background Report outlines relevant local issues and planning policies, key constraints and opportunities and describes how these have influenced the direction and content of the Draft Clayton Structure Plan. The accompanying technical assessments provide expert analyses of environmental, social and economic influences relevant to the area. The key findings of these assessments have been considered alongside existing planning strategies and community and stakeholder feedback in identifying implications and key directions for the Draft Clayton Structure Plan.

The Draft Clayton Structure Plan is accompanied by a Draft Implementation Plan that sets out all actions within the Draft Clayton 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 the manner in which the projects will be delivered.

The Draft Clayton Structure Plan, the Draft Clayton Implementation Plan and the Technical Reports referenced in this Background Report are available at <https://engage.vic.gov.au/suburban-rail-loop>.

1.4 Housing and jobs for a growing population

SRL will be a catalyst for growth and change in Clayton by leveraging the presence of the station and positioning Clayton for the future as a thriving regional and economic hub and transport gateway with significant housing opportunities.

Planning for the Clayton Structure Plan Area considers population and employment growth projections to 2041, as the first steps in long-term change stimulated by SRL East. The Clayton Structure Plan Area is envisaged to accommodate:

- Population growth from approximately 14,200 people in 2021 (ABS 2021 Census) to 26,900 in 2041
- Approximately 5,600 extra dwellings to accommodate projected population growth to 2041 – helping to achieve the housing target in draft Plan for Victoria to 2051 for Kingston (51,500) and Monash (72,000) established by the Victorian Government
- Increased higher density housing and increased housing diversity to provide more suitable (and more affordable) housing for workers, student housing, aged care and housing for residents to age in place
- A projected increase in jobs from approximately 12,700 in 2021 to 29,600 in 2041 – requiring significant additional floorspace with the greatest demand expected in office (where there is currently low provision) and health floorspace, ideally close to Monash Medical Centre and around the SRL station. Health will remain a critical employment sector in Clayton
- Increased growth in the proportion of professional services jobs from approximately 7 to 15 per cent in 2041 with smaller increases in the education and industrial sectors
- Planning for over 27,000 additional trips to, from and within the Structure Plan Area during the morning peak period to support the combination of population and jobs growth to 2041
- Changes in the urban environment to provide adequate facilities and services for future residents and workers.

More detail about projected housing and employment floorspace growth in relation to setting future directions for the Draft Clayton Structure Plan is provided in Section 5. These projections also informed the technical assessments undertaken to support preparation of the Draft Clayton Structure Plan.

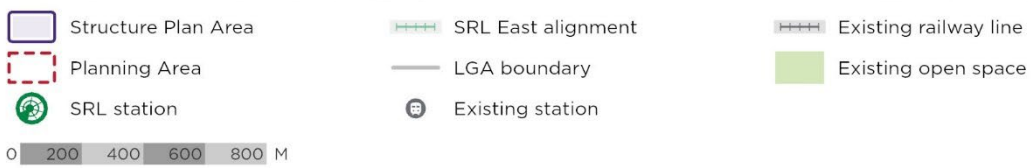
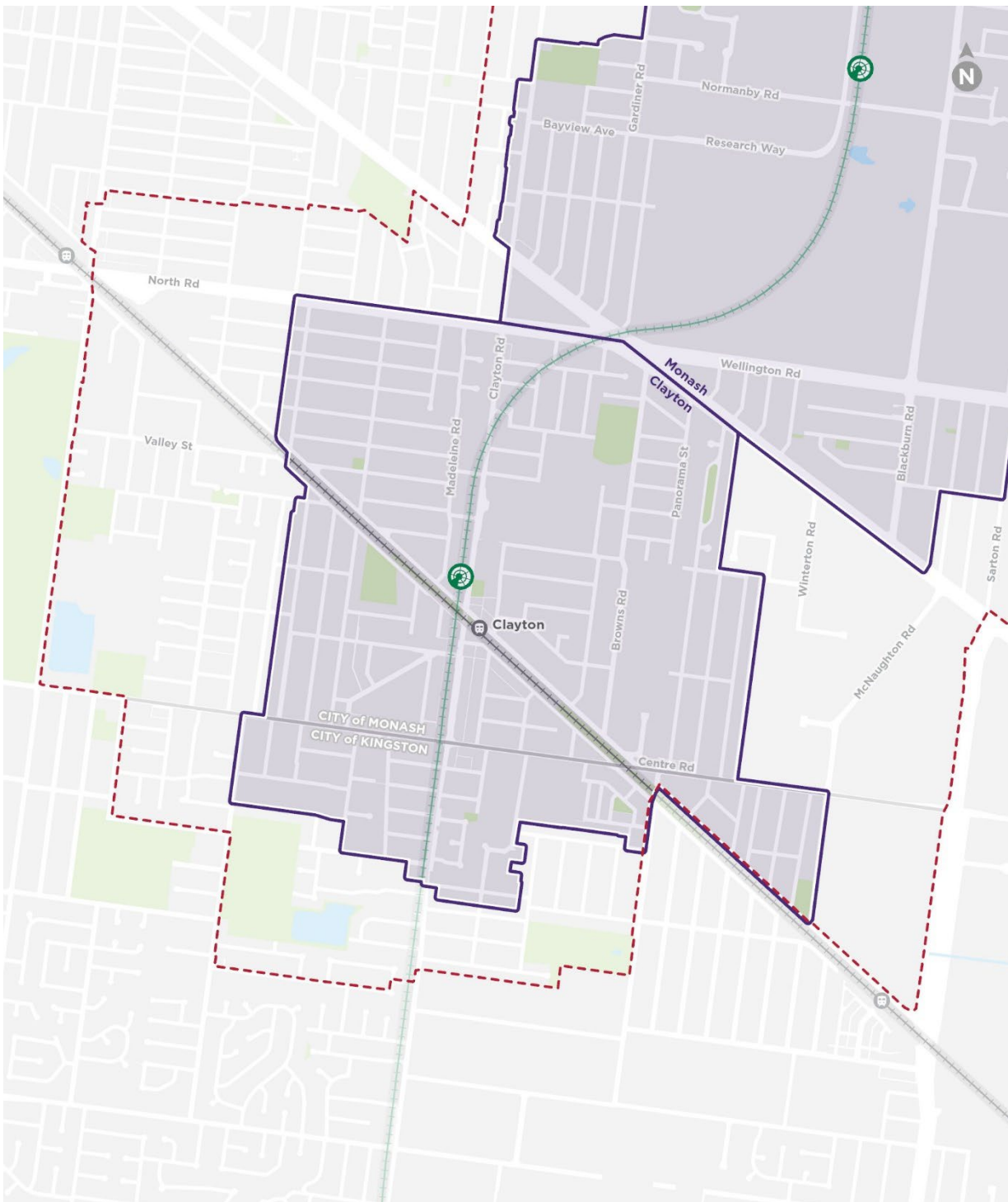


Figure 2 Clayton Structure Plan Area and Planning Area

More homes, more choice in Melbourne's sought-after suburbs

As Australia's biggest housing project, SRL is helping to deliver more homes where they're needed, next door to jobs, services and public transport.

As Melbourne's population continues to grow, more housing is needed – and a greater choice in housing is required to meet the needs of the changing population.

Over the decade to June 2023, Melbourne experienced strong population growth of 1.8 per cent per annum. While the COVID-19 pandemic saw a short-term pause in population growth, the high rate of growth has resumed – reaching 3.3 per cent over the year 2022 to 2023. Within a decade, Melbourne is projected to officially be Australia's largest city and by the 2050s, almost 9 million people are expected to be living in Melbourne.

Victoria's Housing Statement (May 2024) aims to deliver 80,000 new homes each year across Victoria – building more affordable homes across the city and in places closer to where people work, with good access to transport options, shops, schools and health and community services.

The Housing Statement recognises that Melbourne's ongoing liveability depends on increasing housing supply while reducing urban sprawl. A growing population does not have to lead to more suburbs on the city fringes where the cost of new infrastructure is high and people must travel further to jobs and services.

'Unlocking' new spaces in established suburbs can provide more affordable housing – such as townhouses and apartments – in higher density communities.

Housing needs assessments prepared for the areas surrounding the SRL East stations have identified potential for an extra 24,600 new homes by 2041 – and more than 70,000 new homes over the next 30 years.

Clayton is well suited for housing growth, with multiple activity centres within walking distance of the SRL station or nearby and access to jobs, education, services and open space.

The Clayton community has helped develop a Vision for Clayton, and more high-quality housing with more affordable choices is at the heart of this vision. Housing will drive the transformation of Clayton into a vibrant inclusive connected community over the coming decades.

More information on housing is provided in Section 5 of this report and in the *Housing Needs Assessment – Clayton*.

Victoria's Housing Statement is provided at www.vic.gov.au/housing-statement.

1.5 Engagement with the community

Community and stakeholder engagement helped inform the Vision for Clayton, the Draft Clayton Structure Plan and this Background Report. The engagement included face-to-face consultations as well as online surveys and other activities.

1.5.1 Establishing a shared vision

A Draft Vision was prepared for the Clayton Planning Area that identified the long-term aspirations for the broader area to guide planning and change over the coming decades. Community and stakeholder feedback helped refine the Vision and it was finalised in December 2024.

The Vision for Clayton outlines the long-term ambition to make the most of SRL opportunities and benefits – and how to accommodate the anticipated population growth over the coming decades. The Vision for Clayton builds on the ambitions set in the SRL Business and Investment Case (2021).

The Draft Clayton Structure Plan provides a detailed land use and built form planning framework so that planning decisions are consistent with the Vision for Clayton and support future community needs.

1.5.2 Structure Plan consultation

SRLA consulted with the community and stakeholders at each phase in the preparation of the Draft Clayton Structure Plan and this Background Report. The consultation helped identify what matters most to people about their local area and the issues and opportunities they see for the future.

The first phase of consultation comprised two parts. The first part from 29 August to 24 October 2023 sought input on ambition statements and priority outcomes for the neighbourhoods surrounding the SRL station. The second part from 3 December 2023 to 3 March 2024 sought feedback on the Draft Vision. This consultation helped refine SRLA's understanding of opportunities and challenges in the area, and explored place-shaping criteria based on values and needs.

The second phase of the consultation from April to May 2024 sought stakeholder and community feedback on proposed Key Directions to help achieve the Vision for Clayton. The proposed Key Directions aimed to address current and emerging challenges and meet the demand for greater housing choice and the needs of a growing population.

The two consultation phases helped identify economic and employment opportunities in the Clayton Structure Plan Area and determine current and future needs for housing, services and community infrastructure. The consultation also helped identify where and when development should occur, and in ways that respond to community values and needs as Clayton grows and changes over time.

Discussions were held with the City of Monash and the City of Kingston on matters such as land uses, built form (such as maximum building heights), transport and community infrastructure. These matters are described more in the relevant sections of this Background Report.

SRLA also convened seven Community Panels – one for each SRL station and one Youth Panel. This engagement explored the topics of transport, housing and community infrastructure in more detail, and how SRLA can deliver future precincts and neighbourhoods that reflect the needs and aspirations of local communities.

Relationships with Registered Aboriginal Parties and the Aboriginal community were established and their feedback on the Draft Visions and Key Directions was sought. This provided a valuable opportunity to expand the conversation and seek feedback on the structure planning process.

More information on the engagement is provided in the *SRL Structure Planning Engagement Report* at <https://engage.vic.gov.au/suburban-rail-loop>



Aerial view of the Clayton Structure Plan Area and surrounds – view towards south east

2. Clayton context

This section discusses the existing regional and local context, community profile and site characteristics and attributes of the Clayton Structure Plan Area.

2.1 Regional context

The Clayton Structure Plan Area is located on the traditional lands of the Bunurong people of the Kulin Nation. The Bunurong Land Council Aboriginal Corporation (BLCAC) is the Registered Aboriginal Party responsible for the region containing the Clayton Structure Plan Area.

The Structure Plan Area is located approximately 17 kilometres south east of the Melbourne CBD in the City of Monash (north of Centre Road) and the City of Kingston (south of Centre Road). Clayton plays a key role in metropolitan Melbourne, with world-leading education, health, research and commercial activities forming the core of the Monash National Employment and Innovation Cluster (NEIC). The region's specialised role in knowledge-based industries aligns the Structure Plan Area strategically with other Melbourne-based NEICs at Dandenong, La Trobe, Parkville, Fishermans Bend, Sunshine and Werribee.

The Clayton Structure Plan Area encompasses and expands the existing Clayton Major Activity Centre that incorporates the existing Huntingdale Station. The Structure Plan Area is located near several other major activity centres, including the Oakleigh and Springvale Major Activity Centres (connected by the Cranbourne / Pakenham Line), as well as Brandon Park Major Activity Centre to the north east. The Structure Plan Area also provides a range of services that support Monash's neighbourhood activity centres, including the Huntingdale and the Oakleigh South Neighbourhood Activity Centres. Huntingdale Neighbourhood Activity Centre is connected by rail to Clayton and shares a boundary with the Structure Plan Area. The Huntingdale Neighbourhood Activity Centre is the subject of a current Planning Scheme Amendment (described in Section 3.6.1 below), which envisages development heights of three to eight storeys for industrial, commercial and residential areas around the existing Clayton Station. The adjoining land within the Huntingdale Neighbourhood Activity Centre is located within the Clayton Planning Area.

With connections to Dandenong Station and the NEIC, Clayton will become one of three transport superhubs along the SRL corridor (along with Broadmeadows and Sunshine), connecting passengers to suburban destinations and regional rail services.

The Clayton Structure Plan Area aligns with the south-western edge of the Monash Structure Plan Area. There is an existing strategic relationship between the health facilities of the Clayton Structure Plan Area and the education assets and health facilities of the Monash Structure Plan Area. The alignment of the Clayton and Monash Structure Plan Areas offers opportunities to strengthen and develop visual and functional connections between these facilities and reinforce the importance of their roles at the heart of the Monash NEIC.

The regional context of the Clayton Structure Plan Area is shown in Figure 3.

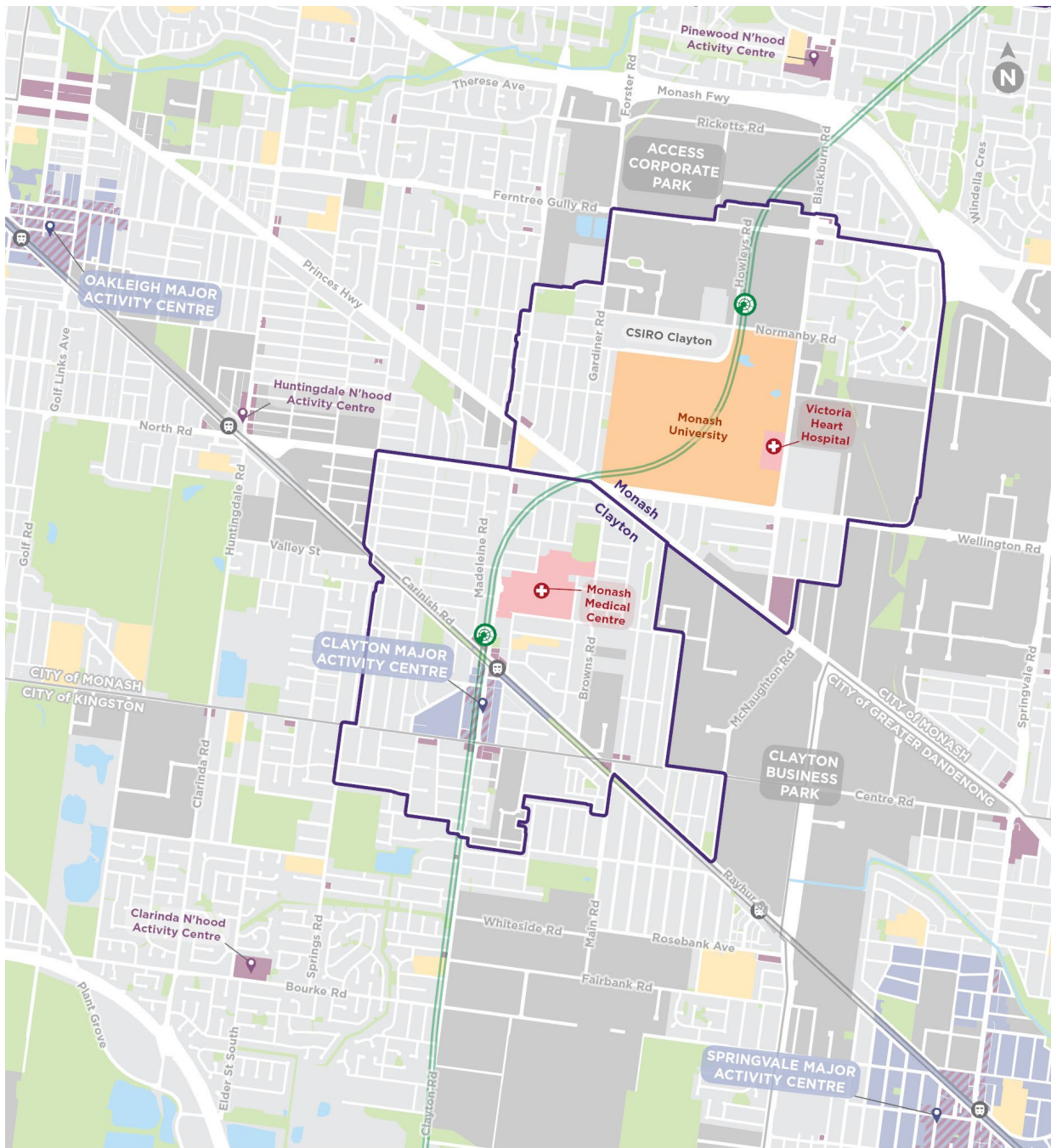


Figure 3 Regional context plan

2.2 Local context

The Clayton Structure Plan Area is located on the axis of Clayton Road and Centre Road, which are principal north–south and east–west road corridors respectively. Clayton Road and Centre Road support connections between the Structure Plan Area and Monash Freeway in the north, while Princes Highway runs through the Structure Plan Area to the north east, providing a direct connection to Melbourne’s CBD.

The central spine of the Clayton Structure Plan Area comprises the existing Clayton Major Activity Centre and Clayton Station. Service businesses and community services have developed alongside this central spine along Clayton Road. Radiating beyond this are largely residential areas, with industrial precincts hosting a range of businesses and manufacturing enterprises in the south of the Structure Plan Area.

The Monash Health Precinct is a significant collection of health-related businesses to the north of the Clayton Major Activity Centre, along the eastern side of Clayton Road and located at the interface with the Monash Structure Plan Area.

The local context of the Clayton Structure Plan Area is shown in Figure 4.

2.2.1 Land use and built form

Central retail core

The central retail core of Clayton runs along Clayton Road (between Centre Road and Clayton Hall) and features a main shopping strip either side of the existing rail line, with buildings of one to two storeys. The retail core forms Precinct 1 (Central Retail) in the Clayton Activity Centre Precinct Plan (more discussion of this Precinct Plan is in Section 3.5.1).

The central retail core comprises predominantly retail and hospitality uses, with some commercial and office uses on the upper levels along Clayton Road. Larger retail uses include two full-size supermarkets and other grocery retailers, all located on the western side of Clayton Road. The retail core includes key community facilities and open spaces, including Clayton Community Centre, Clayton Hall and Remembrance Gardens.



Existing retail uses along Clayton Road

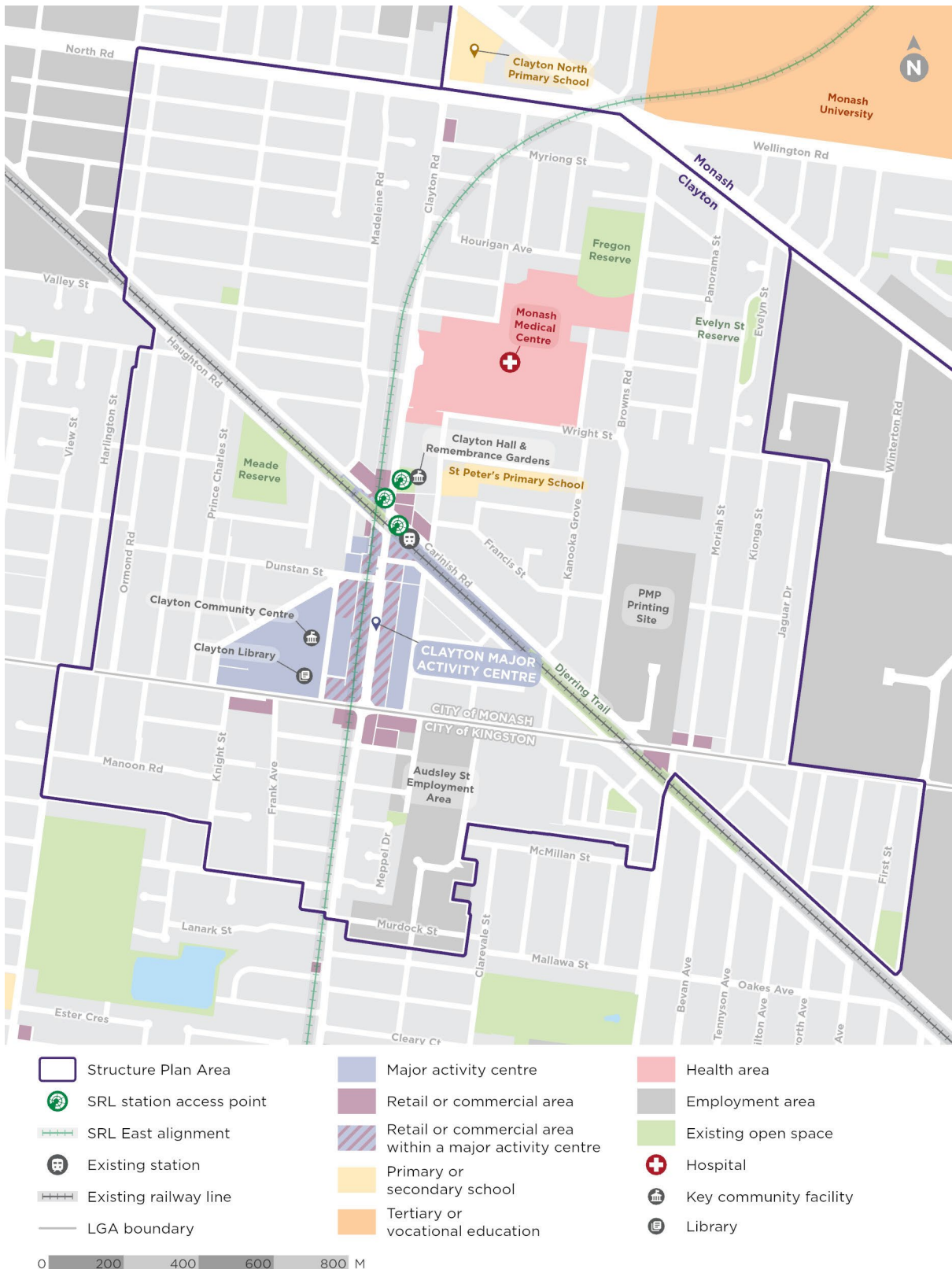


Figure 4 Local context plan



Clayton Road Central retail core



Monash Medical Centre, Clayton

Monash Health Precinct

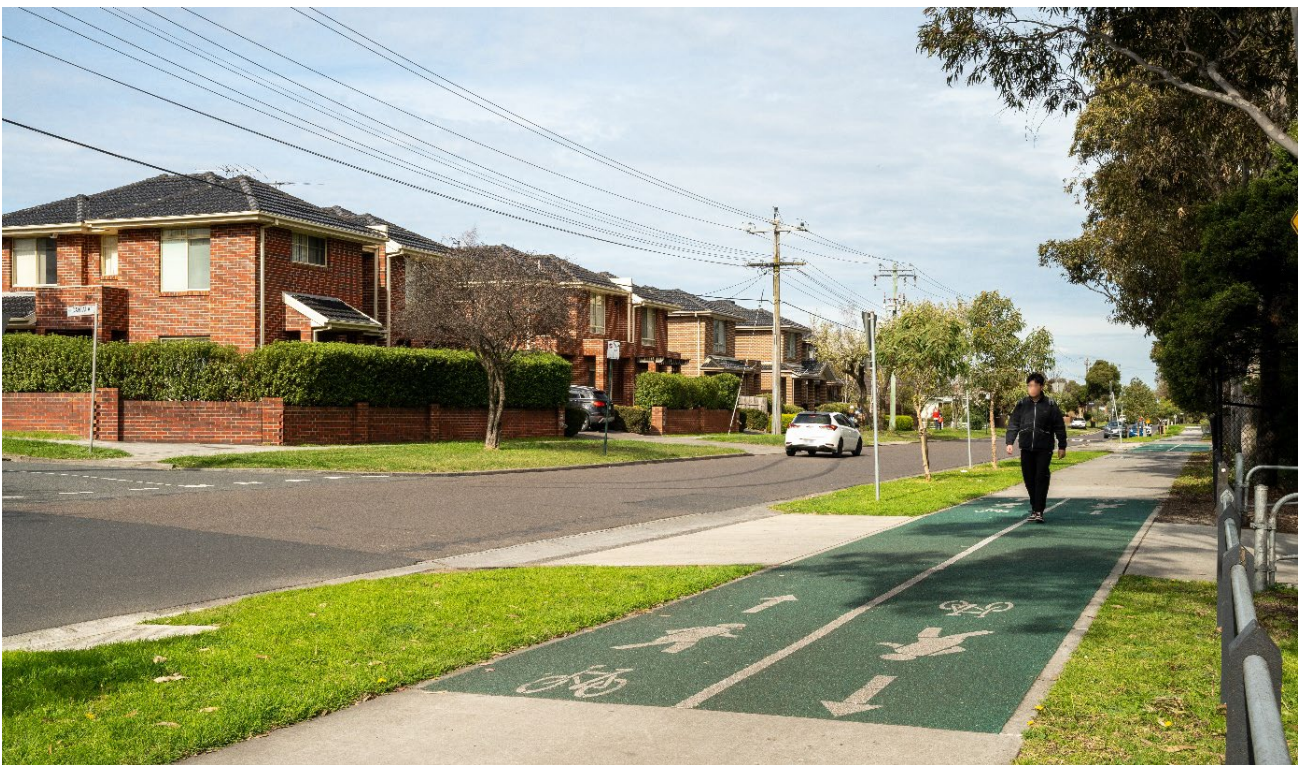
Health is the dominant employment sector in the Clayton Structure Plan Area. The Health Precinct includes Monash Medical Centre, Monash Children’s Hospital, Hudson Institute of Medical Research and Ronald McDonald House, all of which support local and regional catchments. The Monash Medical Centre and Monash Children’s Hospital are public assets with a significant influence on employment within and planning for the Clayton Structure Plan Area. The area forms part of Precinct 2 (Health and Medical) in the Clayton Activity Centre Precinct Plan.

Buildings in this area are typically of a larger scale, up to eight storeys. A range of health and allied health uses are located around Monash Medical Centre at lower scales, providing research and specialist facilities.

Established and emerging residential areas

Residential areas in the Clayton Structure Plan Area comprise a mix of detached dwellings, contemporary infill single dwellings, townhouses and multi-unit development of various architectural styles. Dwellings are typically low-rise (one to three-storeys) and on lots of 400 to 800 square metres. Clayton’s residential areas form part of Precinct 3 (Surrounding Residential Areas) in the Clayton Activity Centre Precinct Plan.

Larger developments in the Clayton Structure Plan Area comprise medium to high density residential developments in the form of townhouses and apartments. The presence of strata titled units and apartments in areas surrounding the Clayton Activity Centre and hospitals has a significant influence on the pattern of subdivision. Recent developments of three to six-storeys are emerging along Burton Avenue and Centre Road near Clayton Road. In the east of the Clayton Structure Plan Area, the PMP Printing site is a 10-hectare former industrial area planned to comprise a mix of multi-storey residential development at higher scales.



Shared path Browns Road, Clayton



Existing apartment development in Clayton

Industrial areas

Industrial and manufacturing activities are located south of Centre Road and outside the eastern and north-western edges of the Clayton Structure Plan Area. The industrial land within the Structure Plan Area comprises two key industrial areas: the Audsley Street Employment Area (12 hectares) and 1418A Centre Road, Clayton South (0.3 hectares).

The Audsley Street Employment Area is locally significant industrial land, providing small manufacturing and service industries. No. 1418A Clayton Road is a stand-alone showroom and warehouse development comprising uses that include car mechanics, storage warehouses and household goods retailers.

Significant industrial land is also located to the north west and east of the Clayton Structure Plan Area, accommodating a range of fine-grain industrial uses and larger-format industrial uses for heavier industries respectively. Buildings in these areas are predominantly one to two-storeys.



Audsley Street Employment Area



Fregon Reserve, Clayton

2.2.2 Natural features and public open space

The topography of the Clayton Structure Plan Area is mainly flat with limited prominent natural features. The land becomes more undulating between the existing Clayton Station and the Monash Health Precinct, with an upward slope along Mary Street and Clayton Road. The Monash Health Precinct represents a local high point in the area.

The Clayton Structure Plan Area typically comprises hard surfaces with limited tree canopy cover. This is particularly so in the Monash Health Precinct and Audsley Street Employment Area. Vegetation cover throughout residential areas provides irregularly spaced street trees and private gardens.

Public open space is scattered across the Clayton Structure Plan Area, providing informal and formal recreation. Meade Reserve and Fregon Reserve are larger areas dedicated to sports and recreation. Remembrance Gardens on Clayton Road is a civic open space within the Structure Plan Area, providing a green setting for passive recreation.

2.2.3 Community infrastructure

The Clayton Structure Plan Area has a range of community infrastructure assets including Clayton Community Centre, Clayton Library and Clayton Aquatics and Health Hub to the south west of Clayton Road and Clayton Hall to the north east of Clayton Station along Clayton Road.

St Peter's Primary School is the only primary school in the Clayton Structure Plan Area, with Monash Children's Hospital School providing education for inpatients. There are no secondary schools or tertiary facilities in the Clayton Structure Plan Area, although Monash University is located approximately 120 metres to the north east.

2.2.4 Movement and access

The existing Clayton Station is at the centre of the Clayton Structure Plan Area on the Cranbourne / Pakenham Line and the regional Gippsland line (V/Line). Clayton Station provides a bus interchange with several local bus routes. Key arterial roads connect the Structure Plan Area with Monash Freeway and adjoining suburbs. Travel within, to and from the Structure Plan Area is primarily by private car.

The off-road Djerring Trail provides active transport routes along the Cranbourne / Pakenham Line to neighbourhoods between Caulfield and Dandenong. Pedestrian and cycling activity is constrained in part by shared road spaces, limited pedestrian crossings and limited cycling connectivity between destinations including the Monash Health Precinct, the existing Clayton Station and the Major Activity Centre.

2.3 Existing community context

2.3.1 Population and housing

The Clayton Structure Plan Area has a population of approximately 14,200 people (ABS 2021 Census) with moderate annual population growth in recent years. The Structure Plan Area supports a higher proportion of overseas-born residents compared to Greater Melbourne. The population skews to younger age groups. Households in the Clayton Structure Plan Area are generally characterised by higher proportions of couple families (with or without children), group households or lone persons.

There were approximately 6,000 dwellings in the Clayton Structure Plan Area in 2021, with a lower proportion of detached dwellings compared to Greater Melbourne, counter balanced by a higher proportion of medium density dwellings (units and townhouses), which are the highest share of dwelling types within the Structure Plan Area. There is a notable presence of student accommodation and other forms of share housing around the Clayton Activity Centre.

2.3.2 Employment

Clayton's economy is supported by the role of the Monash Medical Centre in the southern area of the Monash NEIC and the retail and commercial areas around the existing Clayton Station. Industrial areas in the south accommodate a range of small to medium-scale light industrial and commercial uses around Audsley Street, while the Clayton South area features stand-alone showroom and warehouse development that includes automotive repair businesses, storage warehouses and household goods retailers.

Key employment sectors in the Clayton Structure Plan Area are health care and social assistance. Monash Medical Centre and Monash Children's Hospital drive most of this employment, with a range of health and allied health uses located around these major health institutions.

The Clayton Structure Plan Area accommodated approximately 12,700 workers in 2021, with health and education industries (such as professional, scientific and technical services) being the largest employment sectors. Workers in sectors such as health and education, population services and knowledge-intensive sectors are increasing while industrial sector workers have been decreasing (marginally) since 2011, reflecting a continued decline in industrial sectors such as manufacturing and wholesale trade.

3. Strategic policy context

This section summarises Victorian and local government strategies and other documents relevant to land use planning and development in the Clayton Structure Plan Area.

3.1 State policy and strategies

3.1.1 Plan Melbourne 2017–2050

Plan Melbourne 2017–2050 (Plan Melbourne) is the Victorian Government’s metropolitan planning strategy to guide land use and development across Greater Melbourne to 2050.

The Clayton Structure Plan Area is located within an area designated as a major activity centre in Plan Melbourne. Major Activity Centres provide a mix of education, health and retail services to surrounding communities.

The Structure Plan Area is also within the Monash National Employment and Innovation Cluster (NEIC), as shown in Figure 5. The NEIC contains a concentration of knowledge-based businesses and institutions focused on innovation and leading-edge technology and research. Within the NEIC, Monash Medical Centre is identified as a state-significant health precinct and Monash University is part of a state-significant health and education precinct. Plan Melbourne seeks to reinforce the core economic functions of these institutions while providing opportunities for ancillary services and retail, commercial and accommodation uses.

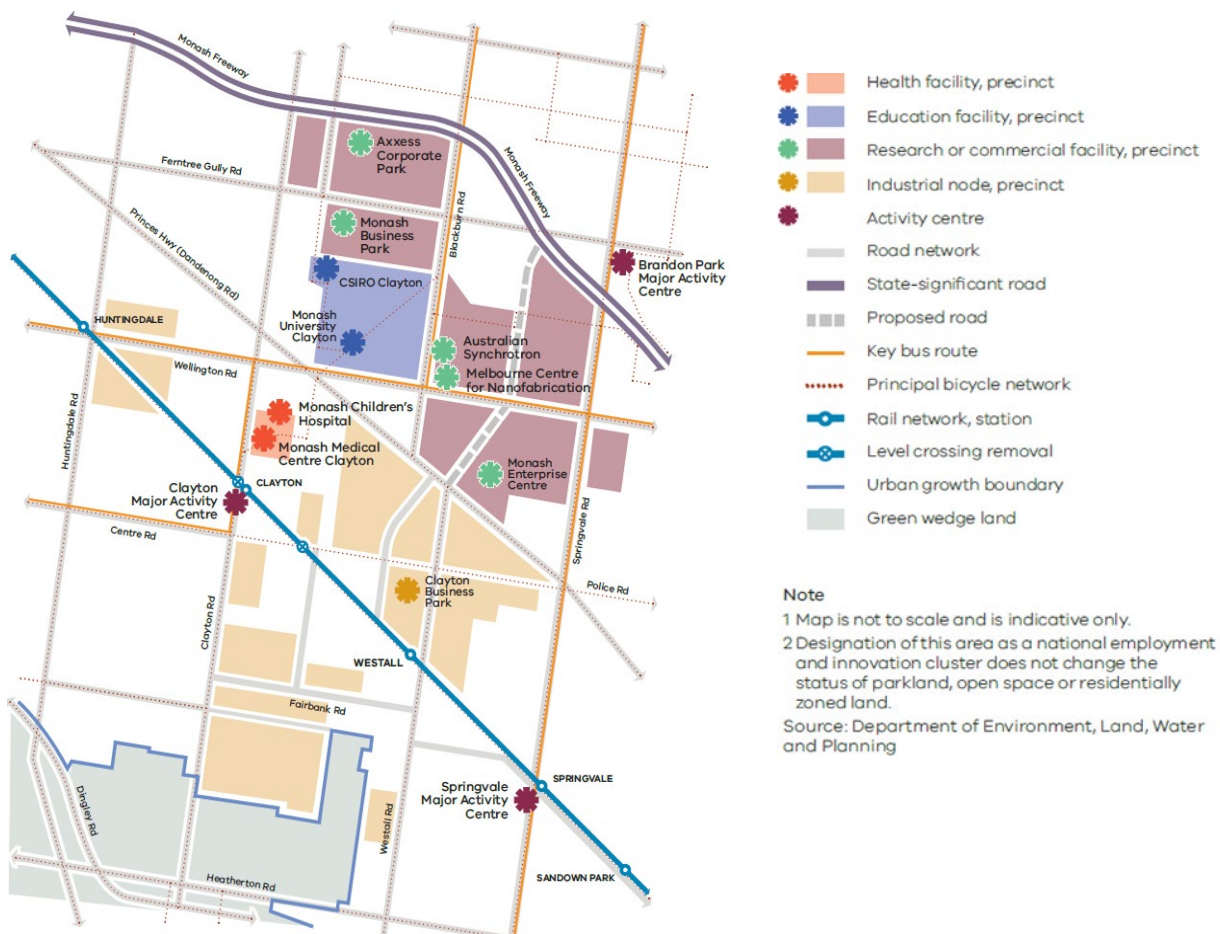


Figure 5 Monash National Employment and Innovation Cluster – Map 5 (Plan Melbourne)

Source: *Plan Melbourne 2017–2050*

The *Plan Melbourne Addendum 2019* updated Plan Melbourne with the most recent population and employment projections, and acknowledged further development of the government’s long-term infrastructure agenda.

The Plan Melbourne Addendum updated the 2050 spatial framework map to include the concept route of SRL, as shown in Figure 6 (No. 5 on the map). The Clayton Structure Plan Area aligns with this SRL concept route, being located at the intersection with the Cranbourne / Pakenham Line.

The following Plan Melbourne outcomes are relevant to planning for the Clayton Structure Plan Area. A full list of outcomes and directions relevant to the Structure Plan Area is provided in Appendix B.

Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs
Outcome 2: Melbourne provides housing choice in locations close to jobs and services
Outcome 3: Melbourne has an integrated transport system that connects people to jobs and services and goods to markets
Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity
Outcome 5: Melbourne is a city of inclusive, vibrant and healthy neighbourhoods
Outcome 6: Melbourne is a sustainable and resilient city

Ministerial Direction No. 9 under the *Planning and Environment Act 1987 (Vic)* requires a planning authority to have regard to the Metropolitan Planning Strategy (*Plan Melbourne 2017–2050* and the *Plan Melbourne Addendum 2019*) when preparing a Planning Scheme Amendment. This includes ensuring the Planning Scheme Amendment is consistent with the directions and policies in metropolitan planning strategy documents.

As a planning authority for land within the Clayton Planning Area, SRLA is required to have regard to Ministerial Direction No. 9 when preparing Planning Scheme Amendments for land within Planning Area, including the Clayton Structure Plan Area.

Planning for the Clayton Structure Plan Area, including preparation of the Planning Scheme Amendment, supports Plan Melbourne’s ambitions by planning for vibrant and connected neighbourhoods that leverage Clayton’s existing competitive advantages across retail, medical and knowledge-based industries. Identification of the Clayton Structure Plan Area as a major urban renewal precinct creates the opportunity to increase the supply of housing and housing diversity, jobs and community services within high amenity neighbourhoods where people can access most of their daily needs locally.

The Draft Clayton Structure Plan also includes initiatives to contribute to the long-term sustainability and resilience of the Clayton Structure Plan Area.

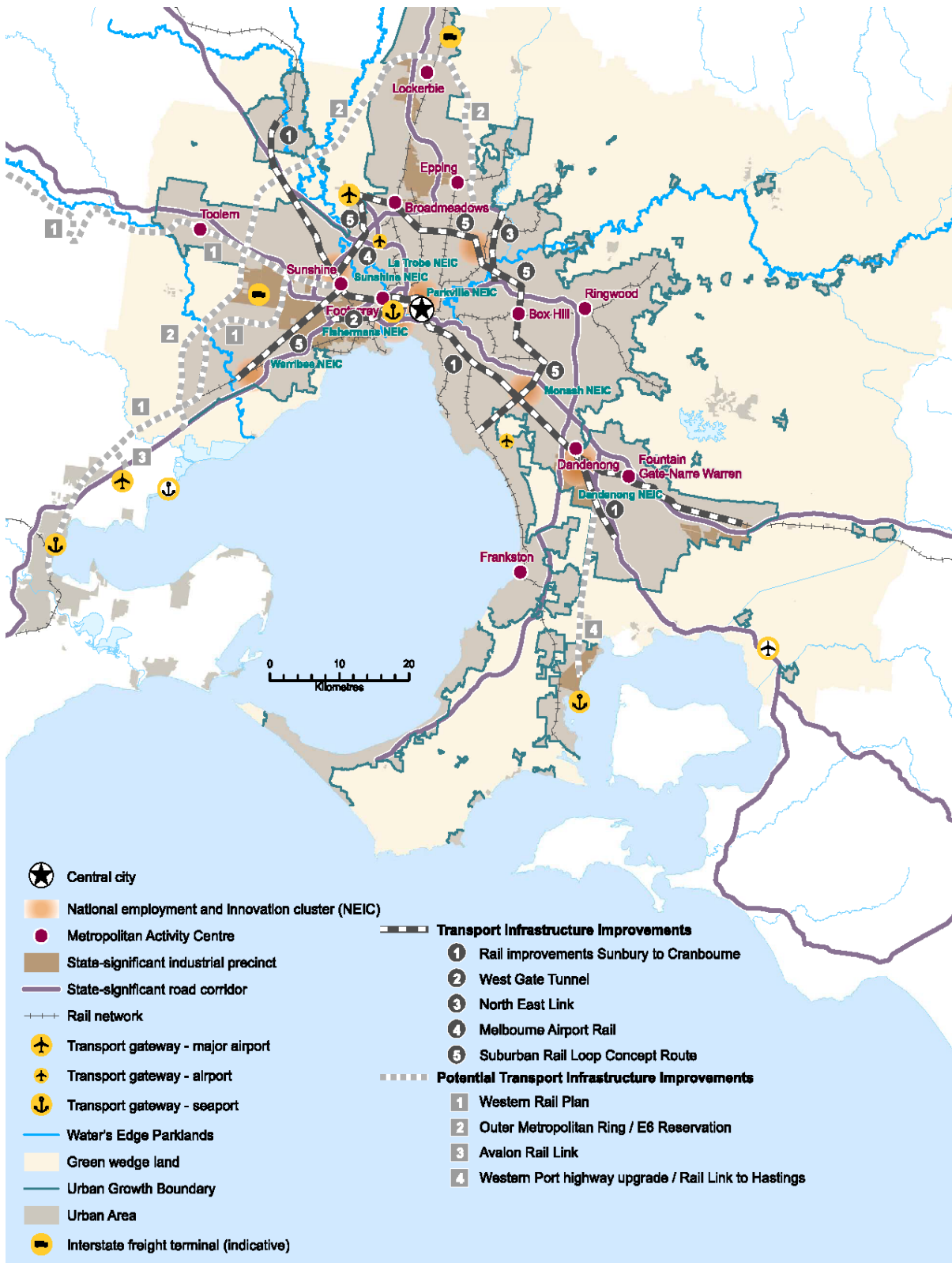


Figure 6 Melbourne 2050 spatial framework

Source: Plan Melbourne Addendum 2019

3.1.2 Victoria’s Housing Statement 2024–2034

Victoria’s Housing Statement: The Decade Ahead 2024–2034 focuses on five key areas to address housing supply and affordability in the state. The Housing Statement aims to deliver 80,000 new homes each year across Victoria. Three key areas and actions are relevant to planning for the future of the Clayton Structure Plan Area:

Key area 1: Good decisions, made faster

- Increase housing choice in activity centres

Key area 2: Cheaper housing, closer to where you work

- Support institutional investment
- Unlock surplus government land
- Strengthen design standards to ensure high-quality builds
- Give growing communities the local infrastructure they need
- Keep making precincts about people and places

Key area 5: A long-term housing plan

- Plan Melbourne update
- Planning Regulation Reform.

Structure planning for SRL East has a focus on increasing the supply of housing across Melbourne’s middle suburbs, helping to achieve the targets of *Victoria’s Housing Statement* by making room for more than 70,000 extra homes across the six SRL East Structure Plan Areas over the next 30 years.

The Draft Clayton Structure Plan includes objectives, strategies and actions to boost housing supply in places with good access to public transport, to facilitate social and affordable housing, and improve housing diversity and choice. A focus is to provide the greatest densities of housing in locations around the SRL station with high levels of accessibility.

3.1.3 Plan for Victoria

In late 2023 the Victorian Government announced it would update and expand Plan Melbourne to cover the entire state. *Plan for Victoria* will build on *Victoria’s Housing Statement* to address the state’s housing and land use needs to 2050. The consultation brochure ‘Big Ideas for Victoria’s Future’ (July 2024) identifies five priorities for Victoria:

- Leafy green streets with trees, parks and open space
- Better public transport, walking and cycling connectivity
- Affordable homes for everyone
- Protecting the valuable land where our food is grown
- Vibrant and social places for people to connect and thrive.

Plan for Victoria will set out strategies to support jobs growth, protect the environment and ensure Victoria is more resilient to climate change.

The Vision for Clayton aligns with the priorities of *Plan for Victoria* by making use of new public transport accessibility and providing opportunities for increased housing diversity and affordability as part of new placemaking. Proposed canopy tree targets, public open space upgrades and climate change initiatives will respond to the desire for green streets and open spaces.

3.1.4 Melbourne Industrial and Commercial Land Use Plan (MICLUP)

The *Melbourne Industrial and Commercial Land Use Plan* (MICLUP) provides an overview of industrial and commercial land use needs across metropolitan Melbourne. It establishes a planning framework to inform future strategic directions around these land uses.

The Clayton Structure Plan Area is located in the MICLUP eastern region and southern region. These regions are projected to experience significant employment growth over the next decade. The MICLUP identifies the Clayton Road strip as a Regionally Significant Commercial Area. The former PMP Printing site and the Audsley Street Employment Area are identified as Locally Significant Industrial Precincts.

Commercial and industrial land supply within and surrounding the Clayton Structure Plan Area is shown in Figure 7. Large Regionally Significant Industrial Land is located to the east of the Clayton Structure Plan Area and within the northern part of the Monash Structure Plan Area (as well as to the east of the Monash Structure Plan Area). Areas identified as Regionally Significant Industrial Areas are outside the Clayton Structure Plan Area.

Industries anticipated to experience the biggest growth in the MICLUP eastern region and southern region include health care and social assistance, education and training, retail trade and construction. Other key industries include professional, scientific, and technical services in the eastern region, and manufacturing in the southern region.

The Draft Clayton Structure Plan aligns with the overarching directions of the MICLUP, which look to boost the role of the Monash Health Precinct and retain and support the Audsley Street Employment Area. The future transition of the PMP Printing site as an intensively developed mixed-use precinct has already been planned by the PMP Printing Comprehensive Development Plan and reflects the decline in manufacturing in this region. Increasing employment floorspace and densities in industrial and commercial areas with a higher proportion of service and knowledge-based jobs will support the transition of the local economy to broader employment opportunities. These opportunities will complement the anticipated change in the Monash Structure Plan Area to the north and Regionally Significant Industrial Areas beyond the Clayton Structure Plan Area.

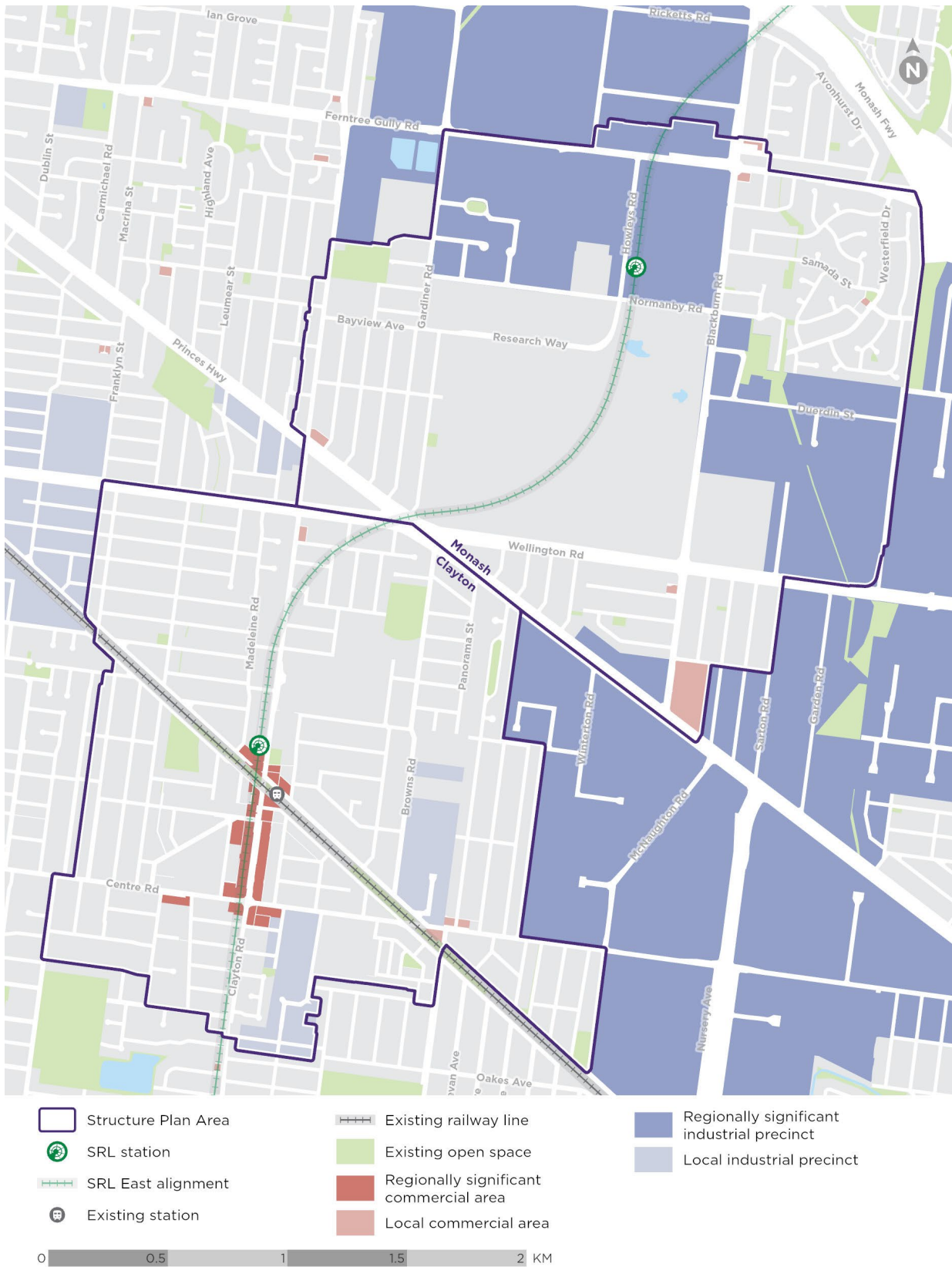


Figure 7 Commercial and industrial land supply (MICALUP 2020)

3.2 Monash and Kingston Planning Schemes

3.2.1 Existing zones and overlays

The Clayton Structure Plan Area is subject to the Monash and Kingston Planning Schemes.

The Clayton Structure Plan Area comprises land zoned for commercial uses in the centre of the area, with residential zones extending in each direction. Key land use designations include the Monash Medical Centre in a Public Use Zone to the north-east and the Audsley Street Employment Area to the south. A Comprehensive Development Zone was applied to the PMP Printing site to support transition of the land from its former industrial land use to a mixed-use environment with new land use and development controls. A Development Contributions Overlay was also introduced to the land as part of this process.

The Clayton Structure Plan Area is affected by a limited number of planning overlays. Design and Development Overlays (DDO14 and DDO15) cover an expansive area relating to helicopter paths around the Monash Medical Centre. A Special Building Overlay (SBO) runs north–south through the centre of the Structure Plan Area. An Environmental Audit Overlay identifies potentially contaminated land (capable of being used for sensitive uses). A Heritage Overlay applies to a limited number of specific heritage places within the Structure Plan Area. A Specific Controls Overlay (SCO) also applies to land within the Structure Plan Area.

Zones and overlays applying in the Clayton Structure Plan Area are shown in Figure 8 to Figure 11. A complete list of these zones and overlays and their descriptions is provided in Appendix C.

The Draft Clayton Structure Plan aims to support and leverage the opportunities the SRL station at Clayton will generate. Land use patterns identified in the existing zones were considered when identifying future land uses and development.

A Comprehensive Development Zone identifies land use and development outcomes specific to the former PMP Printing site. This was considered for the preparation of the Draft Clayton Structure Plan to reflect the future opportunity of the land as part of the broader expected renewal and growth associated with SRL East. Public Use Zone areas associated with Monash Health are recognised in the Draft Clayton Structure Plan with the identification of the Health neighbourhood.

Overlays that identify environmental constraints within the Structure Plan Area (such as flood overlays or design and heritage identification and direction) were considered in preparing the Draft Clayton Structure Plan. This includes DDO14, 15 and 18, which identify helicopter flightpaths associated with Monash Medical Centre and impact permitted building heights. These are discussed in Section 0 and Section 5.

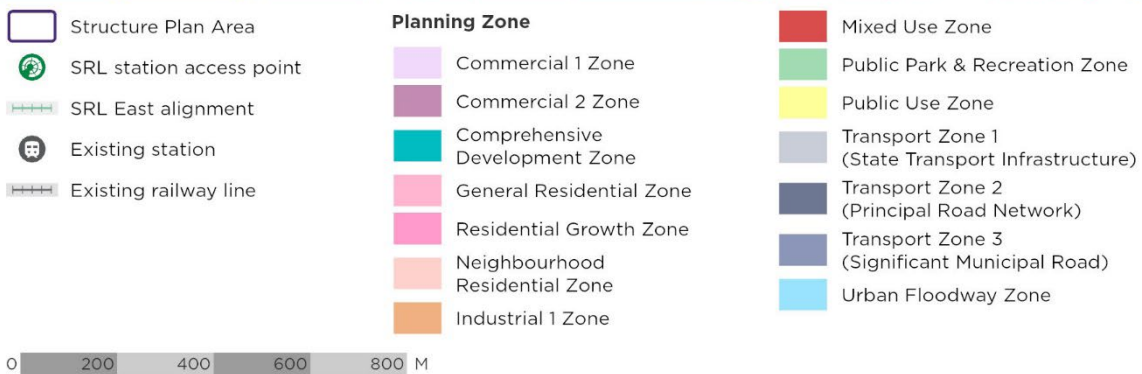
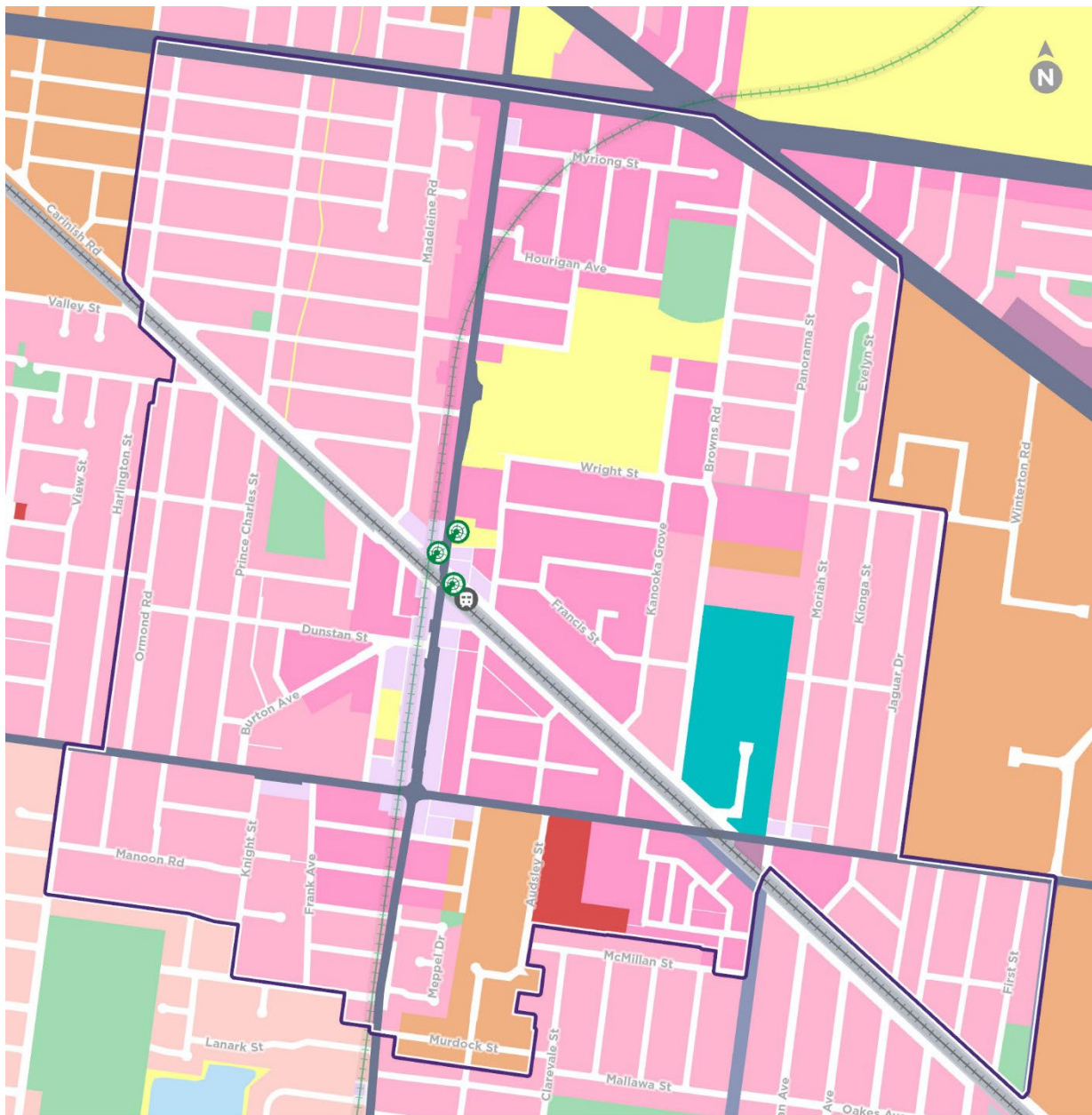


Figure 8 Clayton existing planning zones

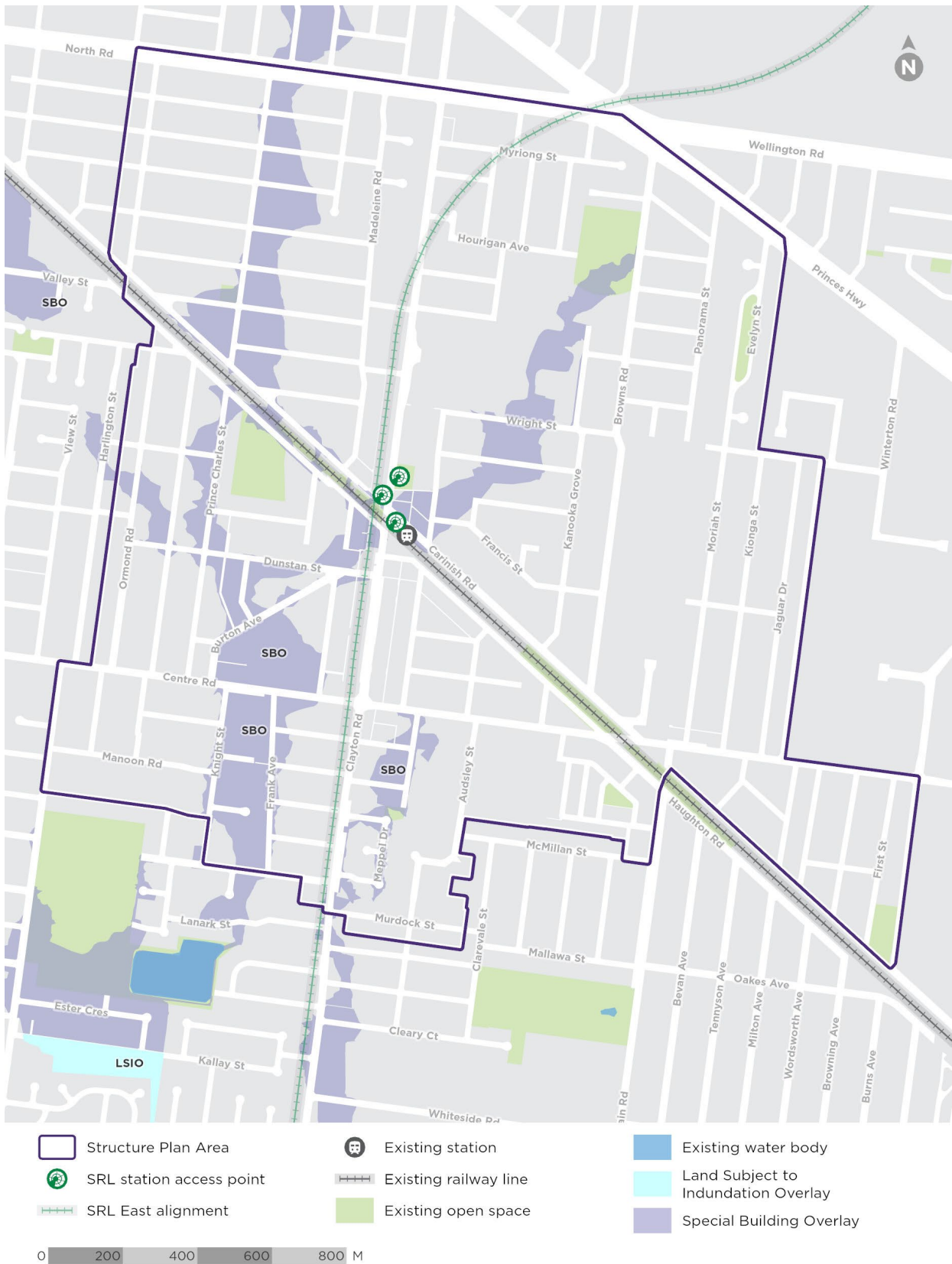


Figure 9 Clayton planning overlays – environment and landscape

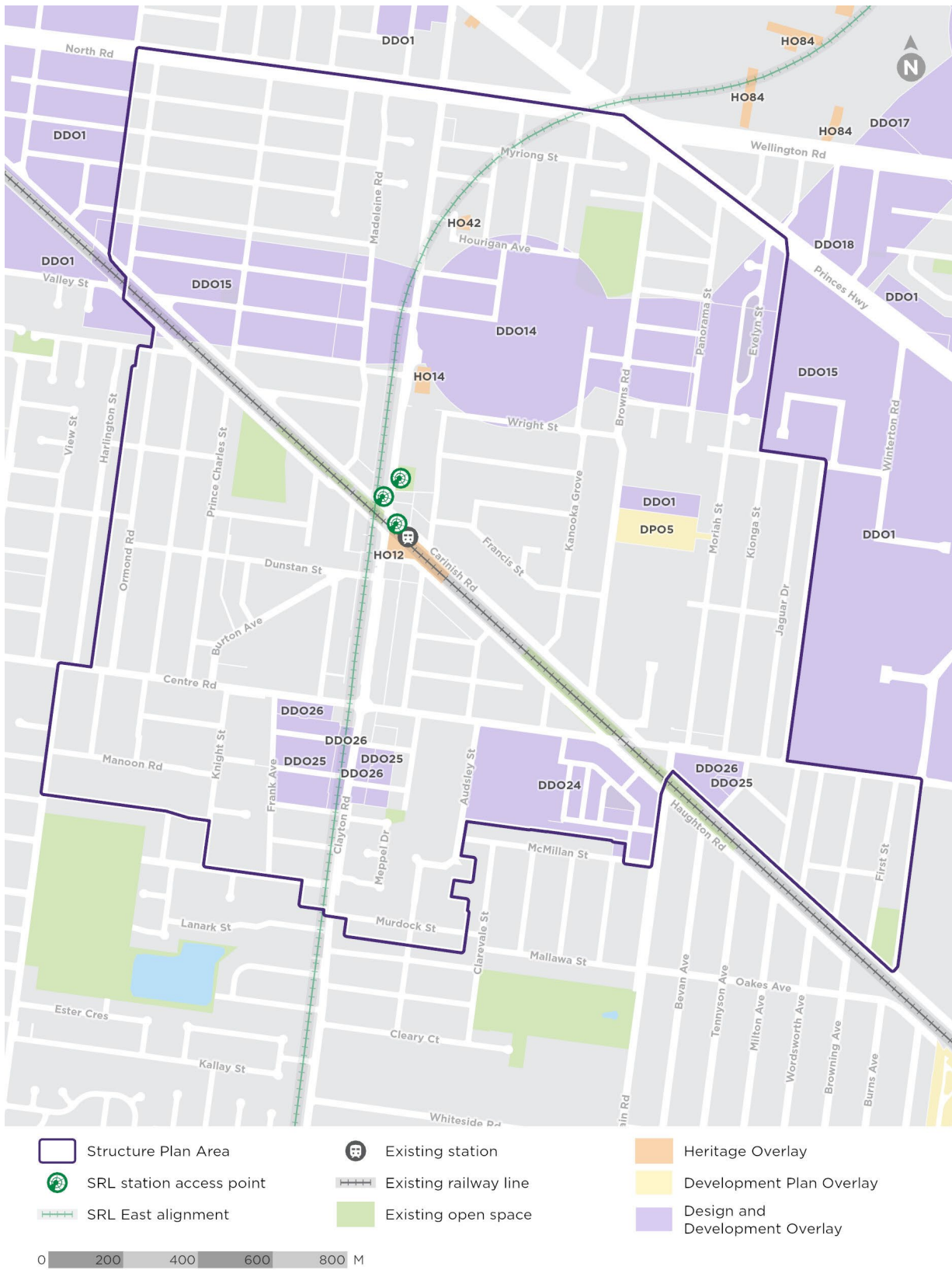


Figure 10 Clayton planning overlays – heritage and built form

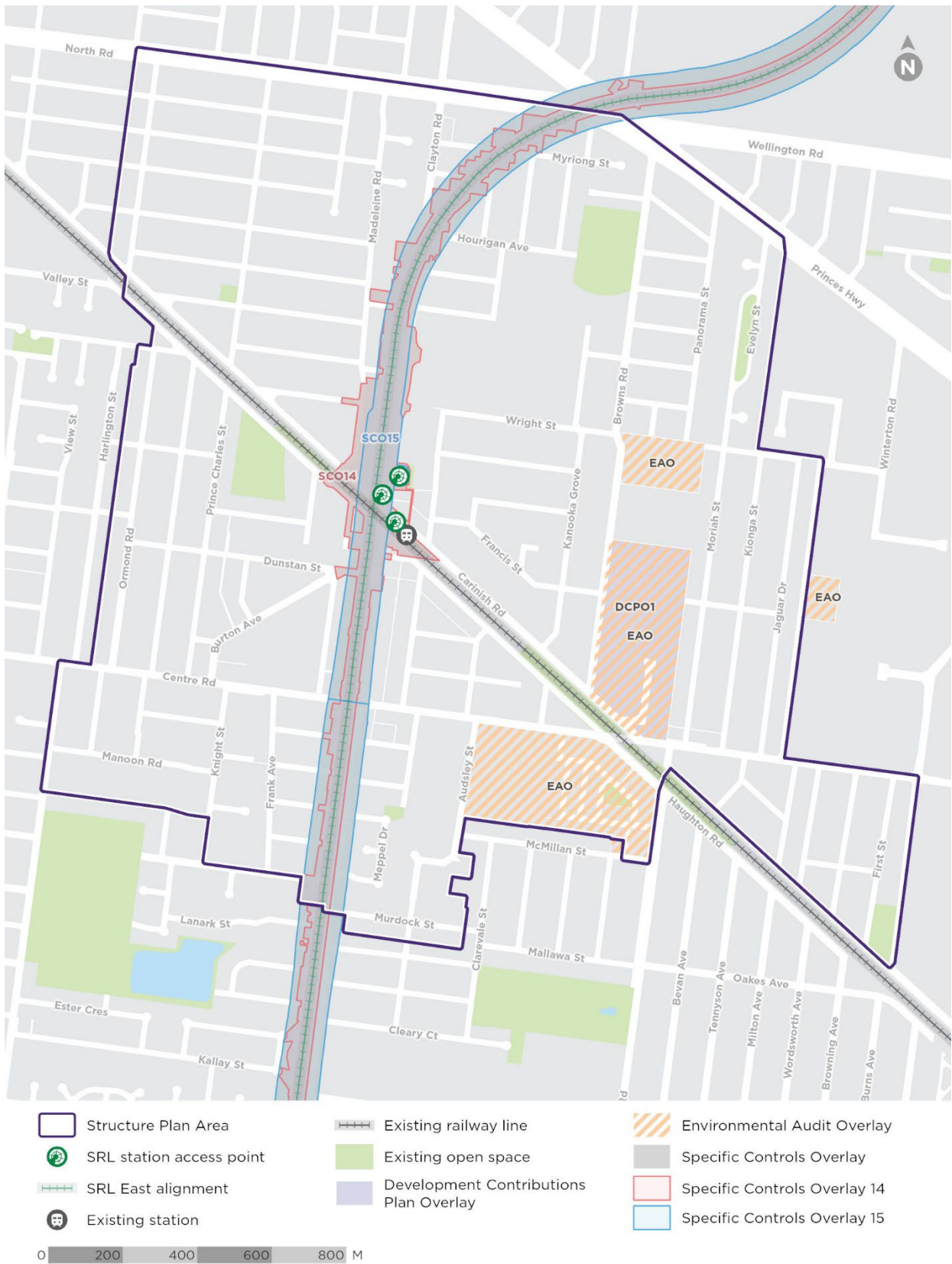


Figure 11 Clayton planning overlays – other land management

3.2.2 Planning Policy Framework – state and regional

The Planning Policy Framework (PPF) guides land use planning in the City of Monash and the City of Kingston. Key clauses of the PPF that apply to the Clayton Structure Plan Area are summarised below. A complete list of PPF objectives and strategies relevant to the Clayton Structure Plan Area is provided in Appendix D.

Land use and transport Integration

Regional strategies of the PPF (clause 11.01-1R) seek to develop SRL through Melbourne’s middle suburbs to facilitate substantial growth and change in major employment, health and education precincts and activity centres (such as the Clayton Activity Centre). State strategies seek to integrate land use and transport to facilitate the efficient movement of people and goods to social, cultural and economic opportunities (clauses 18.01-1S and 18.01-2S).

Housing and economic development

State policy requires that planning for urban growth considers opportunities for redevelopment and intensification of existing urban areas, while facilitating integrated and diverse housing (including more affordable housing options near existing infrastructure, services and transport) to meet community needs (clauses 11.02-1S, 16.01-1S and 16.01-2S). State policy seeks to ensure that sufficient commercial, retail and industrial land is available to meet forecast demand in accordance with the MICLUP (clause 11.02-1S).

Infrastructure

The PPF seeks to facilitate orderly, economic and sustainable development in urban areas through structure planning (clause 11.02-2S), including appropriately managing water resources and stormwater, delivering timely, efficient and cost-effective infrastructure and providing an integrated transport system (clauses 18.01-2S, 19.03-2S and 19.03-3S). Hospitals and other large health facilities are to be located in designated health precincts and areas highly accessible to public and private transport (clause 19.02-1S).

Urban design and open space

State and regional planning policy seeks to create urban environments that are safe, healthy and functional, and contribute to a distinctive liveable city with quality design and amenity in metropolitan Melbourne (clauses 15.01-1R and 15.01-1S). State and regional planning policy also seeks to strengthen and improve an integrated network of public open spaces to meet the needs of the community (clauses 19.02-6S and 19.02-6R).

Hazards

State planning policy seeks to ensure that potentially contaminated land is used and developed safely, and that planning adapts to the impacts of climate change through risk-based planning, such as flood mitigation (clauses 13.03-1S and 13.04-1S). The relationship between industrial land uses and other more sensitive uses is to be considered in future planning (clauses 13.07-1S).

Heritage

State planning policy seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance, and to ensure the conservation of places of post-contact heritage significance (clauses 15.03-1S and 15.03-2S).

The Draft Clayton Structure Plan is supported by and responds to the planning policies summarised in this section.

The Draft Clayton Structure Plan seeks to utilise the infrastructure investment and enhanced connectivity delivered through SRL East to provide more opportunities for housing growth and employment in an established area.

Environmental constraints were considered when preparing the Draft Clayton Structure Plan, along with design and public realm enhancements to support community amenity, noting that a new urban character will emerge with higher density development within the Structure Plan Area.

3.2.3 Planning Policy Framework – local

The Planning Policy Frameworks (PPFs) of the Monash and Kingston Planning Schemes comprise the Municipal Planning Strategies and local planning policies relevant to each municipality. Objectives and strategies of the PFFs relevant to the Clayton Structure Plan Area are summarised below.

Monash Planning Scheme

The Monash Planning Scheme recognises the municipality comprises mainly residential land but with significant commercial, industrial and open space land use areas, including Clayton Major Activity Centre (clause 02.01).

The Clayton Major Activity Centre is identified as a major focus for commercial and retail mix and for medium density residential uses with diverse housing types (clause 11.03-1L-01).

Monash City Council seeks to manage residential growth around a network of activity and neighbourhood centres (clause 16.01-1L-01). Residential growth is directed to neighbourhood and activity centres, the Monash NEIC (MNEIC) and the boulevards (Springvale Road and Princes Highway). The Monash preferred neighbourhood character policy (clause 15.01-5L) identifies 'MNEIC and Clayton Activity Centre – Housing Growth Areas' within the Clayton Major Activity Centre and along Princes Highway / Dandenong Road, while 'MNEIC and Clayton Activity Centre Housing Diversity Areas' apply within the Clayton Major Activity Centre and surroundings – largely west of Clayton Road and east of Monash Medical Centre. Student accommodation is encouraged to locate in proximity to tertiary institutions, including Monash University (clause 16.01-1L-02).

Monash Medical Centre is a major regional asset to be supported through links between Monash University, the Australian Synchrotron and Monash Medical Centre, which form part of the Monash Technology Precinct (clause 02.03-6) and Monash Technology Precinct Policy (clause 17.01-2L). The policy also promotes the Monash Technology Precinct as Australia's leading technology hub by attracting headquarter locations of national and international organisations, as well as a diverse set of medical, research and development industries of all sizes (clause 17.01-2L).

The character and design of business parks and industrial areas in the municipality are subject to specific planning requirements (clause 15.01-2L-01), which seek to create a high amenity environment that contributes to a garden character. This includes requirements for building heights, setbacks, car parking and landscaping for different industrial and business character types.

Local planning policy promotes sustainable transport in activity centres (including the Clayton Activity Centre) through public transport and active transport options (clause 15.01-2L-02) and seeks to improve the municipality's public transport system to reduce traffic congestion on Monash Freeway, Princes Highway and Springvale Road (clause 02.03-7).

Monash City Council aims to provide public open space within 400 metres' walking distance from homes and employment areas (clause 02.03-8). Monash's local Tree Conservation Policy (clause 15.01-1L-02) aims to maintain the tree canopy cover within areas identified as having a Garden City character, including the residential areas either side of Clayton Road.

Local planning policy also seeks best practice in environmentally sustainable development in the municipality (clause 15.01-2L-02).

Kingston Planning Scheme

The Kingston Planning Scheme recognises the municipality as a major employment destination for local residents and those of neighbouring municipalities, with the largest economic sector being manufacturing (clause 02.01). Clause 02.02 reinforces the role of the activity centre network to provide a commercial and retail mix and the need to redevelop old industrial sites for new employment opportunities.

Strategic directions relevant to the Clayton Structure Plan Area direct increased housing densities to major activity centres (clause 02.03-6) and along main boulevards (clause 2.04) where priority is given to integrating transport and land use planning (clauses 02.03-1, 02.03-8 and 11.03-1L-01). Specifically, dwelling densities and housing types must be consistent with the Clayton South Framework Plan, including medium density along Centre Road and Clayton Road (clause 16.01-1L-02).

Local planning policy seeks to improve landscape character by accommodating complementary landscaping within new residential developments (clause 15.01-5L-02). While high density development is encouraged, the ecological value of Kingston's natural environment and existing neighbourhood character and sensitive interfaces must be considered (clauses 02.03-2 and 02.03-5).

From an economic perspective, local planning policy directions seek to reinforce strip shopping centres and protect, revitalise and adapt industrial areas, such as the Audsley Street Employment Area, to the changing nature of the local economy (clause 02.03-7). Similarly, clause 17.03-1L supports redevelopment and consolidation of land in older industrial areas, such as the Audsley Street Employment Area, to better accommodate the needs of modern industry. Development in industrial areas is subject to urban design requirements, which direct high-quality and well-landscaped industrial estates (clause 15.01-1L-01).

Local planning policy also seeks best practice in environmentally sustainable development within the municipality (clause 15.01-2L) and provides specific direction to adopt water sensitive urban design, including stormwater re-use (clause 19.03-3L-01).

The Draft Clayton Structure Plan's major direction for intensification in residential areas aligns with existing local planning policies directing higher density housing to activity centres in the cities of Monash and Kingston.

Employment land use around the Monash Health Precinct connects with the Monash Structure Plan Area in the north and will provide a focus on expanding employment in the area. Industrial areas in the south will be maintained and enhanced with increased density and floorspace. Housing along main roads and boulevards will be a continued focus within the Structure Plan Area, along with intensification of areas in the Clayton South Framework Plan (Clayton Road and Centre Road) to take advantage of the scale of the infrastructure investment and significant increase in regional connectivity.

3.3 Council strategies – Monash City Council

The Monash Planning Scheme includes background documents that form the basis of strategies relevant to the Clayton Structure Plan Area. An overview of relevant documents and the Draft Clayton Structure Plan response is set out below. Documents that are not referenced in clause 72.08 of the Monash Planning Scheme are otherwise identified.

3.3.1 Monash Housing Strategy

The *Monash Housing Strategy (2014)* is a background document in the Monash Planning Scheme. The Housing Strategy seeks to address housing issues in the municipality, including by facilitating more diverse housing to support a growing population.

The Housing Strategy's Residential Development Framework identifies three main areas: areas with future redevelopment potential (including the Monash NEIC and Dandenong Road and Springvale Road boulevards); areas with limited redevelopment potential (heritage precincts, Dandenong Creek escarpment and creek environs); and areas suitable for incremental change (Garden City suburbs).

The Clayton Structure Plan Area is centred on a 'Category 1 Activity and Neighbourhood Centre Area'. The Housing Strategy plans for this area to support housing growth and diversification, with pockets of identified higher density mixed-use development. The land surrounding the Category 1 area is designated as 'Category 2 Accessible Areas', identified for moderate housing change and diversification, serving as a transition between commercial and residential areas.

The balance of the Clayton Structure Plan Area is located within 'Category 3 Residential Land in the Monash National Employment Cluster', which will support housing growth and diversification. Princes Highway is identified as a 'Boulevard' area, which includes opportunities for high density residential development proportionate to the scale of the road infrastructure and surrounding context. Monash Medical Centre forms part of the 'Core Employment / University / Hospital Precinct' designation.

Areas of 'incremental change' are highlighted within the Clayton Structure Plan Area. These include 'Garden City suburbs' that are also located within Category 3 areas. The Housing Strategy identifies these areas as suitable for modest housing growth and diversification.

The Monash Housing Strategy is over a decade old and housing policy and demands have shifted since it was prepared. While the Draft Clayton Structure Plan generally aligns with the intent of the Housing Strategy by directing higher density, mixed-use development to areas within the Clayton Major Activity Centre, it recognises the need to increase the scale and density to optimise accessibility to, and benefit from, SRL East.

The Draft Clayton Structure Plan also supports growth and diversification of housing in areas surrounding the Clayton Major Activity Centre, recognising the housing needs and opportunities associated with the Monash Health Precinct, Monash University and established industrial areas. The Housing Strategy's focus on housing development along boulevards such as Princes Highway is also reflected in the Draft Clayton Structure Plan.

3.3.2 Monash Affordable Housing Strategy

The *Monash Affordable Housing Strategy (2023)* is an adopted document of council that seeks to increase the availability and supply of affordable housing in alignment with the Monash Housing Strategy. The Affordable Housing Strategy identifies that activity centres in Monash have significant scope for increased density and development and are suitable for providing more diverse affordable housing types.

The Affordable Housing Strategy identifies opportunities to include at least 10 per cent affordable housing in the residential and commercial areas of the Clayton Structure Plan Area.

Proposed Amendment C174 seeks to implement the Monash Affordable Housing Strategy including with a 6 per cent affordable housing contribution when land is rezoned to facilitate residential development or for development of 20 or more dwellings.

The Draft Clayton Structure Plan includes an objective to 'increase the supply of social and affordable housing', with a strategy to encourage provision of affordable housing on strategic sites and areas identified for significant and high housing growth in alignment with Victorian Government policy. Increased housing density and diversity of housing types will be focused around the SRL station at Clayton and within the Clayton Major Activity Centre. Affordable housing and social housing is also encouraged on government-owned land, with future development or renewal of existing social housing to be investigated.

3.3.3 Monash Boulevards Urban Design Framework

The *Monash Boulevards Urban Design Framework (2022)* is an adopted document of council that sets a vision to enhance the boulevards of Dandenong Road and Springvale Road.

The Urban Design Framework includes residential development guidelines to create a contemporary mid-rise character along the boulevards that respects the surrounding context, improves walking and cycling infrastructure, and enhances the boulevard landscape character with tree planting and landscaping.

Precincts 4 and 5 identified in the Urban Design Framework are located within the Clayton Structure Plan Area. Precinct 5 provides for building heights up to six storeys along the southern boundary of Princes Highway / Dandenong Road.

Proposed Amendment C172 seeks to implement the Monash Boulevards Urban Design Framework into the Monash Planning Scheme with a Design and Development Overlay to guide new residential development.

The Draft Clayton Structure Plan aligns with the Boulevards Urban Design Framework as it adopts the principle of directing higher density development and supporting new walking and cycling infrastructure along the boulevards.

The Draft Clayton Structure Plan sets higher building heights along Princes Highway, Dandenong Road and Springvale Road than the Boulevards Urban Design Framework. This reflects the increased accessibility and connectivity that SRL East will provide within the Clayton Structure Plan Area.

It is proposed to remove areas within the Clayton Structure Plan Area from the Monash Boulevards Urban Design Framework, as built form direction for these areas is addressed in the Draft Clayton Structure Plan. This is pending the determination of the proposed Amendment C172 to the Monash Planning Scheme.

3.3.4 Monash Economic Development Strategy and Action Plan

The Monash *Economic Development Strategy and Action Plan (2018)* is an adopted document of council that outlines its approach to opening up new employment and economic opportunities in the City of Monash.

The Economic Development Strategy identifies that the municipality represents approximately 4 per cent of Victoria's economy and includes a resident workforce of approximately 87,000 people, with businesses providing over 121,000 jobs.

The importance of the Monash NEIC and its education and health strengths are highlighted. The NEIC is the largest of seven NEICs identified in *Plan Melbourne 2017–2050* and includes the Monash and Clayton Structure Plan Areas. The number of jobs in the Monash NEIC is expected to double by 2050.

The Draft Clayton Structure Plan identifies opportunities for increased development and density to promote jobs growth and build on and diversify the strengths of the Clayton economy, including in the retail core along Clayton Road and the Monash Health Precinct. Intensification of development within the Structure Plan Area will also enhance synergies between the health and education precincts of Clayton and Monash.

3.3.5 Monash Open Space Strategy

The *Monash Open Space Strategy (revised November 2021)* is a background document within the Monash Planning Scheme and provides a framework for providing new open space in the municipality to 2036.

The Clayton Structure Plan Area is located in Precinct 3–Clayton of the Open Space Strategy, which is identified as being 'significantly under provided' in terms of community open space. The precinct features 0.5 hectares of open space per 1,000 residents (5 square metres per person) with 50 per cent of residents having access to open space within 400 metres from home.

The Open Space Strategy identifies the following actions for Precinct 3–Clayton:

- Clayton is a priority precinct to undertake improvements or additions to open space, including within employment areas, and future development of social family recreation and parks should be prioritised in gap areas
- Support and advocate for improvements to paths and connections in the area and promote safe off road connections
- Construction of the new Westall Road extension, including design and construction of an off-road trail along its length
- Advocate for improvements to the North Road / Wellington Road trail to ensure this is a safe and off-road trail.

The Draft Clayton Structure Plan seeks to connect and improve access to existing and future open space, and identifies investigation areas for new open spaces. This is in addition to the planned open spaces to be delivered as part of the SRL station, including a new civic space at the SRL station in the heart of Clayton to reduce gaps in walkable access to open space.

The 400-metre walkable access benchmark applied for the Monash Open Space Strategy aligns with the benchmark applied for the *Open Space Technical Report* to inform recommendations for increased access across the Structure Plan Area.

3.3.6 Monash Integrated Transport Strategy

The *Monash Integrated Transport Strategy (2017)* is an adopted document of council that provides a framework for planning Monash's transport system to 2037 and beyond.

The Integrated Transport Strategy anticipates increased pressure on the Monash transport network due to population growth in Melbourne's eastern and southern regions, and people travelling between the outer-eastern and southern regions and inner Melbourne.

A shift to public transport, walking and cycling is promoted to meet future travel demand and reduce traffic congestion. More frequent public transport options between Monash University and the existing Clayton Station are advocated.

The Draft Clayton Structure Plan supports urban growth around the SRL station, making efficient use of significant new transport infrastructure to improve public transport, walking and cycling connections. Public transport, walking and cycling throughout the Structure Plan Area is prioritised; an active transport link between the Clayton and Monash Structure Plan Areas is provided for; and there is a focus on creating streets and places that provide safe walking and cycling routes between key local destinations.

3.3.7 Monash Walking and Cycling Strategy

The *Monash Walking and Cycling Strategy (2012 – updated 2022)* is an adopted council document that provides a framework to achieve a walking- and cycle-friendly municipality where residents of all ages and abilities can choose active travel as their preferred form of exercise, recreation and transport.

Key actions of the Walking and Cycling Strategy relevant to the Clayton Structure Plan Area include identifying opportunities to improve existing on-road cycling infrastructure and to better link footpath networks and key destinations.

The Draft Clayton Structure Plan supports improved pedestrian-oriented streets and cycling routes linking destinations and encouraging active travel. A new pedestrian and cycling link is planned between Clayton and Monash, as well as links between the transport superhub, Clayton Community Centre and places of employment such as Monash Medical Centre and Audsley Street Employment Area.

3.3.8 Monash Integrated Water Management Plan

The *Monash Integrated Water Management (IWM) Plan (2014)* is an adopted council document that seeks to ensure water is an integral part of planning and service delivery in the municipality.

With forecast population and business growth anticipated to be facilitated through redevelopment (primarily in Monash's activity centres, including Clayton), the IWM Plan highlights the need to plan for integrated water management to support this growth.

Actions relevant to the Clayton Structure Plan Area include ensuring opportunities for integrating water sensitive urban design (WSUD) are investigated for capital works programs, and within future structure and precinct plans.

An *Integrated Water Management Strategy* prepared for SRL East sets out strategies and actions to increase climate resilience within the Clayton Structure Plan Area by encouraging new developments to incorporate WSUD features and the preparation of an IWM Plan to develop and advance place-based IWM measures and opportunities. More information on the *Integrated Water Management Strategy* is provided in Section 5.5.2 below.

3.4 Council strategies – Kingston City Council

The Kingston Planning Scheme includes background documents that form the basis of strategies relevant to the Clayton Structure Plan Area. An overview of relevant documents and the Draft Clayton Structure Plan response is set out below. Documents that are not included at clause 72.08 of the Planning Scheme are otherwise identified.

3.4.1 Kingston Housing Strategy and Neighbourhood Character Study

The *Kingston Housing Strategy and Neighbourhood Character Study (2021)* is a background document in the Kingston Planning Scheme. It sets out a 20-year plan to manage housing growth in the municipality. Most dwellings in Kingston are separate houses (58 per cent), but medium and high density residential development is occurring in locations close to transport (such as Clayton South).

The Housing Strategy seeks to improve housing diversity and directs medium and high density residential development to walkable catchments around public transport and activity centres, with lower-scale housing to be retained and protected beyond these locations.

The Residential Framework of the Housing Strategy divides future development into four areas: limited change areas; incremental change areas; increased change areas; and substantial change areas. The part of the Clayton Structure Plan Area within the City of Kingston is identified for increased and substantial change (residential and mixed-use zone). These areas are identified as accommodating housing growth with increased densities due to their proximity to activity centres and train stations in locations identified as ‘Garden Suburban’, ‘Neighbourhood Renewal’ and ‘Urban Contemporary’ forms, with building heights of two to four storeys.

The Draft Clayton Structure Plan’s objective to increase housing diversity in Clayton with higher density development around the SRL station and within the Clayton Major Activity Centre generally aligns with the Kingston Housing Strategy.

The Draft Clayton Structure Plan envisages higher intensity development than the Kingston Housing Strategy. This reflects the opportunities generated by the increased accessibility and connectivity delivered by SRL East. A new high amenity urban character is envisaged for the Clayton Structure Plan Area, which is planned for in the *Urban Design Report – Clayton* (discussed in Section 5.3.1 below).

3.4.2 Kingston Social and Affordable Housing Strategy

The *Kingston Social and Affordable Housing Strategy (2020)* is an adopted council strategy that outlines commitments to address housing stress in the municipality.

Approaches relevant to the Clayton Structure Plan Area include encouraging higher density development around existing activity centres, providing more options for affordable, convenient housing and dedicating a percentage of activity centre development to social and affordable housing. This includes seeking developer contributions for approvals that exceed preferred height limits or densities.

The Draft Clayton Structure Plan includes an objective to increase the supply of social and affordable housing, with a strategy to encourage provision of affordable housing on strategic sites and areas identified for significant and high housing growth in alignment with Victorian Government policy.

Affordable housing and social housing is also encouraged on government-owned land, with future redevelopment and renewal of existing social housing to be investigated.

3.4.3 Kingston Open Space Strategy

The *Kingston Open Space Strategy (2023)* is an adopted council strategy that provides a framework to guide open space planning in the municipality to 2033 and beyond. It replaces the 2012 Open Space Strategy, which is a background document in the Kingston Planning Scheme.

The 2023 Open Space Strategy notes that SRL and the Level Crossing Removals project will generate more medium and high density housing development in the areas surrounding them.

A gap analysis of Clayton South identifies that the Clayton Structure Plan Area provides a walkable catchment to open space within 1,000 metres for all streets. Actions for investigation for Clayton South (located partly within the Structure Plan Area) include identifying opportunities to increase tree canopy cover in industrial estates, as well as improving pedestrian and cyclist connections east west from Spring Road to Clayton Road.

The Kingston Open Space Strategy was considered in the *Open Space Technical Report* to understand existing conditions and identify future opportunities to incorporate into the Draft Clayton Structure Plan, particularly for the area in Kingston south of Centre Road.

The 400 metre walkable access benchmark set out in the Strategy aligns with the metric used in the technical assessment to inform recommendations for increased access across the Structure Plan Area.

3.4.4 Kingston Urban Cooling Strategy

The *Kingston Urban Cooling Strategy (2020)* is a background document in the Kingston Planning Scheme and sets a vision for a cooler municipality, primarily by mitigating urban heat island impacts. Initiatives relate to urban greening and tree canopy, urban heat mitigation and incorporating cool materials into council assets. The Urban Cooling Strategy adopts the aspiration of increasing tree canopy coverage to 30 per cent of the municipality by 2050.

Urban heat surface temperatures in the Clayton Structure Plan Area are generally higher than the municipality average. Hot spots and heat islands within the Structure Plan Area include the industrial and mixed-use areas south of Centre Road, with cooler spaces identified within residential areas around Jackson Green Park.

Kingston City Council seeks to engage with major infrastructure projects to mitigate urban heat effects and embed water sensitive urban design, urban greening and cooling into structure plans for activity centres over the medium term.

The Draft Clayton Structure Plan adopts the recommendation of the *Climate Response Plan – Clayton* prepared for SRL East and includes an aspiration of increasing tree canopy coverage within the Structure Plan Area to 30 per cent by 2041 (discussed in Section 5.5.1 below).

3.4.5 Kingston Integrated Transport Strategy

The *Kingston Integrated Transport Strategy (2020)* is an adopted council policy. It provides a framework to achieve the vision for a municipality with a connected, integrated and sustainable transport network. The Integrated Transport Strategy seeks to concentrate development close to public transport routes, including the Principal Public Transport Network (PPTN), such as along Centre Road.

Actions relevant to the Clayton Structure Plan Area include providing high-quality cycle parking in activity centres and key destinations, guiding high density development close to activity centres and public transport routes, and supporting mixed-use neighbourhoods with diverse and affordable housing close to services.

The Draft Clayton Structure Plan promotes urban growth around the SRL station at Clayton and generally aligns with the themes of the Kingston Integrated Transport Strategy – seeking to make efficient use of significant new transport infrastructure to improve public transport, walking and cycling connections. Upgrades to cycling and walking routes are identified in the *Transport Technical Report – Clayton* prepared to support the Draft Clayton Structure Plan.

3.5 Existing structure plans and policies

Existing structure plans and controls that apply to the Clayton Structure Plan Area are summarised below.

3.5.1 Clayton Activity Centre Precinct Plan

Precinct Plan purpose

The *Clayton Activity Centre Precinct Plan (2020)* was adopted by the City of Monash at its 28 January 2020 meeting and provides a framework for growth in the Clayton Major Activity Centre (shown in Figure 12). The Planning Scheme directs the Clayton Major Activity Centre to provide medium-rise development and serve as a major focus for retail, office, entertainment, community facilities and public transport. Clayton is recognised as having a pivotal role as the major activity centre at the heart of the Monash NEIC.

The Precinct Plan sets out a long-term vision to revitalise and transform Clayton, envisaging significant change in employment, land use, housing, built form and transport patterns. The Plan was prepared to manage population and economic growth in Clayton to 2036 and forecasts population increases from 21,219 in 2018 to 29,000 in 2036.

Anticipated locations for new growth are centred around Clayton Station and along Clayton Road from Centre Road to North Road. These areas consist of retail and commercial areas, community facilities, the Monash Medical Centre and adjoining residential areas.

Precinct Plan priorities and objectives

Land use priorities for the Clayton Activity Centre Precinct Plan include:

- Encourage retail growth north of the existing Cranbourne / Pakenham Line to support the future health and medical precinct (Objective A)
- Develop Clayton as focus for health and medical uses within the Monash NEIC by strengthening the connection between the existing Clayton Station, Monash Medical Centre and Monash University (Objective B)
- Provide a diverse range of business services and employment opportunities by supporting the development of office uses in key locations (Objective C)
- Provide community facilities and services by strengthening the role of the Clayton Community Centre (Objective D)
- Provide a diverse range of housing types by supporting affordable housing, specialist housing and high density development on key sites (Objective E).

The Precinct Plan acknowledges SRL East, recognising that improved public transport accessibility to employment and health services will drive greater demand for residential and commercial development. The Precinct Plan 'advocate[s] for the implementation of the Suburban Rail Loop project and the development of Clayton as a regional public transport interchange'. As such, there is close alignment between the Clayton Activity Centre Precinct Plan and the Draft Clayton Structure Plan.

The Draft Clayton Structure Plan's Clayton Central neighbourhood aligns with the Precinct 1 (Central Retail) boundaries of the Precinct Plan. In each case, the central retail area spans either side of Clayton Road between Centre Road and Monash Medical Centre. Both the Clayton Central neighbourhood and the Central Retail sub-precinct incorporate key public spaces and community facilities, such as Remembrance Gardens and Clayton Community Centre respectively.

The proposed Health neighbourhood echoes the direction of Precinct 2 (Health and Medical). Both extend between Browns Road and Madeleine Road, although the Health neighbourhood extends toward the north east of the Structure Plan Area toward the Monash Structure Plan Area, enhancing links between Monash Medical Centre and Monash University.

The Clayton Structure Plan Area includes residential neighbourhoods on the outer edges consistent with the Precinct Plan sub-precinct framework, noting that the locations and sizes of the residential areas are relative to the scale in each case. The Draft Clayton Structure Plan expands the residential neighbourhoods in response to anticipated growth generated by the SRL station and neighbouring Monash Structure Plan Area.

The Draft Clayton Structure Plan also extends into the City of Kingston, including the Audsley Street Employment Area and adjacent residential areas. These areas are beyond the Clayton Activity Centre Precinct Plan but will experience enhanced connectivity with proximity to the Clayton transport superhub and Clayton Central neighbourhood.

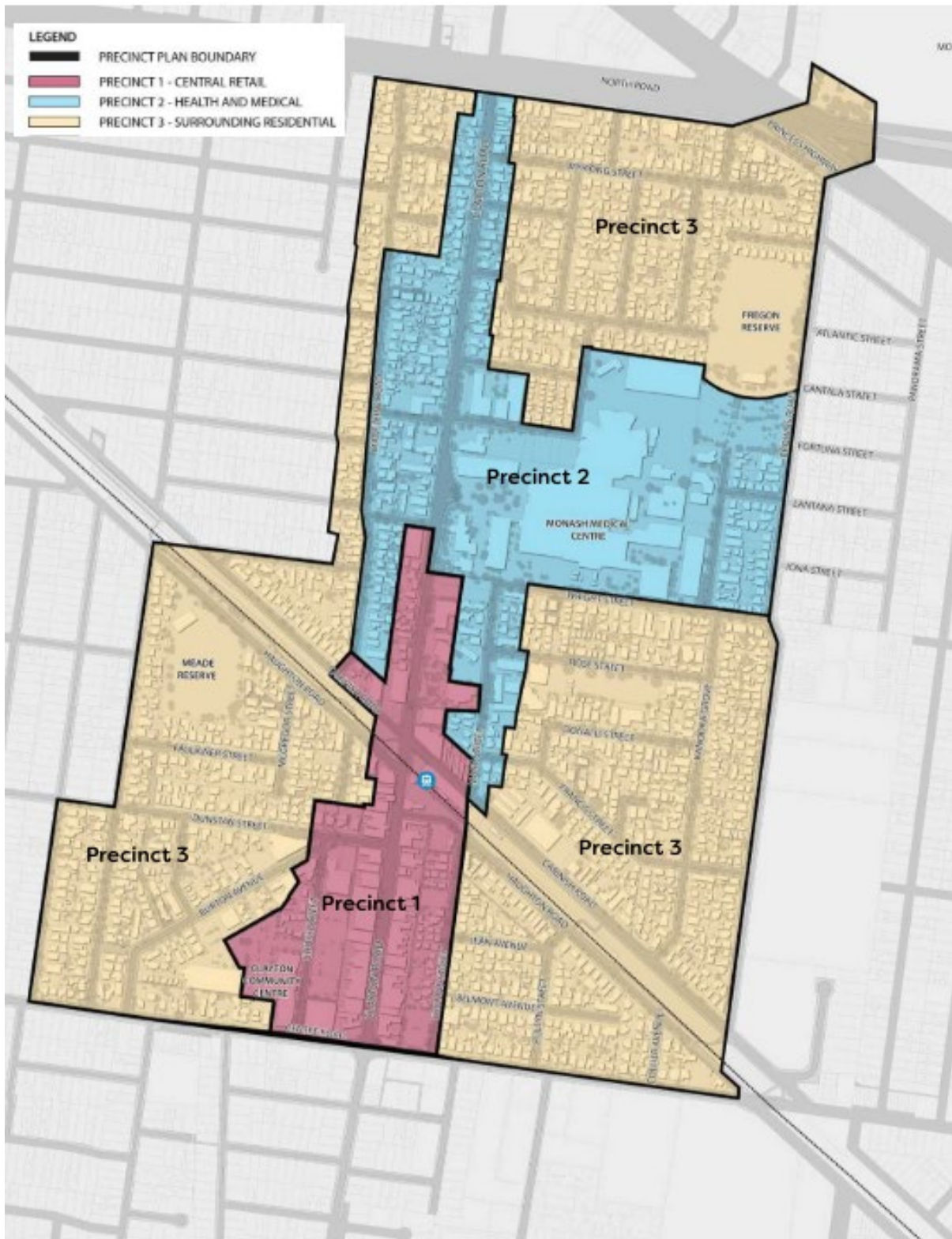


Figure 12 Clayton Activity Centre Built Form Plan adopted by City of Monash
 Source: Clayton Activity Centre Precinct Plan (January 2020), City of Monash, p. 41

3.5.2 PMP Printing Precinct Comprehensive Development Plan

The *PMP Printing Precinct Comprehensive Development Plan* (CDP) is an Incorporated Document under the Monash Planning Scheme. It applies to 10 hectares of land defined by the former printing industry at 209 to 211 Carinish Road and 31 to 49 Browns Road (as well as land east of Bendix Drive), Clayton. The CDP was approved on 10 September 2021 and reflects Schedule 2 to the Comprehensive Development Plan Zone (CDZ2) in the Monash Planning Scheme.

The CDP seeks to facilitate the precinct's transition from former industrial use to a mix of uses, including residential, retail and office, while providing environmentally sustainable design and a vibrant public realm. Commercial and mixed-use areas are located in the south of the CDP, fronting Carinish Road and the Djerring Trail. Residential areas to the north and key public open spaces (town square, local streets and central open space) are located in the centre of the site.

Key objectives of the PMP Printing Precinct CDP include:

- Create a mixed-use precinct providing housing, jobs and retail services that contribute to day and night activity
- Create an employment hub supporting a range of businesses and industry sectors including health, education and commercial enterprises
- Promote a range of lot sizes and dwelling types for a diversity of households (including affordable housing)
- Manage interfaces with ongoing uses as the area transitions from industrial to commercial and mixed-use
- Deliver a system of integrated water management that encourages the re-use of water, minimises flood risk and ensures the environmental health of waterways.

The PMP Printing Precinct CDP is shown in Figure 13.

The PMP Printing Precinct will benefit from its location close to the core of the Clayton Structure Plan Area. The Draft Clayton Structure Plan identifies the PMP Printing Precinct as a strategic site with potential to act as a catalyst for substantial residential growth within the Inner East neighbourhood. Future character drivers for the PMP Printing Precinct include the provision of varied building forms, a diverse range of uses and housing choices, and a high level of tree canopy cover to contribute to amenity and the precinct's environmental performance.



Figure 13 Future urban structure – PMP Printing Precinct Comprehensive Development Plan

Source: Victorian Planning Authority (June 2021), Victorian Planning Authority, p. 73

3.6 Interface structure plans and policies

3.6.1 Huntingdale Precinct Plan – Proposed Monash Amendment C173

The City of Monash adopted the *Huntingdale Precinct Plan* in 2020 and exhibited Monash Amendment C173 in 2024 to implement it into the Monash Planning Scheme.

Proposed Amendment C173 introduces new built form controls to land just outside the Clayton Structure Plan Area, but which is partly within the wider Planning Area in which SRLA is a planning authority. Figure 14 Amendment C173 was the subject of an Independent Panel Hearing in November 2024.

The Amendment proposes to implement preferred heights of three to eight storeys in industrial, commercial and mixed-use areas. Area 6 shown in Figure 14 below interfaces with the Clayton Structure Plan Area. This area, around Fulton, Manton and Edinburgh streets, will remain in the Industrial 1 Zone and is within Area 6A of the proposed Schedule 21 to the Design and Development Overlay 'Huntingdale Precinct – Industrial and technology'. The existing industrial-zoned land will be retained for industrial uses, and is identified for an economic land use mix of industrial, wholesale and warehousing. The preferred building height in areas adjoining the Clayton Structure Plan Area is three storeys with 3-metre street setbacks. Buildings are required to provide a transition in scale at interfaces with surrounding residential areas.

The Draft Clayton Structure Plan divides the Structure Plan Area into six neighbourhoods. One of those, the Flora Road neighbourhood adjoins Area 6 of the Huntingdale Precinct Plan. The Flora Road neighbourhood sets a built form scale of six storeys to this interface, stepping down from the Clayton Road and North Road interfaces. The Flora Road neighbourhood will support medium change in housing growth to provide a sensitive use compatibility with the adjoining Huntingdale Precinct.

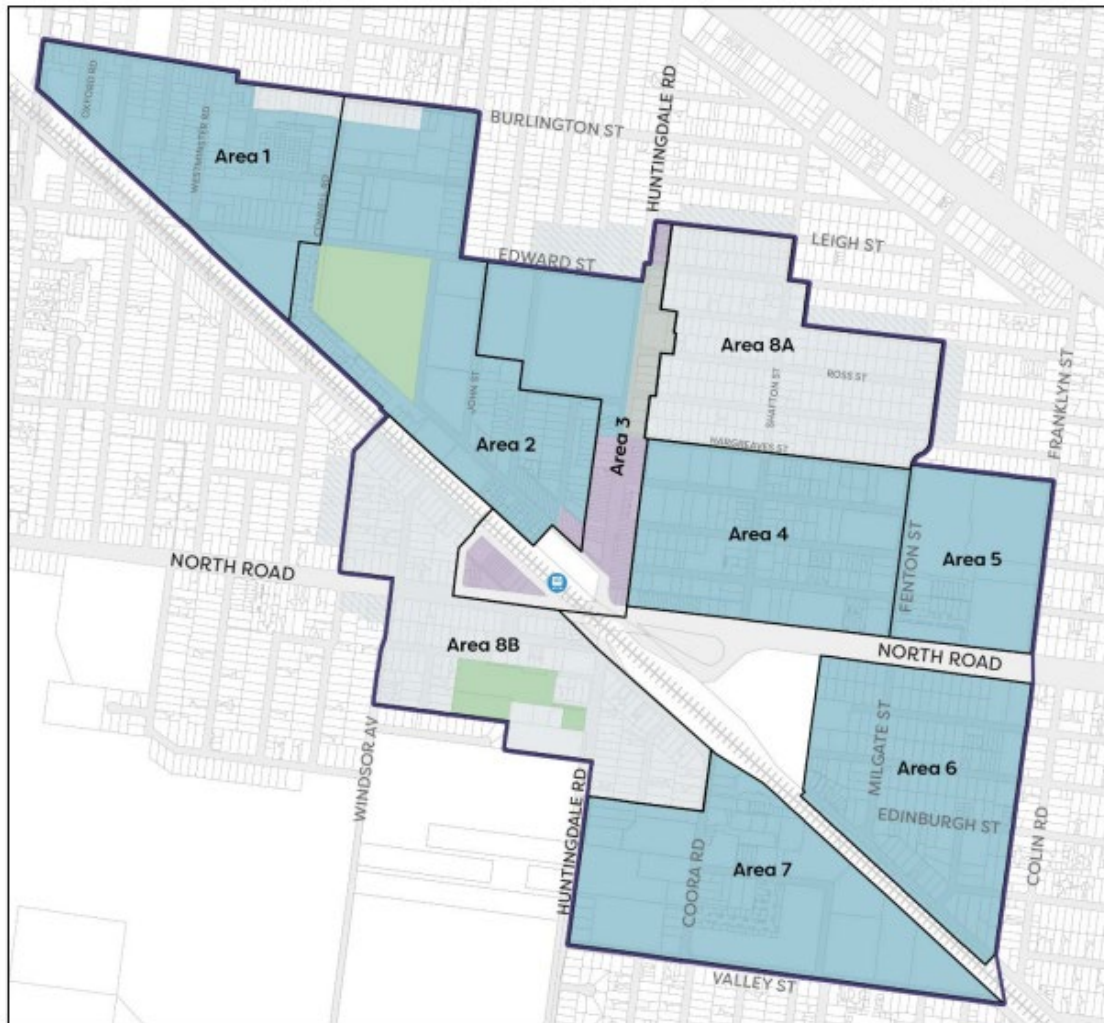


Figure 14 Monash Amendment C173 – Extract from Explanatory Report showing Precinct Plan boundary

4. Structure Plan considerations

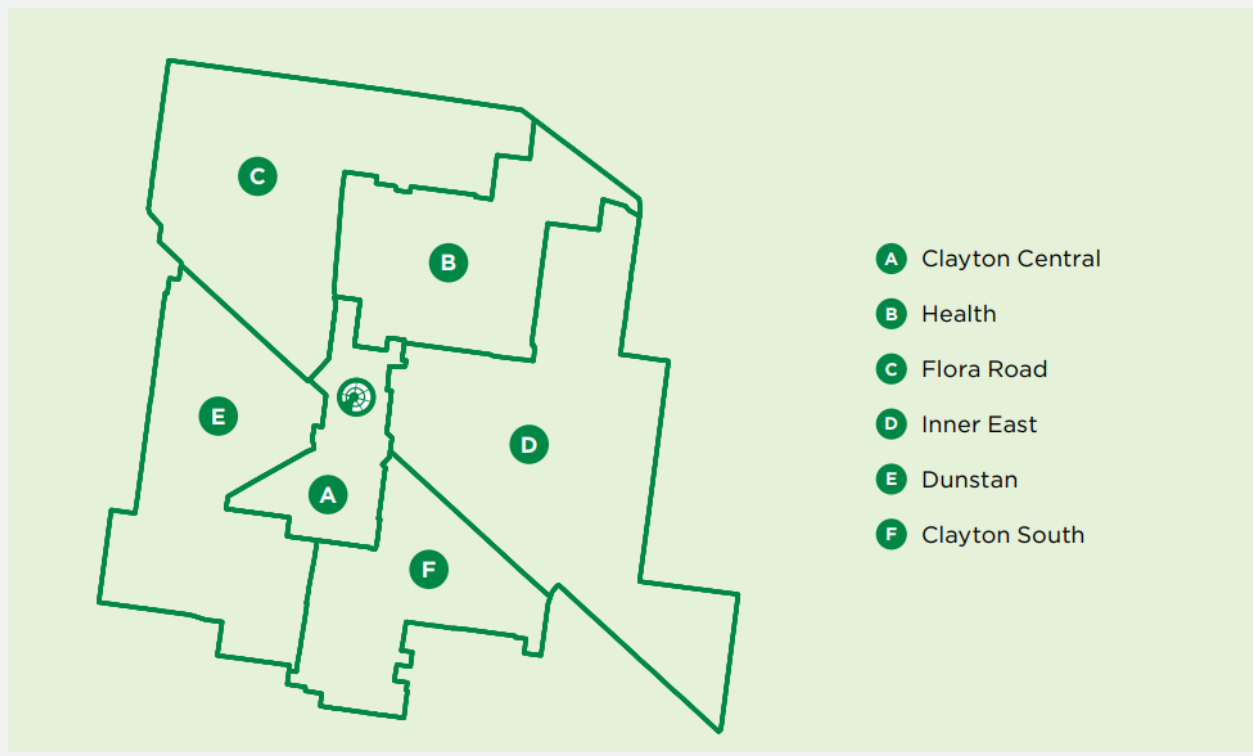
In preparing the Draft Clayton Structure Plan, a series of technical investigations were undertaken to analyse constraints and opportunities with the potential to impact land capability.

This section describes the key findings of these assessments and the implications for the Draft Clayton Structure Plan, with consideration also given to the relationship with other technical assessments discussed in Section 4 and Section 5 of this report. The focus of the below summaries is on how the recommendations of each assessment are captured in the Draft Clayton Structure Plan or where variation from the technical assessment has been considered.

Technical Reports referenced in this Background Report are listed in Appendix E.

Neighbourhoods

Discussions in the following sections make reference to planning approaches for specific neighbourhoods where relevant. The Draft Clayton Structure Plan introduces six neighbourhoods defined by their unique characteristics and attributes as shown below. Each neighbourhood has a distinct role in achieving the Vision for Clayton and supporting population and employment growth. Detailed urban design, planning recommendations and development direction will guide the evolution of each neighbourhood.



4.1 Aboriginal cultural heritage

Context

The Bun Wurrung people of the Kulin Nation are the Traditional Owners and custodians of the Country upon which the Clayton Structure Plan Area is located. The Bunurong Land Council Aboriginal Corporation is the Registered Aboriginal Party for the land covered by the Draft Clayton Structure Plan.

The *Aboriginal Cultural Heritage Technical Report* identifies registered Aboriginal places and areas of Aboriginal cultural heritage sensitivity within a 2-kilometre radius of the SRL station, as well as ways to protect them.

Key findings

There are no registered Aboriginal places in the Clayton Structure Plan Area. One Aboriginal place is located outside the Structure Plan Area but within a 2-kilometre radius of the SRL station. The Clayton Structure Plan Area intersects with areas of cultural heritage sensitivity associated with the Koo Wee Rup Plain and sand sheets.

The most likely Aboriginal place types to occur are Artefact Scatters or Low Density Artefact Distributions. There is a low probability of identifying intact Aboriginal cultural heritage material within the Structure Plan Area due to the significant ground disturbance from previous urban development.

No potential areas to avoid concerning Aboriginal heritage were identified in the Clayton Structure Plan Area. Any potential impacts to Aboriginal cultural heritage discovered in the Structure Plan Area could be managed through compliance with the *Aboriginal Heritage Act 2006 (Vic)*.

Implications for the Draft Clayton Structure Plan

While the previous significant ground disturbance means a low probability of intact cultural heritage material remaining within the Structure Plan Area, the requirements of the Aboriginal Heritage Act will continue to apply to 'high impact activities' (as defined under the Act) to manage impacts on identified areas of Aboriginal cultural heritage sensitivity. This includes the requirement to prepare a Cultural Heritage Management Plan for developments that comprise 'high impact activities' in areas of cultural heritage sensitivity.

4.2 Aboriginal cultural values

Context

Structure planning for Clayton presents an opportunity to highlight Clayton's rich cultural history and to create spaces that support the ongoing interpretation and sharing of cultural values. Structure Planning for Clayton has been shaped by engagement with Traditional Owners and the Aboriginal community to integrate cultural values into the planning for the Clayton Structure Plan Area. This has included discussions with the Bunurong Land Council Aboriginal Corporation to identify opportunities to celebrate Aboriginal voices, history and culture. These conversations have informed the objectives, strategies and actions in the Draft Clayton Structure Plan.

Key findings

Consultation with Traditional Owners identified a strong desire to apply the principles of self-determination in planning SRL East. This includes identifying opportunities for involving Traditional Owners and the Aboriginal community in advancing Aboriginal outcomes across various areas such as urban design, environmental restoration, economic inclusion, housing and community infrastructure.

Implications for the Draft Clayton Structure Plan

Section 5.3 'Enriching Community' of the Draft Clayton Structure Plan includes Objective 1 to 'Celebrate, protect and interpret Aboriginal cultural values'. Strategies and actions are provided to support ongoing engagement and partnership with Traditional Owners and the Aboriginal community to help shape the future of the Structure Plan Area.

The Draft Clayton Structure Plan identifies opportunities for future engagement with Traditional Owners, including (but not limited to) the design of public spaces, new walking and cycling infrastructure, community facilities, creative works, wayfinding, landscaped areas and streetscapes, and advancing Aboriginal employment outcomes and procurement opportunities.

4.3 Post-contact heritage

Context

The SRL station at Clayton is located within an existing urban area established as part of Melbourne's early development in the late 1800s. The *Historical Heritage Technical Report* identifies places and objects of historical value within the Structure Plan Area and provides direction for the built form response within a context of significant population, housing and employment growth.

Heritage places reflect key historical development themes and provide insight into local character, identity and established built form.

The report considers legislation, existing statutory controls, heritage studies, non-statutory data sources and information from technical reports prepared for the SRL East Environment Effects Statement (2021).

Key findings

There are no identified heritage places in the Clayton Structure Plan Area included on national or Commonwealth heritage lists or the Victorian Heritage Inventory (VHI).

One historical heritage place within the Structure Plan Area is listed on the Victorian Heritage Register (VHR): the Clayton Railway Station (H1667) at 274 Clayton Road, Clayton. The Monash Planning Scheme lists four sites protected by a Heritage Overlay. These comprise a mix of residential houses, significant trees and Clayton Railway Station. The sites are listed in The Historical *Heritage Technical Report* recognises the prospect for heritage values and places to inform the SRL East urban design response, exploring opportunities to build on valued characteristics and maintain a sense of place. No specific opportunities are identified for the Clayton Structure Plan Area.

Proposals for change to the VHR-listed Clayton Railway Station and Primary School No. 734 (Dandenong Road) are noted as requiring assessment of the potential for adverse impacts on cultural heritage significance, as well as opportunities to conserve, adapt and interpret these heritage places.

Table 1 below. Their locations are shown in Figure 10

No heritage studies are underway in the City of Monash. The most recent municipal-wide historical heritage study was completed in 1999. The City of Kingston is currently completing a municipal-wide heritage review, which may result in additional Heritage Overlays as part of a future Planning Scheme Amendment.

The *Historical Heritage Technical Report* recognises the prospect for heritage values and places to inform the SRL East urban design response, exploring opportunities to build on valued characteristics and maintain a sense of place. No specific opportunities are identified for the Clayton Structure Plan Area.

Proposals for change to the VHR-listed Clayton Railway Station and Primary School No. 734 (Dandenong Road) are noted as requiring assessment of the potential for adverse impacts on cultural heritage significance, as well as opportunities to conserve, adapt and interpret these heritage places.

Table 1 Heritage Overlay places in the Clayton Structure Plan Area

Monash Planning Scheme
HO12 – Oak and peppercorn trees, Clayton Road, Clayton
HO13 – Railway Station, 274 Clayton Road, Clayton (refer to VHR H1667)
HO14 – McCulloch House, 246 Clayton Road, Clayton
HO42 – Dwelling, 7 Hourigan Avenue, Clayton

Implications for the Draft Clayton Structure Plan

Heritage places will continue to form part of the value of the Clayton Structure Plan Area and contribute to the sense of place. The Draft Clayton Structure Plan does not propose to modify existing Heritage Overlays, and the small number of Heritage Overlay places within the Structure Plan Area will continue to be protected by the Monash and Kingston Planning Schemes.

Heritage places and objects may be integrated with new development of contrasting scale as part of a contemporary setting. This is particularly appropriate where heritage places do not form part of a Heritage Overlay precinct.

Section 6 of the Draft Clayton Structure Plan includes built form neighbourhood guidelines to address relationships with heritage buildings, including:

- In the Clayton Central neighbourhood, development adjacent to the old Railway Station building (HO13) and Oak and peppercorn trees (HO12) should respect the heritage setting and character of these places by providing adequate separation.
- In the Health neighbourhood, development adjacent to McCulloch House (HO14) should provide adequate separation or adopt a sensitive design response.

- In the Flora Road neighbourhood, development adjacent to the heritage house at 7 Hourigan Street (HO42) in the should respond appropriately to the heritage significance of the place.

4.4 Ecology and arboriculture

Context

The Clayton Structure Plan Area comprises urban areas ranging from industrial precincts to residential areas and parkland that display varying levels of ecological value and enhancement potential.

The *Ecology and Arboriculture Technical Report – Clayton* assesses the ecological environment and tree canopy cover within and surrounding the Structure Plan Area.

The report was informed by a desktop review of flora and fauna databases, legislation, planning controls, policies and technical reports to ascertain existing ecological and arboriculture conditions. Threatened flora, fauna and ecological communities listed under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) and *Flora and Fauna Guarantee Act 1988* (Vic) were assessed to determine the likelihood of occurrence within and surrounding the Structure Plan Area.

Recommendations aim to minimise and manage the impacts of change to ecology and arboriculture within the Structure Plan Area and inform future land use and development.

Key findings

Ecology

The Clayton Structure Plan Area is heavily modified and dominated by infrastructure, buildings and residential areas with some scattered parklands. There are no habitat corridors or contiguous habitat from adjacent landscapes to encourage movement and dispersal of native fauna. Existing open spaces are considered unlikely to provide significant habitat or support permanent populations of native flora and fauna. The locations of four remnant native scattered trees within the Structure Plan Area are shown in Figure 15.

No specific protections of ecological significance are required and existing mechanisms are in place to preserve and protect threatened flora and fauna species if required.

Tree canopy cover

The Clayton Structure Plan Area supports 291,000 m² of tree canopy, as shown in Figure 15. This equates to 8 per cent tree canopy cover within the Structure Plan Area compared to the Kingston (10 per cent) and Monash (22 per cent) municipalities. Residential areas account for 8 per cent of the canopy cover within the Structure Plan Area, while commercial and industrial land support 3 per cent of the canopy cover.

Implications for the Draft Clayton Structure Plan

A key element of the Vision for Clayton is a denser residential and commercial environment, particularly in the neighbourhoods surrounding the SRL station. The creation of high amenity streets and public spaces will support these areas. More housing is planned within existing residential neighbourhoods where higher levels of amenity already exist.

Section 5.3 'Enriching Community', Section 5.5 'Enhancing Place' and Section 5.7 'Empowering Sustainability' of the Draft Clayton Structure Plan include strategies to improve ecological outcomes while supporting housing and employment growth, including those relating to:

- Prioritising biodiverse planting along streets and on private land to create habitat corridors that link open spaces
- Encouraging development that provides deep soil planting and canopy trees in building setbacks and streetscapes, aspiring to increase tree canopy coverage to 30 per cent
- Incorporating space for tree canopy cover and green infrastructure to reduce urban heat island effects and improve the climate resilience of the local environment, including local flora and fauna
- Requiring development to include integrated water management elements that optimise permeable surfaces.

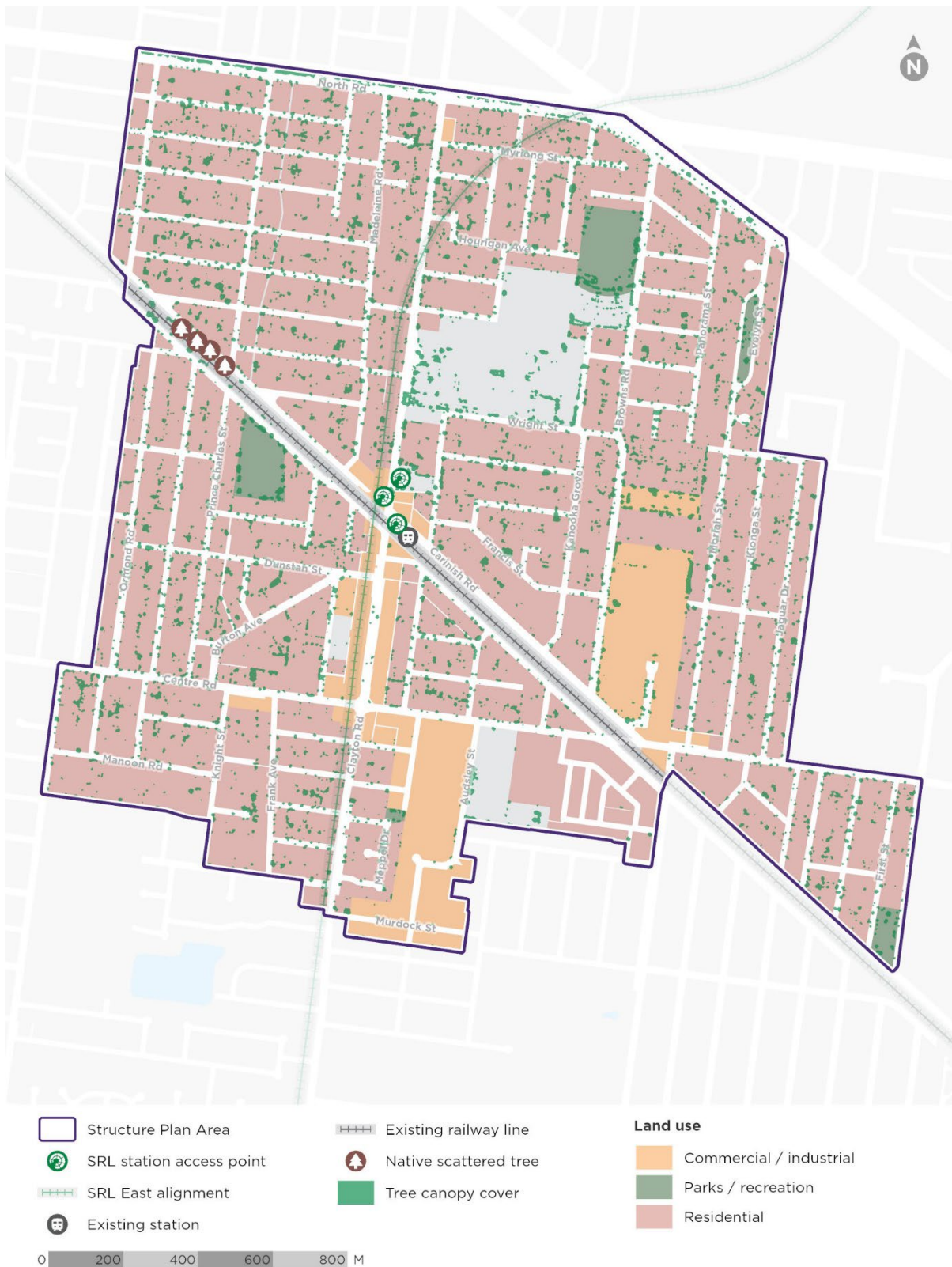


Figure 15 Tree canopy cover within Clayton Structure Plan Area

4.5 Flooding

Context

The Clayton Structure Plan Area is currently subject to flooding around the Burton Avenue, Clayton and East Oakleigh drains.

The *Flooding Technical Report* describes existing flooding risks within the Structure Plan Area and identifies risks relating to new development as well as ways to minimise flooding.

The report is informed by flooding and water management policies, planning controls, State Emergency Services (SES) plans, council flood management reports and available flood studies. Flood studies made available by Melbourne Water were reviewed and consolidated to present the 1 in 100-year flood event (1% AEP) data accounting for climate change projections (increased intensity and frequency of flood events) to the year 2100. The flood study undertaken for the SRL East Environment Effects Statement (2021) accounts for climate change predictions until the year 2150.

Key findings

The Clayton Structure Plan Area is located within the Mordialloc Settlement Drain and the Mile Creek catchments, with water flowing (overland) generally in a north to south direction and into the localised drainage network of the East Oakleigh, Clayton, Burton Avenue and Westall Drains. Flows discharge into Mordialloc Creek and Mile Creek to the south and south east respectively, outside the Structure Plan Area.

A Special Building Overlay (SBO) generally covers the Burton Avenue, Clayton and East Oakleigh drains. Proposals for new works are referred to Melbourne Water to assess flood risk and the effects of development on local overland flow paths.

Hydrological and hydraulic modelling confirms the Structure Plan Area experiences a high flood risk with a 1% AEP (1 in 100-year event) flood depth of 1 to 2 metres at Monash Medical Centre along the Burton Avenue Drain. There is a moderate to high flood risk along Carinish Road (north side) with flood water depths of up to 1 metre. This is consistent in the south east of the Structure Plan Area from Centre Road along Westall Drain, and in the south west corner along Burton Avenue, where modelling confirms that flow depths of up to 1 metre are concentrated. Most of the surrounding catchment within the Structure Plan Area has a low to moderate flood risk.

Note: Annual Exceedance Probability (AEP) is the probability of a certain sized flood occurring in a single year. For example, a 0.5% AEP flood has a 1-in-200 chance of occurring in any year. A 1% AEP flood has a 1-in-100 chance of occurring in any year.

Implications for the Draft Clayton Structure Plan

Melbourne Water is currently remodelling flood risks in partnership with local governments. The results will be used to make any additional updates to the Monash and Kingston Planning Schemes and planning policy where required by 2026 and may change flood overlay areas within the Structure Plan Area. Modelling of local stormwater drainage underway within the Structure Plan Area in partnership with the cities of Monash and Kingston will be completed in 2025 or early 2026.

The flood risks in the Clayton Structure Plan Area identified in the *Flooding Technical Report* include additional areas of moderate to high flood risk. Upon completion of the revised Melbourne Water remodelling, the Kingston and Monash Planning Schemes will be updated to fully reflect these additional flood risks identified in the *Flooding Technical Report*.

Section 5.7 'Empowering Sustainability' of the Draft Clayton Structure Plan includes Objective 24 to 'Embed Integrated Water Management in the Clayton Structure Plan Area'. This includes embedding integrated water management in the development of new buildings, roads and public spaces and encouraging water sensitive urban design (WSUD) in active transport corridors, green spaces and the public realm. WSUD is discussed in Section 5.5.2 below.

4.6 Land contamination

Context

Historical development across the Clayton Structure Plan Area has resulted in the potential for existing or former industrial (and other) land uses to leave a legacy of environmental contamination. This is a common issue across established areas of metropolitan Melbourne and has potential implications for development within the Structure Plan Area. Land contamination requires consideration in accordance with Ministerial Direction No.1 Potentially Contaminated Land (MD1) and Planning Practice Note 30 'Potentially Contaminated Land' (PPN30).

The *Potentially Contaminated Land Memo* and the *Land Contamination Technical Report* apply the guidance of PPN30 to identify potentially contaminated land within the Structure Plan Area. This includes where a planning response is required for potentially contaminated land to be used for a public open space, children's playground, secondary school or sensitive use where previously it was prohibited. Sensitive land use is defined in MD1 and includes residential use, child care centre, kindergarten, pre-school centre or primary school, even if ancillary to another use.

Key findings

Desktop searches identified 175 records of potential for land contamination within the Clayton Structure Plan Area based on records of regulatory audits, historical land uses and business activities. Of these, one site requires a planning response involving a preliminary risk screen assessment before development is permitted for public open space, children's playgrounds, secondary schools or sensitive uses. This singular site consists of land with a high potential for contamination (as defined by PPN30) due to historical business activities.

Implications for the Draft Clayton Structure Plan

The Draft Clayton Structure Plan envisages that existing land use settings within the Structure Plan Area will mostly be retained. The exception is the site at 1418A Centre Road in the Clayton Central neighbourhood of the Structure Plan Area, where mixed-use development is envisaged (see Section 6 of the Draft Clayton Structure Plan to see the location of the Clayton Central neighbourhood).

Where the Draft Clayton Structure Plan envisages a change in permissible land use to no longer prohibit public open space, children's playground, secondary school or sensitive use, a planning response is necessary. The *Environment Protection Act 2017* (Vic) and PPN30 will remain relevant when considering future land use and development applications within the Structure Plan Area.

4.7 Land amenity and buffers

4.7.1 Noise and vibration

Existing noise and vibration sources affecting the Clayton Structure Plan Area include major roads, Monash Medical Centre, and industrial and commercial activities.

The *Noise and Vibration Technical Report* identifies existing noise and vibration sources within the Structure Plan Area and a 1-kilometre radius of its boundary. The report identifies existing planning controls and policies to protect sensitive land uses from noise impacts, and makes recommendations to minimise negative impacts of noise and vibration on future development within the Structure Plan Area. Potential impacts of vibration from the SRL East tunnels are also considered.

Key findings

Noise

Existing noise sources in the Clayton Structure Plan Area include Monash Medical Centre and small businesses. Most noise is from mechanical building services (such as air conditioning) and motor-driven equipment (such as pumps and air compressors) and the loading / unloading of delivery vehicles.

Noise sources also include major roads and the Victorian Heart Hospital (in the adjoining Monash Structure Plan Area), Monash Medical Centre's emergency service vehicles (ambulances) and helicopter noise associated with the hospitals.

Existing planning controls and policies are generally appropriate to address noise impacts. Clause 13.05-1S (Noise Management) of the Victoria Planning Provisions requires consideration of Environment Protection Regulations and other noise policy documents to manage noise effects on sensitive land uses.

The Kingston Planning Scheme includes additional local requirements, including to encourage noise attenuation measures for new housing in commercial and mixed-use areas. Residential development standards of the Monash and Kingston Planning Schemes (such as clauses 55 and 58) require consideration of the impact of noise sources on new residential development and can require an acoustic report.

While these planning controls and policies are considered generally appropriate, part of the Structure Plan Area is subject to cumulative noise impacts from multiple sources such as industrial, helicopter and road traffic noise that are not considered under existing planning controls.

Specific acoustic mitigation measures may be required for new sensitive development near the Victorian Heart Hospital and Monash Children's Hospital helicopter flightpaths, given these would be cumulative with other noise emissions. This may require high-performing acoustic glazing and other potential treatments, such as specific façade and roof design constructions.

Vibration

The vibration influence area within the Clayton Structure Plan Area is limited to the Cranbourne / Pakenham Line and the first row of housing alongside it.

The SRL East rail and station design incorporates measures to prevent vibration and ground-borne noise from the tunnels impacting residential land. The SRL East Environment Effects Statement (2021) concluded that residential land will unlikely experience significant risk from vibration and ground-borne noise from the tunnels. However, other new land uses and developments in the vicinity of the SRL East tunnels that involve the use of vibration-sensitive equipment such as education or health facilities may need to incorporate measures to address potential vibration impacts.

Existing noise and vibration influence areas in the Clayton Structure Plan Area are shown in Figure 16.

Implications for the Draft Clayton Structure Plan

Section 5.5 'Enhancing Place' of the Draft Clayton Structure Plan includes Objective 15 to 'Ensure new buildings provide good amenity for occupants'. This includes incorporating appropriate noise and vibration attenuation measures into the design of new sensitive developments.

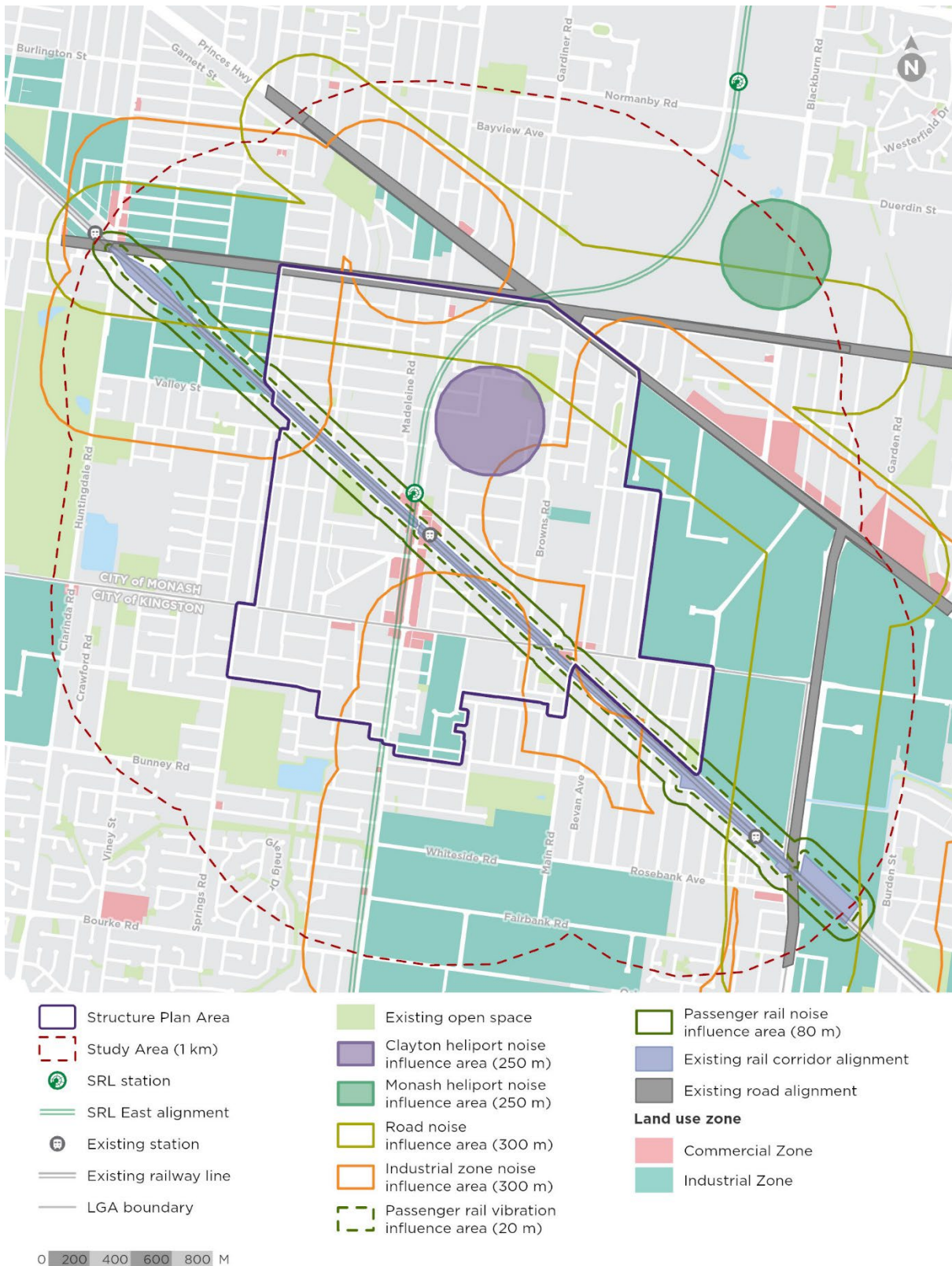


Figure 16 Influence areas of existing noise and vibration sources within the Clayton Structure Plan Area

4.7.2 Odour and dust

Context

The Clayton Structure Plan Area sits adjacent to industrial areas, which contain businesses with the potential to cause adverse amenity impacts through emissions of odour and dust.

The *Odour and Dust Technical Report* determines the potential of future land uses within the Clayton Structure Plan Area that can be negatively impacted by odour and dust emissions associated with existing businesses and facilities. The report focuses on land use conflicts between sensitive land uses (residential buildings, childcare centres, hospitals and aged care facilities) and industrial land uses.

The report assesses existing businesses and facilities within the Structure Plan Area and 1-kilometre radius from its boundary, with reference to relevant policy and legislation. Sites are identified that may be subject to a recommended separation distance as set by the EPA Victoria in *Separation distance guideline (August 2024)*, to determine if a proposed nearby land use or development is suitable.

The Monash and Kingston Planning Schemes (clause 53.10) set threshold distances for land uses or activities where as part of a planning permit application, assessment and referral to the EPA Victoria is required for particular new industrial land uses to determine if a proposed use or activity is appropriate.

Key findings

Most sites containing uses with potential for odours and dust where separation distances are recommended are located outside the Structure Plan Area in surrounding industrial zones, as shown in Figure 17, and any potential separation distance from these businesses does not encroach into the Structure Plan Area. One risk assessment was prepared for PPG Industries, which is a large-scale manufacturer of industrial, automotive, architectural and refinish coatings located east the Structure Plan Area. The risk assessment found that no separation distance is recommended that would impact development within the Clayton Structure Plan Area.

Implications for Draft Clayton Structure Plan

Section 5.5 'Enhancing Place' of the Draft Clayton Structure Plan includes Objective 15 to 'Ensure new buildings provide good amenity for occupants', which includes general strategies to ensure new development provides for an appropriate level of amenity. This will support requiring new sensitive uses to provide appropriate mitigation measures where appropriate.

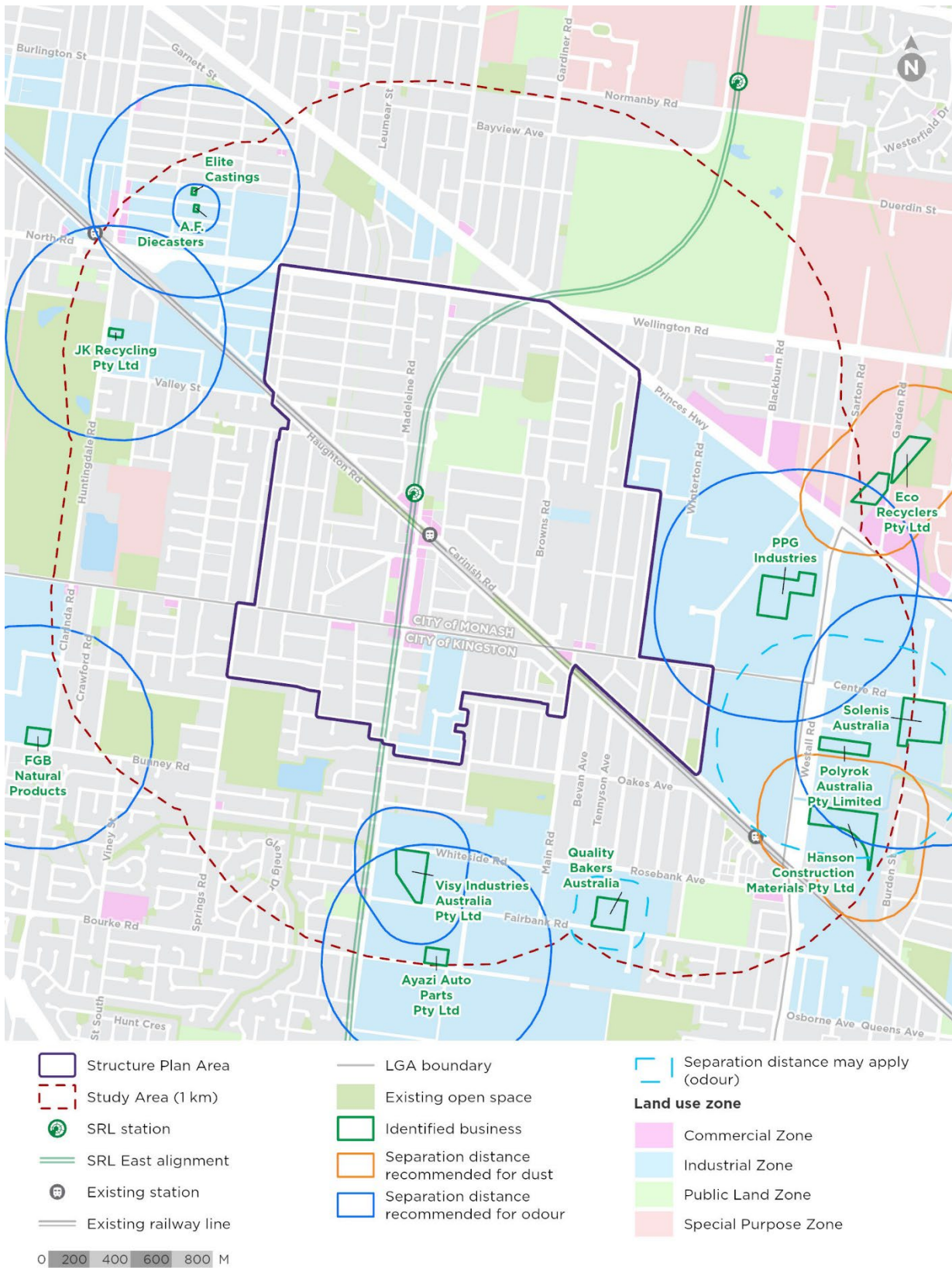


Figure 17 Clayton Structure Plan Area separation distances, odour and dust

4.8 Aviation

Context

Monash Medical Centre located within the Clayton Structure Plan Area and the Victorian Heart Hospital (located to the north within the Monash Structure Plan Area) both include helipads. Moorabbin Airport is located 6 kilometres to the south east of the Structure Plan Area.

The *Aviation and Airspace Technical Report* reviews aviation planning controls and international aviation standards that impact maximum development heights within the Structure Plan Area. The report makes recommendations for future maximum developable heights to avoid conflict with airport operations, including take-off and landing flightpaths.

Approval is required from the Australian Government's Department of Infrastructure, Transport, Regional Communications and the Arts to develop buildings higher than maximum development heights.

Key findings

Design Development Overlay 14 (DDO14) applies to land immediately surrounding Monash Medical Centre and requires a permit to construct works exceeding 92.6 metres AHD (Australian Height Datum).

DDO15 applies to portions of land east and west of the medical centre outside the DDO14 area and requires a permit to construct works exceeding 102.6 metres AHD.

DDO18 applies to a small portion of residential uses near the Evelyn Street Reserve due to its proximity to the Victorian Heart Hospital, and requires a permit to construct works exceeding 138.2 metres AHD. The areas covered by the DDOs are shown in Figure 18. A permit application under any of the aviation protection DDOs would trigger a referral to the Victorian Department of Health as a determining referral authority. An amendment to DDO18 may be required if the Victorian Heart Hospital ever seeks to further develop or expand its air-based operations.

Maximum development heights are most impacted along the western part of the southern boundary of the Clayton Structure Plan Area. The height limits range from 46 to 50 metres. The extent of the DDOs are shown in Figure 18.

Implications for the Draft Clayton Structure Plan

Given the distance from the Structure Plan Area to Moorabbin Airport, preferred maximum heights set out in the Draft Clayton Structure Plan are well below the development height limitations.

Consultation with the Victorian Heart Hospital should be ongoing to identify any plans to develop or expand its air-based operations, which could require an amendment to aviation overlays.

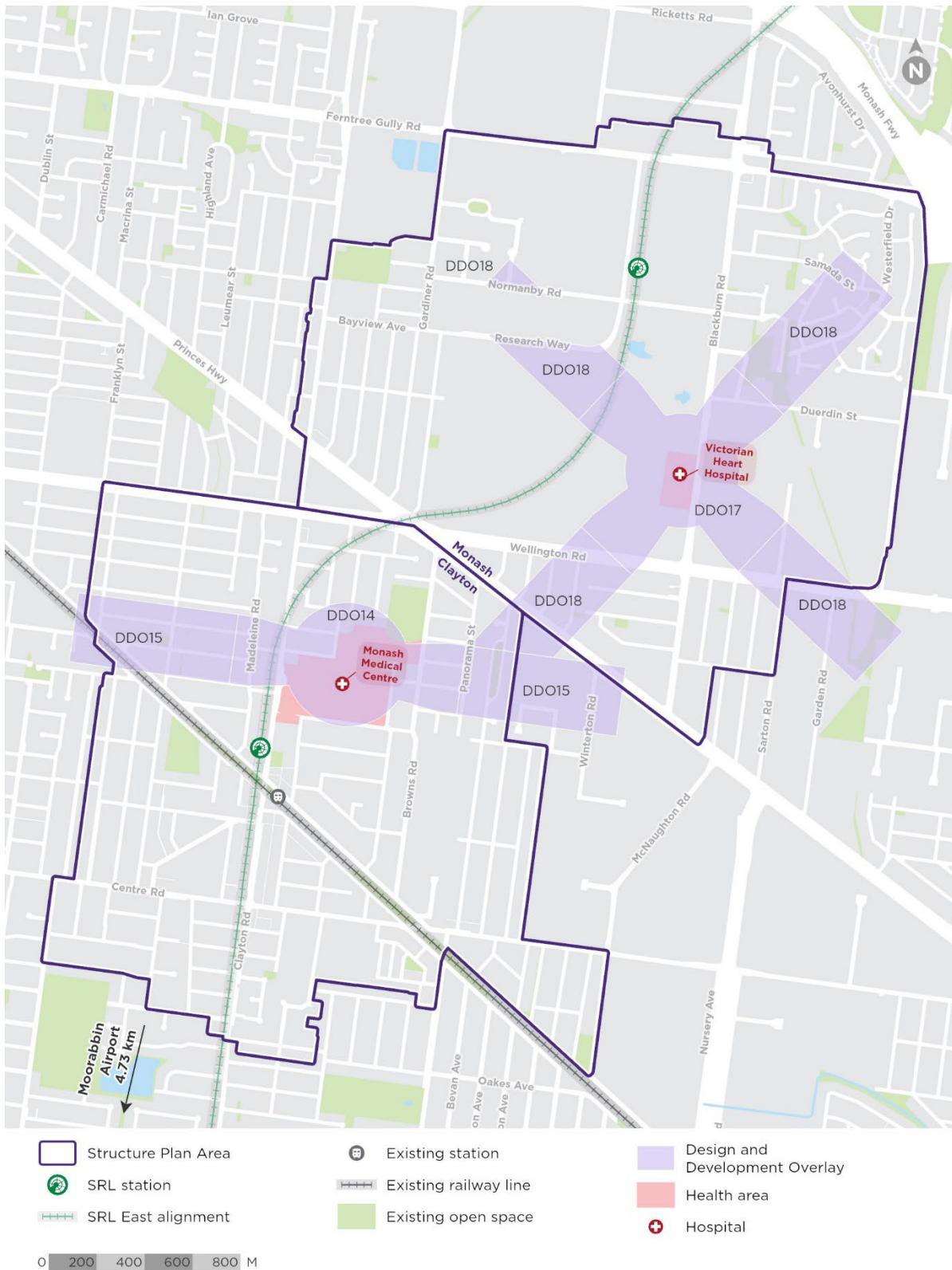


Figure 18 Clayton planning overlays – aviation impacts

4.9 Utilities and servicing

Context

The significant population growth and development anticipated within the Clayton Structure Plan Area will impact existing utility services.

The *Utilities Servicing Technical Report* describes existing utility networks and identifies committed augmentation works, anticipated future capacity, and considerations for land use and development adjacent to utility assets within the Structure Plan Area.

The report outlines anticipated utility service upgrades for potable (drinking) water, recycled water, sewer, electricity, gas and telecommunications to support population growth in the Clayton Structure Plan Area.

Key findings

Consultations with utility service providers identified some augmentation requirements and asset capacity constraints. However, no significant utility service issues were identified. Development within the Clayton Structure Plan Area should be able to be appropriately serviced and utility service providers will continue to review and upgrade their infrastructure to meet future demand.

South East Water identified that upgrades to the sewer infrastructure are required between Main Road and Westall Road. An investigation into the feasibility of a recycled water network (for non-potable uses such as toilets, laundry and irrigation) is underway.

The nature of the trunk and reticulation works are unknown. Upgrade solutions and opportunities will be investigated and confirmed by South East Water as part of their longer-term planning and as development proposals provide more certainty on timing and demand.

A new United Energy zone substation is required to increase capacity in electrical infrastructure.

Parts of the Clayton Structure Plan Area are near the existing high-pressure gas mains and will likely be subject to a Notification Area, requiring engagement with Multinet Gas and a potential Safety Management Study to identify potential public safety impacts from new development and major works.

Implications for the Draft Clayton Structure Plan

There are only limited utility capacity constraints for the Clayton Structure Plan Area, and no significant implications for land use and development.

A Safety Management Study may be required during a permit application process to ensure compliance with safety standards for development near existing high-pressure gas mains.

5. Future directions






This section outlines the future directions to achieve the Vision for Clayton and to support population and employment growth in the Clayton Structure Plan Area.

Five themes underpin SRL East structure planning. Each theme is described in Table 2 and the key Technical Reports relevant to the theme are listed. The Technical Reports apply to multiple themes but are listed beside the theme considered most relevant.

This section focuses largely on how the technical assessments have informed development of the future directions and how this is reflected in the Draft Clayton Structure Plan generally and within specific neighbourhoods. The future directions bring in considerations that are outside the technical assessments, balancing the full range of influences across the Structure Plan Area.

Appendix E provides a full list of all Technical Reports referenced in this Background Report.

Table 2 Draft Clayton Structure Plan themes and key relevant Technical Reports

Draft Clayton Structure Plan theme		Key relevant Technical Reports
 <p>Enriching Community Creating high amenity neighbourhoods with more homes and more options to live, work and study locally</p>	<ul style="list-style-type: none"> • <i>Housing Needs Assessment – Clayton</i> • <i>Community Infrastructure Needs Assessment – Clayton</i> • <i>Open Space Technical Report</i> 	
 <p>Boosting the Economy Building on Clayton's unique assets and strengths to support a world-leading health hub and attract new knowledge-intensive jobs</p>	<ul style="list-style-type: none"> • <i>Economic Profile Technical Report – Clayton</i> • <i>Retail Assessment – Clayton</i> 	
 <p>Enhancing Place Planning vibrant, lively and high-quality public spaces that reflect Clayton's cosmopolitan identity</p>	<ul style="list-style-type: none"> • <i>Urban Design Report – Clayton</i> • <i>Wind Technical Report</i> 	
 <p>Better Connections Delivering public transport, walking and cycling options to connect people to jobs, opportunities and experiences in the SRL East corridor and beyond</p>	<ul style="list-style-type: none"> • <i>Transport Technical Report – Clayton</i> • <i>Transport Technical Report – Appendix A Precinct Parking Plan – Clayton</i> 	
 <p>Empowering Sustainability Giving Clayton tools and strategies to adapt to and mitigate the effects of climate change and make the transition to zero net carbon emissions</p>	<ul style="list-style-type: none"> • <i>Climate Response Plan – Clayton</i> • <i>Integrated Water Management Strategy</i> 	

Strategic sites

Discussions in the following sections refer to strategic sites. Strategic sites are generally large, single-ownership sites with strong potential to help achieve the Vision for Clayton.

Strategic sites within the Clayton Structure Plan Area were identified using the following criteria:

- Complexity of issues – the potential for site issues to be resolved including land use, built form and movement challenges that require a bespoke planning control or process
- Opportunity for public benefit – the potential for a site to accommodate significant housing or employment growth and/or its ability to help achieve government policy objectives that would be lost within the Structure Plan Area if the site was not clearly identified as strategic
- Capacity and scale – the potential for a site to attract significant investment and generate substantial community benefit within the lifespan of the Clayton Structure Plan (by 2041).

In addition to these criteria, the following factors were also reviewed when identifying strategic sites:

- Capacity for intensification, including the size of a site, the lack of sensitive interfaces and the likelihood of its development within the lifespan of the Clayton Structure Plan (by 2041)
- Ability to support open space and/or community infrastructure
- Distance from the SRL station and core of the Clayton Structure Plan Area
- Whether ownership enables investment to be unlocked in the short to medium term
- Significant environmental or land use constraints (such as heritage or flooding)
- Draft built form and land use objectives contained in the Key Directions developed for the Clayton Structure Plan Area
- Landowner intentions for the site (established through consultation).

To capture these opportunities, some strategic sites may be subject to a master planning process that would facilitate use and development that responds to the site's context, and manage site-specific and off-site impacts. The master planning process allows flexibility and provides for an integrated approach to land use, design response, public realm, movement and infrastructure.

Strategic sites within the Clayton Structure Plan Area

The criteria and factors listed above were applied to identify the following strategic sites in Clayton:

- **SRL Station Development Area** – opportunities supporting the SRL station and mixed-use development
- **1400 Centre Road** – industrial /warehouse site located in the south of the Structure Plan Area with few development constraints and potential for future redevelopment
- **Cooke Steet car park** – large, under-utilised area that provides an opportunity for master planned development delivering mixed-use development, improved connectivity and public realm outcomes
- **PMP Printing site** – large industrial site with approval for a staged, master planned redevelopment with a mix of different forms of higher density residential development.
- **Centre Road car park** – under-utilised, council-owned land with opportunity to provide intensification and diversity of land uses
- **Monash Medical Centre** – a major public specialist centre with opportunity for new development, including health and allied health uses to support the Health neighbourhood.

The locations of these strategic sites are shown in Figure 19.



Figure 19 Strategic sites within the Clayton Structure Plan Area

5.1 Enriching Community

The Vision for Clayton envisages more diverse housing types, sizes and tenures to support a growing population with changing household needs and preferences. With population growth comes the need for well-located community facilities to meet the daily needs of residents and workers.

The *Housing Needs Assessment – Clayton*, the *Community Infrastructure Needs Assessment – Clayton* and the *Open Space Technical Report* informed the response in the Draft Clayton Structure Plan to the Enriching Community theme, as summarised in the following sections.

5.1.1 Housing needs

Context

The SRL station at Clayton will be a catalyst for higher density housing with greater options to meet different needs and preferences.

The Draft Clayton Structure Plan supports Victoria to meet its overall housing targets while encouraging opportunities for more diverse and affordable housing options in highly accessible locations.

The *Housing Needs Assessment – Clayton* projects the number of dwellings needed to accommodate the forecast population growth to 2041, and identifies the type and size of dwellings and the most suitable locations within the Clayton Structure Plan Area for higher density housing.

Dwelling definitions used by the Australian Bureau of Statistics (ABS) are adopted for consistency in data analysis: low density (stand-alone dwellings), medium density (attached dwellings up to two storeys) and high density (flats and apartments with three or more storeys).

Community engagement and stakeholder feedback also informed the approach to addressing housing needs outlined within the Draft Clayton Structure Plan.

Key findings

The resident population within the Clayton Structure Plan Area is projected to almost double from 14,200 people (ABS 2021 Census) to 26,900 by 2041. More housing and more housing choice are needed to meet this demand.

A net extra 5,600 dwellings are needed within the Structure Plan Area by 2041. Most should be provided in high density developments (5,740), with some provided in medium density developments (170). A decline of low density dwellings is projected (-320) due to the demolition of older dwellings and their replacement with medium and high density development.

Approximately 280 new dwellings will be required each year to achieve this housing growth. This is above the recent rate of annual housing completions within the Structure Plan Area (172) but is considered achievable subject to market conditions.

The Structure Plan Area currently has a higher proportion of medium density housing (50 per cent) compared to Greater Melbourne (22 per cent), a lower proportion of low density housing (39 per cent) compared to Greater Melbourne (66 per cent) and a slightly lower proportion of high density housing (11 per cent) compared to Greater Melbourne (13 per cent). This reflects the recent trend for higher density development in the area.

Clayton currently has a greater proportion of group households and people aged 15 to 24 years and 25 to 39 years relative to Greater Melbourne (ABS 2021 Census), which reflects its proximity to the Monash University Clayton campus. The Structure Plan Area also accommodates a high proportion of key workers due largely to the number of employees in the Monash Health Precinct.

Demand for housing suitable for students and key workers within the Structure Plan Area is projected to increase. A variety of dwelling mix options are recommended within the Draft Clayton Structure Plan to meet this demand, including some purpose-built student accommodation.

Housing demand across the spectrum of household types, including lone person, couple and family households is also projected, requiring a diversity of apartment and dwelling sizes. More social and affordable housing for very low to moderate income earners is needed, with an estimated 1,910 households within the Structure Plan Area potentially eligible for social and affordable housing in 2041. The need for aged care and retirement dwellings is not projected to be significant.

Enabling a greater amount of affordable and diverse high density housing is key to achieving the number, diversity and affordability of housing required. The *Housing Needs Assessment – Clayton* recommends this high density housing is facilitated within the Clayton Road commercial strip, at the former PMP site and along the key movement corridors of North Road and Dandenong Road, as well as the balance of Clayton Road.

Future directions in the Draft Clayton Structure Plan

Section 5.3 ‘Enriching Community’ of the Draft Clayton Structure Plan includes Objective 2 to ‘Facilitate the growth of high-quality housing’. It proposes that most of the 5,600 new dwellings needed within the Structure Plan Area are provided in high density developments.

Three levels of housing growth are identified – significant, high and medium. These housing growth levels provide guidance about where the additional 5,600 new dwellings are best distributed across the Clayton Structure Plan Area. The guidance considers the opportunities and constraints of the existing and future context, recommendations of the *Housing Needs Assessment – Clayton* and the *Urban Design Report – Clayton*, State and local planning policy, the Vision for Clayton and community feedback. The housing growth levels are illustrated in Figure 20. The associated built form categories described below in Section 5.3.1 Urban design are also illustrated.



Figure 20 Built form scale in the context of the Structure Plan Area

These growth levels direct the most significant housing growth to places within the Structure Plan Area with the best access to services, amenities and transport, strategic sites and where the preferred scale of future development is greater. This recognises that modest housing growth is more appropriate in established residential areas where the preferred scale of future development is lower. The range of housing growth levels enables a variety of residential types and development locations to attract diverse developers and offer greater choice of housing for the community.

The locations for different levels of housing growth are shown in the ‘Enriching Community Plan – Housing’ in Figure 21 below. The housing growth levels and preferred built form are also reflected in the Neighbourhood Framework Plans provided in the Draft Clayton Structure Plan. Areas of significant and high housing growth are focused around the SRL station, in the Health neighbourhood and at the former PMP site, as well as along Clayton Road, North Road, Dandenong Road and Centre Road. Medium growth levels are proposed elsewhere across the Structure Plan Area to enable a transition between significant and high housing growth areas and sensitive interfaces outside the Structure Plan Area.

Strategies and actions are included in the Draft Clayton Structure Plan to facilitate this distribution of housing growth and maximise opportunities for housing choice. This includes strategies to facilitate a variety of dwelling sizes and types and support new and emerging housing models to foster a diverse housing market.

Housing for key workers, assisted living arrangements and hotels for visitors and patients is encouraged to complement and support the health and employment role of the Structure Plan Area. The development of varied accommodation types for students is also encouraged, including purpose-built student accommodation in locations within walking distance of Monash University’s Clayton campus and the SRL station.

State planning policy encourages more affordable housing throughout Victoria for very low to moderate income households. The Draft Clayton Structure Plan seeks to help achieve this policy and meet the projected demand for more social and affordable housing within the Structure Plan Area by encouraging provision of affordable housing on strategic sites and in areas identified for significant and high housing growth in alignment with Victorian Government policy. Other strategies encourage innovative affordable housing models by the not-for-profit and community housing sector and social and affordable housing on government-owned land.

These directions are considered in the *Urban Design Report – Clayton* (discussed in Section 5.3.1 below) and have guided the urban form proposed to maximise opportunities for achieving planned housing growth in preferred locations.

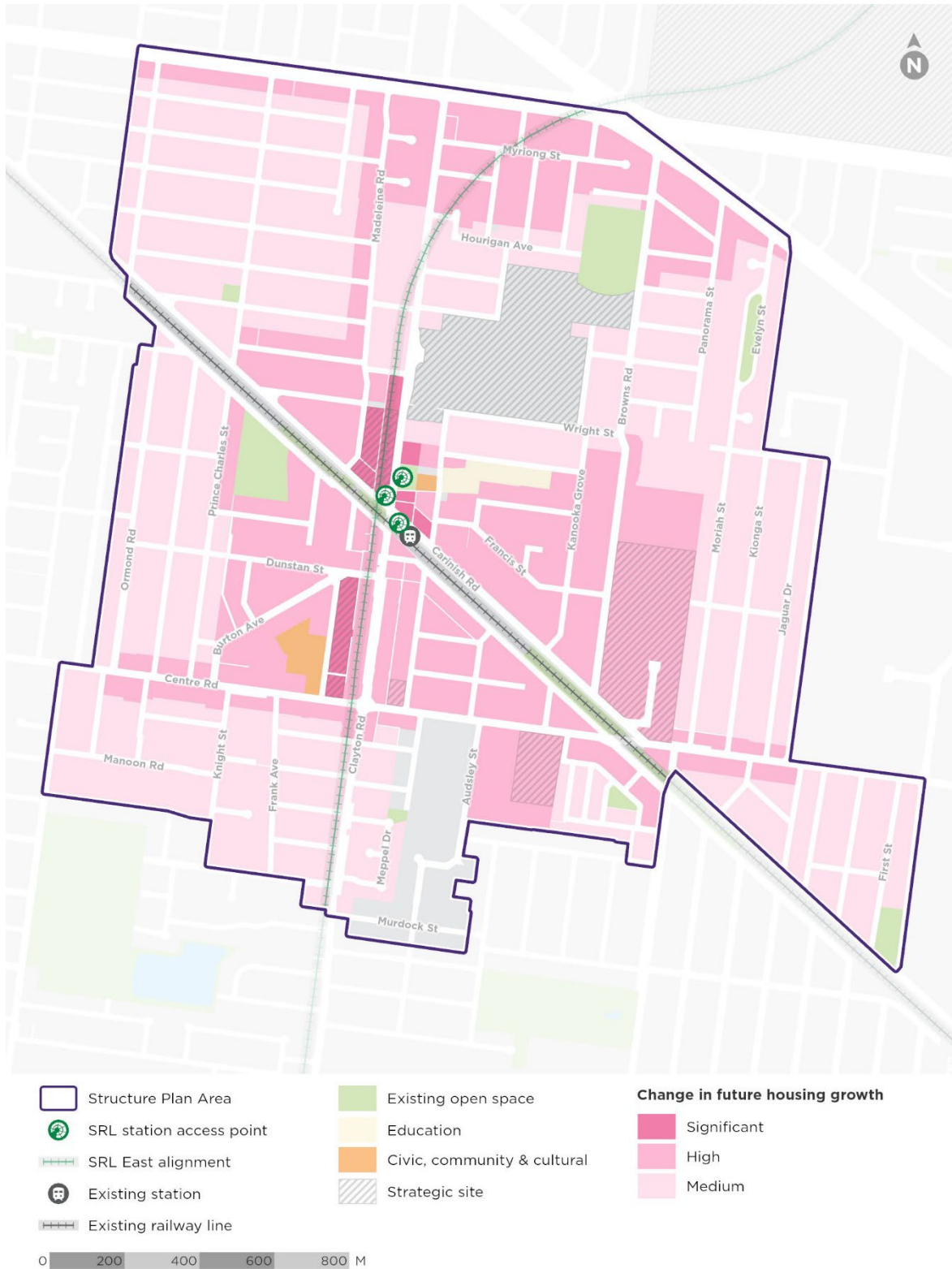


Figure 21 Enriching community plan – Housing

5.1.2 Community infrastructure needs

Context

Population growth within the Clayton Structure Plan Area will increase demand on existing community infrastructure and create demand for more community infrastructure.

The *Community Infrastructure Needs Assessment – Clayton* focuses on local community infrastructure (library, community hub, neighbourhood house, maternal child health, youth spaces, indoor and outdoor courts, and sports fields) within the Structure Plan Area and a wider 1.6-kilometre station radius (referred to as the ‘1.6-kilometre local catchment’).

The quality of existing community infrastructure is assessed, based on accessibility, condition, capacity and growth potential, and trends in community infrastructure provision are described. Community infrastructure needs to 2041 are identified based on projected population growth. Trends in community infrastructure are identified. Consultation with the cities of Monash and Kingston informed the assessment.

The *Community Infrastructure Needs Assessment – Clayton* makes recommendations for future community infrastructure provision within the Structure Plan Area to 2041. Potential sites for this infrastructure are identified for future detailed investigation.

Key findings

Different types of community infrastructure are located within the Clayton Structure Plan Area and 1.6-kilometre local catchment. These include a library, creative spaces, youth spaces, community hubs, neighbourhood houses, maternal and child health services, sporting courts and fields.

Trends in community infrastructure provision include a preference for larger integrated community hubs and district-scale sporting facilities over single-use stand-alone facilities and single sports fields. Integrated facilities offer operational and commercial efficiencies to better meet community needs and expectations.

The *Community Infrastructure Needs Assessment – Clayton* acknowledges that finding the space for new facilities within a high density urban area is challenging, and that further work is required to confirm the preferred form, function and location of community infrastructure.

There are current and emerging needs for a library, creative spaces, maternal child health services and tennis and indoor court space within the Clayton Structure Plan Area. The *Community Infrastructure Needs Assessment – Clayton* recommends planning for the following facilities to meet the demand generated by population growth within the Structure Plan Area:

- A centrally-located new library co-located with other community facilities such as maternal and child health services. The existing Clayton Hall is identified as a candidate site for expansion or redevelopment (servicing the Monash and Clayton Structure Plan Areas)
- Upgrade of the existing multi-purpose community hub, Clayton Community Centre, to increase capacity for a range of community spaces focused on creative and youth spaces. This facility or the new facility should accommodate demand for multi-purpose community hub space generated by the southern portion of the Monash Structure Plan Area
- A new district-level indoor court facility accommodating four or more courts within the 1.6 kilometre local catchment with good public and active transport connections to the SRL station. This facility should also be planned to meet demand for outdoor and tennis court space, as well as demand generated in the neighbouring Monash Structure Plan Area
- Augmentation and upgrades to existing fields to extend playable hours and facilitation of shared use agreements with schools and other institutions with fields and courts.

Principles to guide future decisions on the location of new community infrastructure and further consideration of the candidate sites are provided in the *Community Infrastructure Needs Assessment – Clayton*.

Future directions in the Draft Clayton Structure Plan

Section 5.3 ‘Enriching Community’ of the Draft Clayton Structure Plan includes Objective 6 to ‘Provide an enhanced and accessible network of community infrastructure that meets the needs of the future community’. This will be achieved through facilitating:

- A new indoor multi-purpose court facility

- A new district library facility
- Consideration of opportunities to upgrade the Clayton Community Centre to accommodate more multi-purpose spaces
- Expanded services and programs, including maternal child health services
- Continued provision of existing sports fields
- Exploration of opportunities for greater community use of sporting facilities and other spaces at schools and private institutions.

Potential locations for new community infrastructure are shown on the 'Enriching community plan – Open space and community infrastructure' in Figure 22 below, where they are identified as 'Community infrastructure opportunity areas'. They are referred to as 'opportunity areas' to enable flexibility and support further consideration of:

- The site selection principles (outlined below) for new community infrastructure in the Draft Clayton Structure Plan
- The preferred future scale, form and function of the infrastructure
- Preferred service and infrastructure delivery models
- Community needs and preferences
- Opportunities pertaining to land ownership, development and funding.

Actions are included in the Draft Clayton Structure Plan for SRLA to work collaboratively with Monash and Kingston City Councils to confirm the form and location of community infrastructure and deliver new and enhanced local community infrastructure.

The Draft Clayton Structure Plan also includes strategies and actions to ensure that kindergarten and government primary and secondary school capacity meets the future needs of the community in Clayton and surrounding areas. This includes an action to monitor the need for new government secondary school provision and monitor and respond to the need for new and/or expanded public, not-for-profit and for-profit kindergarten provision.

The Department of Health has advised SRLA that in future, expansion of public hospitals will be required to meet state-wide demand for the provision of health services and associated support services, including the Monash Children's Hospital and Monash Medical Centre. To support this need, the Department seeks structure planning that considers land allocation to support future state-wide and localised public health system needs. This advice is reflected in Section 5.4 'Boosting the Economy' of the Draft Clayton Structure Plan, Objective 8 to 'Strengthen Clayton's role as a state-significant health precinct as part of the Monash National Employment and Innovation Cluster' and identification of a defined 'health priority' area around the Monash Children's Hospital and Monash Medical Centre.

Site selection

The following site selection principles will assist in identifying sites suitable for new community infrastructure (shown as 'opportunity areas' in Figure 22)

- New sites are locally accessible to maximise walking, riding and public transport networks that foster healthy communities
- Sites are located in an activated area, where other community infrastructure, retail or amenities are provided
- A site contributes to the network of local community infrastructure
- A site has capacity to be flexible to meet changing needs over time
- A site has, or is anticipated to have, potential to be available and developable for community infrastructure within the structure planning period (to 2041)
- Council-owned land should be the priority sites for new community infrastructure, followed by State-owned land. Co-locating new community infrastructure with existing infrastructure is encouraged. Purchasing land should be considered where other options have been excluded.

5.1.3 Open space

Context

Population growth within the Clayton Structure Plan Area will increase demand on public open space. In higher density urban environments, access to high-quality public open space is important for supporting recreational use and activity and for providing a diversity of recreational opportunities. Public open space is also important to the amenity of an area.

The *Open Space Technical Report* assesses the existing provision and accessibility of open space within the Structure Plan Area and the wider 1.6-kilometre station radius. The report makes recommendations for increasing or enhancing public open space and pedestrian links within the Structure Plan Area, primarily utilising *access* (400-metre walkable access) and *quality* benchmarks in its assessment, with the *quantum* of open space (square metre per person with the Structure Plan Area) used as a secondary indicator.

Key findings

There are currently 13 public open spaces in the Clayton Structure Plan Area with a combined area of more than 112,000 m². These open spaces are primarily owned by Monash and Kingston City Councils and include a range of largely neighbourhood and community parks. The largest public open spaces are large sports parks at Fregon Reserve and Jack Meade Oval. The Djerring Trail linear park alongside the Cranbourne / Pakenham Line provides an open space link through the Structure Plan Area to surrounding suburbs. A number of large parks (mostly sports parks) are located on the edge of the Structure Plan Area but within walking distance.

Three new open spaces are planned within the Structure Plan Area, including new open space within the redevelopment of the PMP Printing site on Carnish Road.

The Clayton Structure Plan Area currently has comparatively low levels of open space. Four areas within the Structure Plan Area do not have 400-metre walkable access to public open space. These areas are located on the southern boundary of North Road (in the north of the Structure Plan Area), on Browns Road near the intersection with Wright Street between Centre Road and the Cranbourne / Pakenham Line, and east of Meppel Drive surrounding Audsley Street.

Ten of the 13 existing public open spaces within the Structure Plan Area are considered to be high-quality.

Enhancements are recommended to Meppel Drive Reserve and Clayton Remembrance Gardens as a priority, with subsequent upgrades to other existing open spaces identified as an opportunity to meet future needs for quality open space.

Recommendations of the *Open Space Technical Report* aim to improve accessibility to high-quality open space through new open spaces, new pedestrian links and enhancements to broaden the diversity and use of existing open space, optimising the function and value to residents, workers and visitors.

The recommendations include:

- Six new public open spaces to address gaps in 400- metre walkable access
- A priority quality enhancement to Meppel Drive Reserve and Clayton Remembrance Gardens
- Three new pedestrian links to improve permeability and access to existing public open space.

There is also opportunity for two temporary public open spaces constructed within the Structure Plan Area to offset the loss of open spaces during construction of SRL East to become permanent public open spaces.

Delivery of the planned and recommended new open spaces and pedestrian links would increase the proportion of households within the Structure Plan Area with 400-metre walkable access to public open space to 95 per cent. Walkable access within 200-metres of homes would increase in Clayton from 40 per cent to 66 per cent in the areas of greatest density. Remaining gaps would largely be located in the Monash Health Precinct, but this area features private open spaces.

The public open space provision ratio (m² per person) was assessed for the projected Structure Plan Area population and wider 1.6-kilometre station radius to 2041. With the additional population and the recommended open spaces, the current 8 m² of open space per person within the Structure Plan Area is projected to drop to 5 m² per person by 2041. However, if the assessment includes public open space within the wider 1.6-kilometre station radius, this increases to 16 m² per person. This reflects the presence of existing open spaces on the edge of the Structure Plan Area that are accessible.

With the planned and recommended new and enhanced public open spaces and pedestrian links, the Structure Plan Area will provide a suitably accessible, quality and diverse open space network to support the future population.

Future directions in the Draft Clayton Structure Plan

Section 5.3 'Enriching Community' of the Draft Clayton Structure Plan includes Objective 7 to 'Create a connected and accessible open space network for those who live and work in Clayton'.

The focus of the Draft Clayton Structure Plan is to support 400-metre walkable access to quality public open space for at least 95 per cent of households, with better connections to the large open spaces on the edge of the Structure Plan Area, and providing new high-quality open spaces in the central part of the Structure Plan Area.

Improving the quality and function of existing open space is a key strategy in providing for future high density communities, given the limited land for large new open spaces. Providing greater diversity of function will also enable the spaces to be utilised effectively and meet the needs of more people.

The Draft Clayton Structure Plan includes strategies and actions to facilitate and enhance open space. It also includes Neighbourhood Framework Plans that support greater diversity and use of open space, identify opportunities for underutilised land to be used for open space on a temporary and permanent basis, and maximise open space provision on large redevelopment sites. These are shown on the 'Enriching community plan – Open space and community infrastructure' in Figure 22 below and include:

- Potential future key links to improve access to existing and new open spaces
- Identification of investigation areas for potential new open space locations to address access gaps in the north and east of the Structure Plan Area. Future options are to be considered using the site selection principles for new open space identified in the Draft Clayton Structure Plan (outlined below)
- Quality improvements to existing open spaces to enhance their capacity and use, including upgrades to Meppel Drive Reserve.

Site selection principles

The following site selection principles will assist in identifying sites suitable for new open space (shown as 'investigation areas' in Figure 22):

- **Land ownership** – suitability for conversion to public open space, rezoning and/or repurposing existing public land
- **Condition** – the physical condition of the site is suitable for use as public open space
- **Alignment** with intended open space classification / typology – primary function and catchment
- **Access** to public open space – improves 400-metre walkable access from anywhere within the Structure Plan Area, with a target of greater accessibility in higher density areas where possible
- **Accessibility onto the site** – more than one entry point, road frontages, topography, accessible for people of all abilities, available car parking off- and on street
- **Adjoining land use** – considers opportunities to enlarge existing public open spaces, opportunities for co-location with community facilities
- **Connectivity** – consideration of links and connections to existing open space, open space corridors, cycle routes
- **Size** – suitable for intended purpose and minimum dimensions.

Realising the investigation areas and pedestrian links

The investigation areas for new open spaces and the new pedestrian links are identified indicatively in the Draft Clayton Structure Plan to enable further investigation of their optimal location. This will enable community consultation and further testing of the preferred future scale, form and function of the open spaces and links, including opportunities pertaining to land ownership, development and funding.

Actions are included in the Draft Clayton Structure Plan for:

- Monash and Kingston City Councils and SRLA to partner to deliver the new open spaces
- SRLA to amend the Monash and Kingston Planning Schemes to encourage delivery of the new pedestrian links.

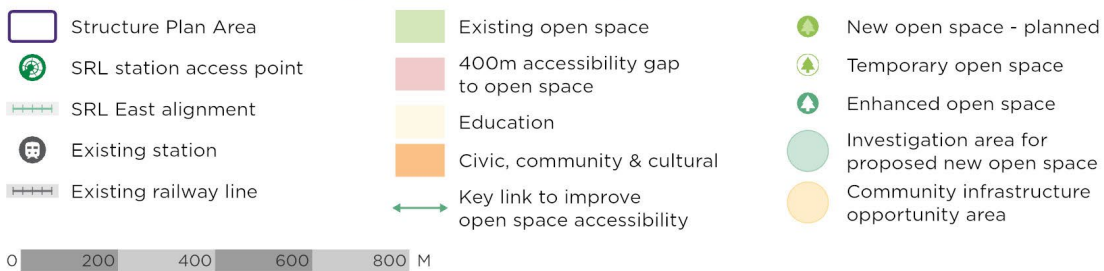
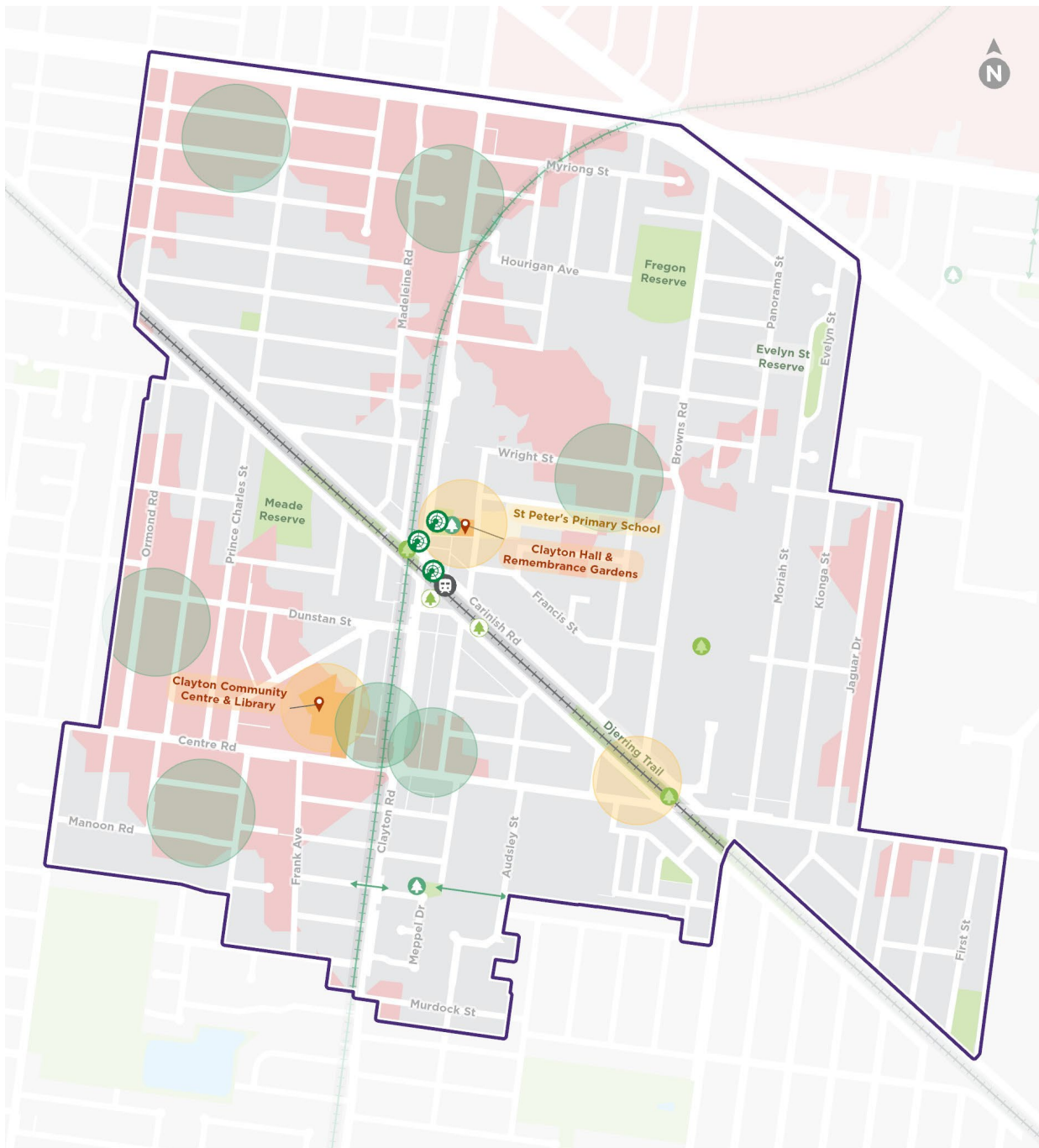


Figure 22 Enriching community plan – Open space and community infrastructure

5.2 Boosting the Economy

The growing community within and beyond the Clayton Structure Plan Area will contribute to Clayton's established local economy.

The centre of the Structure Plan Area will remain anchored by Clayton Road, with opportunity to reinvigorate surrounding areas with new retail, dining and entertainment options and a spread of activity across the day.

The significance of the Monash Medical Centre to the region and Structure Plan Area presents opportunity for intensification to support and attract more knowledge-based jobs with new commercial and office spaces, supported by a high amenity public realm.

The *Economic Profile Technical Report – Clayton* and the *Retail Assessment – Clayton* informed the response in the Draft Clayton Structure Plan to the Boosting the Economy theme, as summarised in the following sections.

5.2.1 Economic profile

Context

The Clayton Structure Plan Area will continue to provide important employment opportunities for the surrounding region, enhanced by the increased rail connectivity SRL East will provide.

The *Economic Profile Technical Report – Clayton* reviews the current economic context, trends and outlook for the Structure Plan Area and provides direction for economic growth. Job growth sectors and the amount and type of additional employment floorspace needed by 2041 are identified, as well as possible locations for floorspace growth. An industrial land supply assessment establishes key directions for managing and benefiting from growth within the Structure Plan Area.

Key findings

Clayton will continue evolving into a health-related employment precinct, anchored by a vibrant high street and office development in appropriate locations. Areas surrounding the Clayton Major Activity Centre will support existing employment clusters and drive a diverse economic profile.

Key economic drivers within the Structure Plan Area are the large skilled workforce, an established and growing health precinct, a lively street-based activity centre and connectivity to metropolitan and regional areas. Key employment areas are Clayton Road, Monash Medical Centre and the Audsley Street Employment Area.

The worker population in the Clayton Structure Plan Area is projected to increase from 12,700 workers (ABS 2021 Census) to 29,600 workers by 2041. An estimated additional 432,300 m² of employment floorspace is needed within the Structure Plan Area by 2041 to support this jobs growth. The greatest demand will be for health-related employment space, which is projected to comprise 248,100 m².

Industrial land within the Structure Plan Area consists of the Audsley Street Employment Area (12 hectares) and 1418A Centre Road, Clayton South (0.3 hectares). The Audsley Street Employment Area provides small intensive manufacturing and service industries and is identified as 'locally significant industrial land' in the *Melbourne Industrial and Commercial Land Use Plan* (MICLUP). The Audsley Street Employment Area is identified in State and local policy for revitalisation while continuing to accommodate local service businesses. Land at 1418A Centre Road comprises a standalone showroom and warehouse and is not the subject of any specific strategic direction. Combined, the employment areas currently support approximately 500 jobs.

The industrial land supply assessment recommends the Audsley Street Employment Area continues to focus on local business employment to support intensification of residential areas and nearby Clayton Road. The employment area could host a limited number of medical uses to expand the healthcare focus of the Clayton Structure Plan Area where this does not restrict continuation of the current uses. In particular, the northern interface could be considered for higher-density mixed-use, consistent with recent rezonings along Centre Road.

The 1418A Centre Road employment area should be considered for higher density mixed use. While the industrial assessment recognises a potential change in land use is possible in these locations, it also observes the generous provision of residential floorspace in other locations.

The *Economic Profile Technical Report – Clayton* makes the following recommendations for future employment floorspace:

- Plan for around an additional 86,000 m² gross floor area (GFA) of office space around the Monash Health Precinct and Clayton Major Activity Centre
- Support the significant growth of health floorspace in and around the Monash Health Precinct
- Consolidate retail floorspace within the existing core of the Major Activity Centre, with some provision around the Monash Health Precinct
- Support the continued transition of industrial floorspace towards higher employment uses, particularly around the northern part of the Audsley Street Employment Area
- Ensure the Monash Health Precinct includes large, contiguous land parcels to accommodate significant expansion of health facilities, preferably in locations which maintain a functional connection with major health providers
- Include a range of supporting retail use and worker amenities (such as childcare and exercise opportunities) in the Monash Health Precinct along with offices, hotels and potentially key worker housing
- Locate future industrial floorspace on existing industrial land and increase densities, with many of these sites expected to evolve into mixed employment uses such as office / warehouse spaces.

Future directions in the Draft Clayton Structure Plan

SRL East will transform the Structure Plan Area and increase employment space for office, health and retail uses. The Draft Clayton Structure Plan strengthens the existing role of the Monash Health Precinct by planning for significant growth in and around the precinct and for complementary surrounding uses, as well as the intensification of retail and entertainment uses along Clayton Road and the accommodation of new uses in the Audsley Street Employment Area to support the knowledge-based economy. Locations for employment priorities are shown on the Boosting the Economy Plan in Figure 23 below.

The Draft Clayton Structure Plan acknowledges industrial uses play an important role for local businesses. A balanced outcome is to retain commercial floorspace in the Audsley Street Employment Area to accommodate employment growth. A revitalised Audsley Street Employment Area, with improved access to active and public transport options, open space and public realm improvements, will make the area a more attractive environment for businesses to locate.

Section 5.4 'Boosting the Economy' of the Draft Clayton Structure Plan includes strategies to encourage jobs growth in defined neighbourhoods within the Structure Plan Area (the locations of these neighbourhoods are shown in Section 6 of the Draft Clayton Structure Plan). The Draft Clayton Structure Plan seeks to:

- Strengthen Clayton's role as a state-significant health precinct by:
 - Prioritising health and complementary employment uses (including office development) and research opportunities, and discouraging residential uses within a defined Health neighbourhood
 - Providing complementary uses such as retail and mixed-use developments in the Health neighbourhood to continue to support this area
 - Supporting health and education uses outside the Health neighbourhood
- Provide complementary uses such as retail and mixed-use developments to support this significant area
- Encourage diverse commercial offerings above ground floor retail in areas closest to the SRL station, near the Health neighbourhood and the retail centre on Clayton Road, as well as in areas around the existing retail strip, including on the western side of Thomas Street and the eastern side of Cooke Street
- Support a transition of industrial areas over time by encouraging employment-generating land uses and supporting the revitalisation and intensification of the Audsley Street Employment Area
- Develop an Economic Development and Investment Framework to support sustainable economic growth and investment attraction.

5.2.2 Retail needs

Context

Residential and worker population growth within and surrounding the Clayton Structure Plan Area increase retail demand.

The *Retail Assessment – Clayton* identifies the current type and amount (m²) of retail floorspace within the Structure Plan Area, identifies future retail needs and floorspace required, and recommends retail types and locations to support amenity and economic development.

Key findings

The Clayton Structure Plan Area currently accommodates approximately 55,600 m² of gross lettable area (GLA) of retail floorspace with a key focus on serving local convenience and a vibrant food and beverage setting. The primary concentration of retail floorspace is the Clayton Road shopping strip, which largely comprises food and beverage shops with an Asian focus, alongside local services. To the rear of the shopping strip, a carpark on Cooke Street is anchored by two Coles supermarkets (4,700 m² GLA).

An additional 19,000 to 22,000 m² GLA of retail floorspace is needed within the Structure Plan Area to 2041, rising to 74,600 to 77,600 m² GLA. This results in a varying distribution of retail typologies, including food and beverage retail (24,700 to 25,700 m²), food retail (26,100 to 27,100 m²) and non-food retail (23,800 to 24,800 m²).

The *Retail Assessment – Clayton* recommends building on existing and emerging strengths of the Structure Plan Area to provide amenity and activity for local residents, workers and visitors, including:

- Continue the regeneration and modest expansion of the food retail, convenience and food and beverage offer on Clayton Road as the resident population grows
- Increase housing density around the strip to support the regeneration of older retail premises fronting Clayton Road
- Support the redevelopment of supermarket sites to improve retail offer
- Support an improved retail offer in and around Monash Medical Centre to better service patients, staff and the surrounding community.

Future directions in the Draft Clayton Structure Plan

More people living and working in the Clayton Structure Plan Area will increase demand for retail growth that considers existing retail assets and caters to local groups, including residents, students and key workers.

Section 5.3 'Enriching Community' and Section 5.4 'Boosting the Economy' of the Draft Clayton Structure Plan include strategies to encourage retail growth within the Structure Plan Area, including those relating to:

- Strengthening Clayton's local centres with uses to provide access to daily needs including retail, local entertainment and local health services without undermining the retail function of Clayton Central core
- Retaining and enhancing the fine-grain character of Clayton Road to provide a range of retail and food at ground level to support local needs
- Expanding retail and hospitality uses within the Structure Plan Area, including strategies to activate the future Clayton Central neighbourhood, strengthen the fine-grain retail character along Clayton Road and redevelop the Cooke Street car park strategic site as an integrated expansion of the retail strip
- Encouraging supporting uses in the Monash Health Precinct including retail uses, worker amenities (including childcare and gym), offices and hotel uses
- Supporting small-scale retail outlets (such as corner stores and cafes) in new developments throughout the Structure Plan Area, where they will not dilute the retail offer in its core.

Locations for commercial and mixed-use employment priorities are shown on the 'Boosting the economy plan' in Figure 23 below.

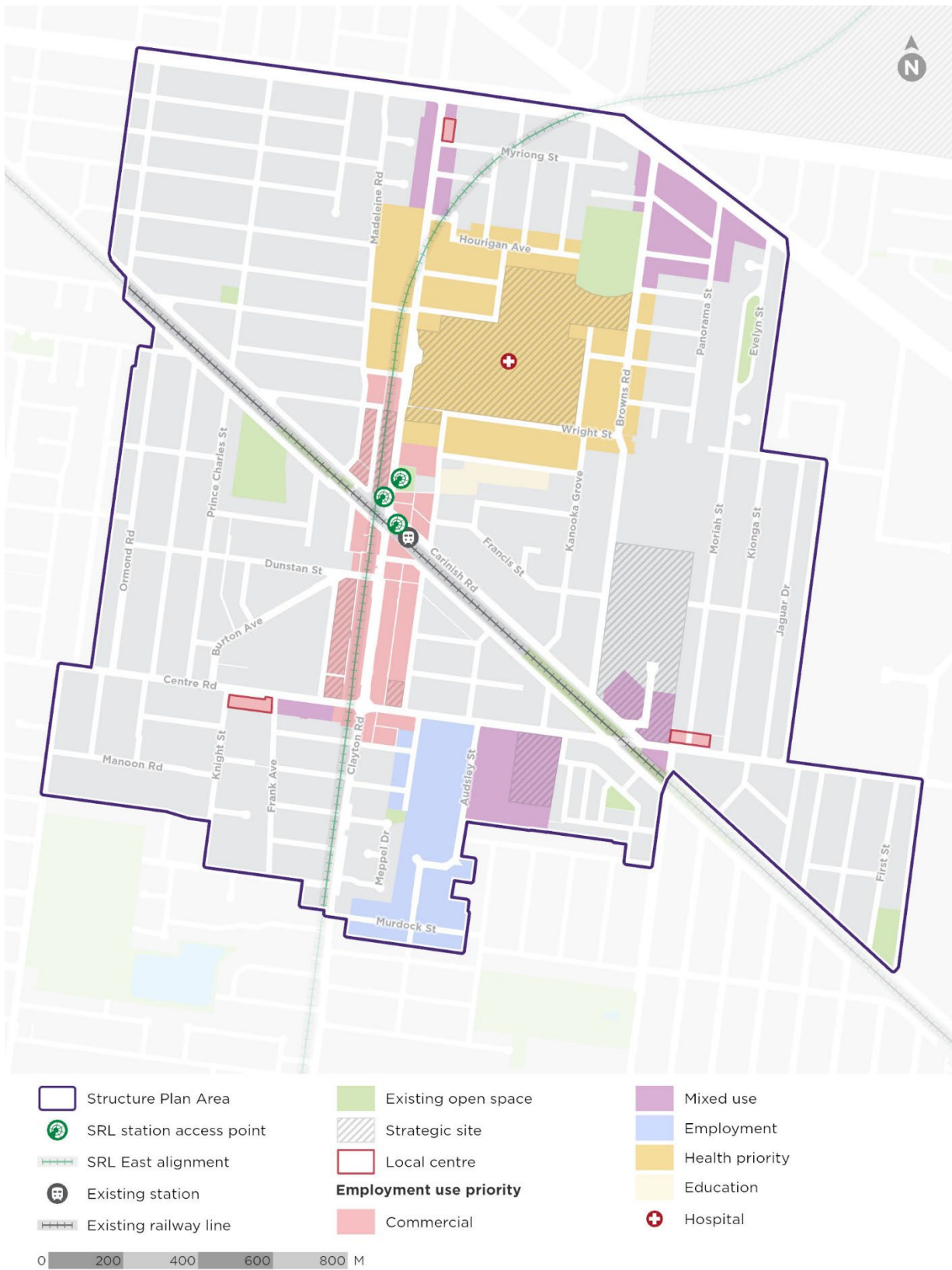


Figure 23 Boosting the economy plan

5.3 Enhancing Place

The Clayton Structure Plan Area will need to evolve to accommodate the projected demand for new homes and employment floorspace.

New development will need to optimise the benefits of denser living and respond to the unique and distinct characteristics of Clayton, supported by a well-connected, comfortable and welcoming public realm.

Increasing the number of people with better access to homes, jobs and services can improve environmental performance by reducing travel distances, which increases support for local businesses, reduces costs with better use of existing infrastructure, and offers a more vibrant environment that supports more diverse opportunities for cultural and recreational experiences.

Raising density can present different challenges. The scale of density should respond to the local context and future role in supporting the Vision for Clayton. This includes ensuring that appropriate building heights, street wall heights, building separation, setbacks and landscaping contribute to a green urban environment.

The *Urban Design Report – Box Hill* and the *Wind Technical Report* informed the response in the Draft Clayton Structure Plan to the Enhancing Place theme as summarised in the following sections.

The *Urban Design Report – Clayton* also influenced place outcomes in the Draft Clayton Structure Plan, including for streetscapes, transport, tree canopy and ecology.



Vibrant public places



Mid-rise development

5.3.1 Urban design

Context

The improved accessibility and connectivity delivered by SRL East means the urban form of Clayton will transform over the coming decades. The *Urban Design Report – Clayton* provides direction on where and how growth could be achieved, while maintaining Clayton as an attractive place for people to live and work.

The report outlines urban design outcomes and recommendations for public realm, urban form and built form. These were guided by eight Design Directions, as shown in Figure 24. The Design Directions and associated strategies informed the development of the Urban Form, Public Realm and Built Form Frameworks, which are described further below.

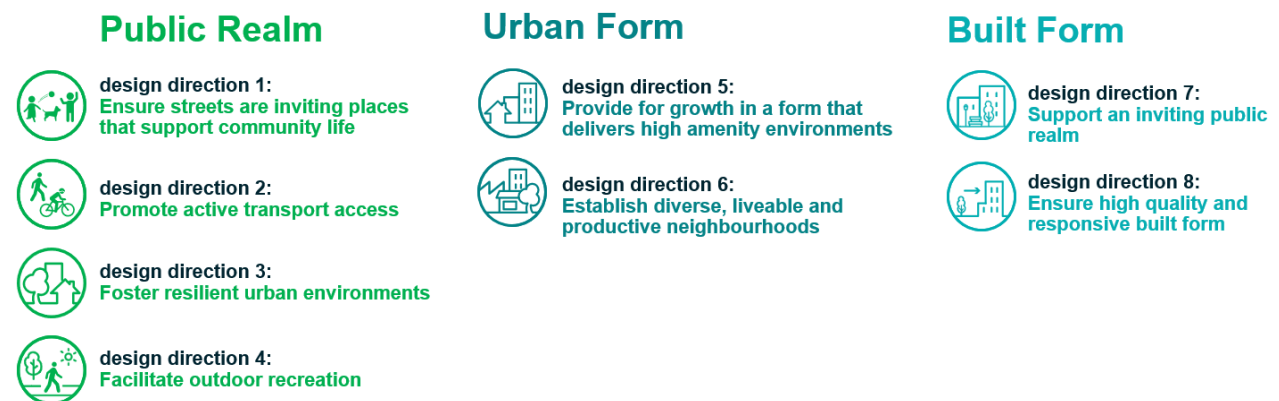


Figure 24 *Urban Design Report – Clayton* Design Directions

Key findings

Public realm

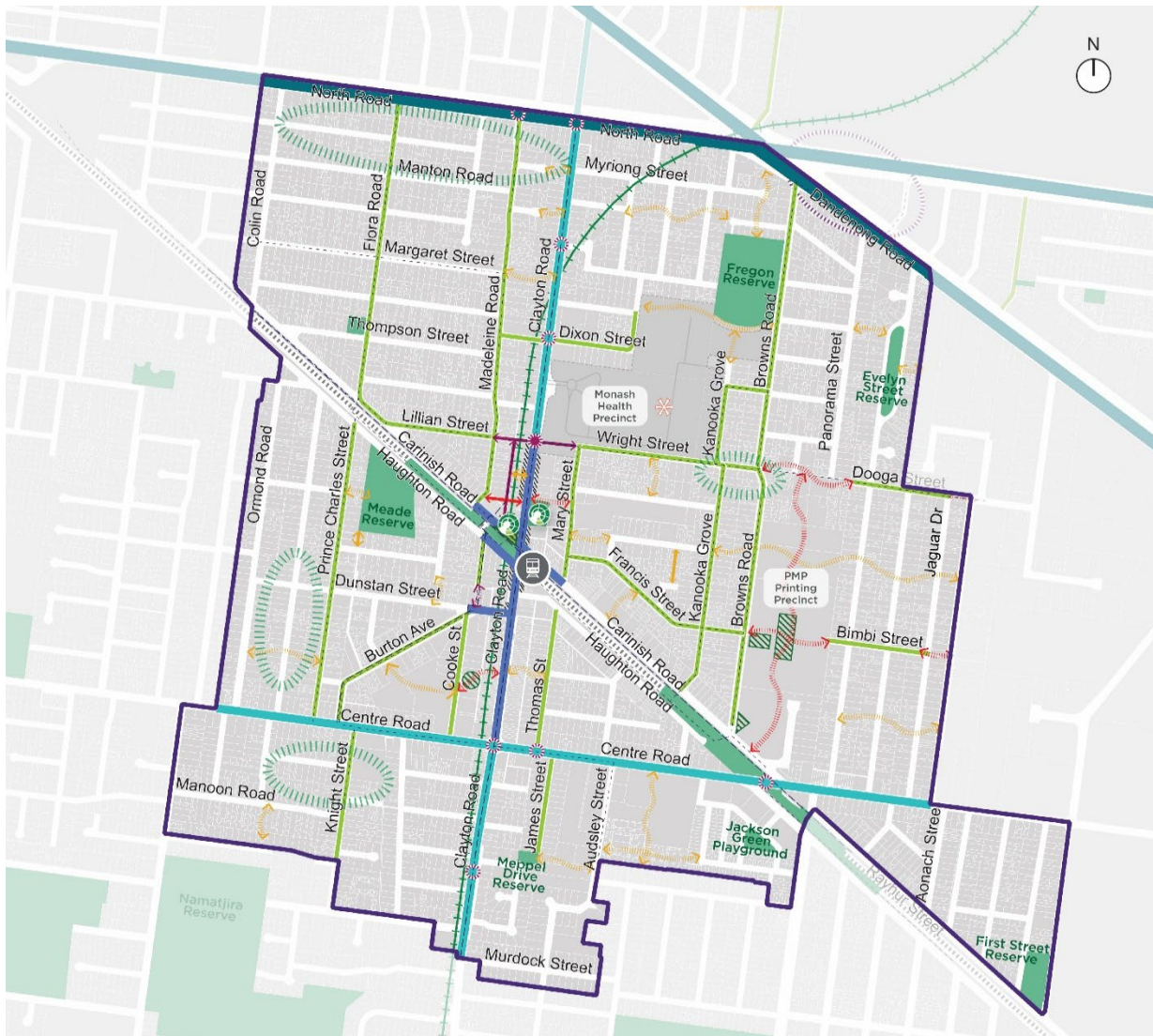
The *Urban Design Report – Clayton* sets out a Public Realm Framework for the proposed future public realm and open space network as shown in Figure 25. The Public Realm Framework outlines outcomes and recommendations to support the important role of the public realm so that as the Structure Plan Area grows, it is inviting and attractive for walking, cycling, community life and activity that supports cooling, greening and urban biodiversity.























The Public Realm Framework identifies streetscapes and new and improved open space to enhance greening, connectivity and recreational opportunities throughout Structure Plan Area. This includes recommendations to improve connectivity between the SRL station, retail core and the surrounding area, and to leverage and expand the existing street-based activity centre environment to deliver a renewed and expanded activated core.

High-quality public realm connections and spaces in the commercial / retail core will support a vibrant retail environment. Clayton Road's established 'high street' character is proposed to be improved and extended north, with a high-quality public realm, multiple pedestrian crossing points and greening.

Wellington Road and Dandenong Road are proposed to be upgraded to reinforce their roles as public transport corridors and to improve landscape and pedestrian outcomes with enhanced pedestrian and cycling crossing opportunities.

A growth in walking and cycling is further supported by new and improved east–west pedestrian connections between Clayton Road and the employment areas to east and the community facilities to the west. New links and enhanced streets will also improve access to open spaces such as Meade Reserve and Fregon Reserve and the proposed new open space near the Clayton Aquatic Centre.


Legend

- | | | | |
|---|-------------------------------------|---|---|
|  | SRL station |  | Work with land manager / owner to improve links and access through site |
|  | SRL East alignment |  | Existing open space |
|  | Existing Clayton Hill Station |  | Open space (new) - SRL East |
|  | Structure Plan Area |  | Open space (new) - planned or proposed |
|  | Boulevard |  | Pedestrian crossing (new or upgraded) |
|  | Avenue |  | Pedestrian crossing (new or upgraded) - SRL East |
|  | Activity Street | | |
|  | Green Street | Transport legend* | |
|  | Critical key link (new) - fixed |  | Upgraded strategic corridor |
|  | Critical key link (new) - flexible |  | Active transport - C1, C2, C3 |
|  | Important key link (new) - flexible |  | Major active transport link |
|  | Local key link (new) - fixed | | |
|  | Local key link (new) - flexible | | |

*Refer to the Structure Plan Transport Plan for more detail

Figure 25 Public Realm Framework

Urban form

The *Urban Design Report – Clayton* sets out an Urban Form Framework for future urban form and land use attributes. The Urban Form Framework seeks to deliver an urban form that supports high amenity environments as the Structure Plan Area transitions, with diverse, liveable and productive neighbourhoods. To achieve this, the Urban Form Framework generally adopts a mid-rise development pattern throughout the Structure Plan Area, with building heights from four to 11 storeys. Immediately around the SRL station some high-rise buildings are proposed to maximise accessibility to jobs, services and public transport. This approach to the urban form is shown in Figure 26.



Figure 26 Distribution of built form with good urban design

The *Urban Design Report – Clayton* encourages a range of development types across different parts of the Structure Plan Area to create places with distinct identities, that support legibility and facilitate diversity in housing and business accommodation.

Around the SRL station and along Clayton Road to the north of the Cranbourne / Pakenham Line, high density employment and housing will be provided in the form of mid-rise podium-tower buildings with some high-rise near the SRL station. Buildings will have an activated and continuous street wall to create a 'human scale' street-edge that supports good public realm amenity. Above the podium, towers will be setback to maintain a sense of openness and sky views, allow solar access to the public realm, ensure reasonable amenity for tower occupants and maintain equitable development opportunities for neighbouring properties.

Clayton Road's traditional retail strip and commercial properties to the south of the Cranbourne / Pakenham Line will support employment and housing growth and increased vibrancy, particularly outside retail hours. New mid-rise mixed-use buildings are recommended to complement the existing low-rise fine-grain character, with a two-storey street wall that will frame the public realm. Above the street wall, built form will be setback to distinguish upper forms and maintain visual prominence of the street wall. Rear setbacks will minimise impacts on neighbouring properties. Achieving this development type will rely on the amalgamation of up to three typical lots to create a feasible site width.

Located adjacent to the commercial / retail core of Clayton will be a denser, predominately residential urban form, with some health uses anticipated towards the Monash Health Precinct. Mid-rise apartments and mixed-use buildings will support a well-activated and strongly framed public realm with continuous and activated street walls with rear setbacks for canopy trees.

The main roads are generally wider roads that carry public transport to provide a high level of accessibility to jobs and services. This greater road width will enable taller, continuous buildings to be accommodated without overwhelming the street. Dandenong Road, the majority of Centre Road and the northern section of Browns Road will allow for a range of land uses with commercial capable floorspace at the ground floor. Mid-rise apartments and mixed-use buildings will strongly frame the wide roads creating a continuous, activated street wall that complement the scale of the street. Above the street wall, upper building levels will be setback to manage solar access and building bulk impacts. Buildings will be setback at the front and the rear for trees and landscaping.

The Audsley Street Employment Area in the south of the Structure Plan Area is identified as an opportunity to redevelop for higher-order employment uses. This is envisaged to take the form of freestanding buildings on larger or amalgamated lots, or a boundary-to-boundary infill building on narrower lots. While anticipated to be mostly developed as low-rise buildings of two storeys, proposals for mid-rise buildings of six storeys could be considered. Buildings will orientate towards the street, and a front setback allows for canopy trees and landscaping while ensuring activation to the public realm.

A more moderate level of growth is proposed in the surrounding residential neighbourhoods. Development types comprise four to six-storey buildings on amalgamated lots and three-storey low-rise townhouses on single lots in garden settings, as shown in Figure 27. In places at the edge of the Structure Plan Area, four-storey apartments are recommended. The development of four to six-storey apartments will rely on the amalgamation of two typical lots. Generous building setbacks, including upper levels setbacks above four storeys, will manage the change in scale from the existing built form and allow for landscaping. Importantly, building setbacks will retain and strengthen the leafy character by providing for 35 per cent deep soil planting for canopy trees in apartment developments, and 20 to 25 per cent in townhouses. This urban form will offer a different housing choice to other parts of Clayton that responds to the existing character.

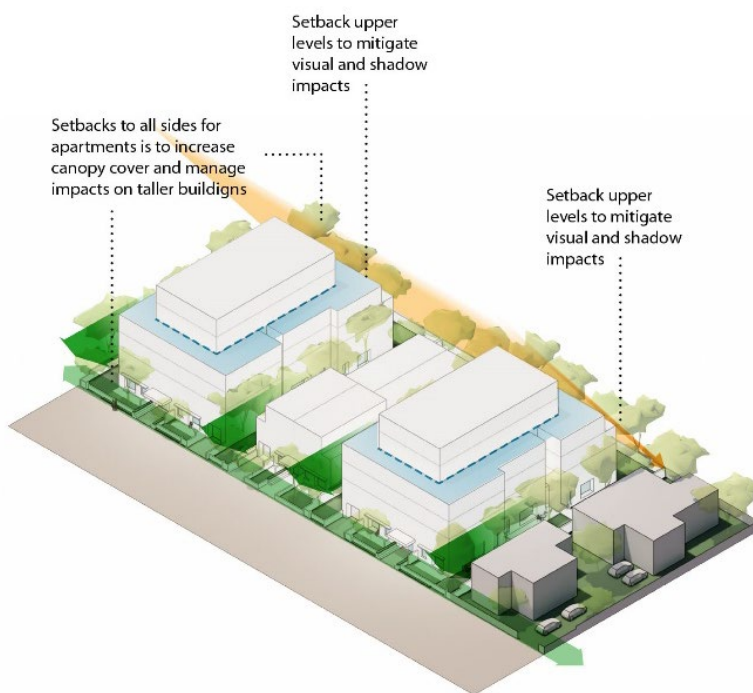


Figure 27 Mid-rise apartments and townhouse in garden setting

Built form

The *Urban Design Report – Clayton* outlines a Built Form Framework to support an inviting public realm and ensure high-quality and responsive development.

An inviting public realm will be supported by the careful design of built form to consider matters such as building orientation, tower separation and provision of sunlight to the public realm, weather protection to buildings in active urban areas, and ensuring engaging building facades and active frontages in commercial and mixed-use areas to provide a sense of address to streets.

A high-quality and responsive built form will be achieved by ensuring reasonable internal amenity and equitable development opportunities through upper level building setbacks, requiring generous rear setbacks, and the transition of building heights from higher to lower interfaces.

Enhancing landscaping and canopy trees in development outside the core will maintain the leafy character of the Structure Plan Area by encouraging taller buildings to mark key locations and ensuring buildings with an interface to public open space provide passive surveillance, landscaped setbacks and an appealing legible composition.

Place-specific built form recommendations are outlined in further detail in the *Urban Design Report – Clayton*.

Future directions in the Draft Clayton Structure Plan

The design directions, strategies, outcomes and recommendations of the *Urban Design Report – Clayton* informed the development of Section 5 'Strategic response' and Section 6 'Neighbourhoods' of the Draft Clayton Structure Plan as shown in Figure 28.

While the findings of the *Urban Design Report – Clayton* form the basis of the built-form approach, the Draft Clayton Structure Plan was also informed by other considerations. This includes the projected demand for housing, retail and employment uses set out in the *Housing Needs Assessment - Clayton, Economic Profile Technical Report - Clayton and Retail Assessment - Clayton* (outlined in Sections 5.1 and 5.2 of this Background Report) and stakeholder feedback received during the Key Directions consultation. The built form approach in the Draft Clayton Structure Plan also responds to Victorian Government policy and the Vision for Clayton, which seek to maximise change in highly accessible locations, particularly around the SRL station at Clayton.

In key locations, the *Urban Design Report – Clayton* recommends that surrounding development consider solar access to public realm. The Clayton Structure Plan balances solar access considerations with the strategic role, desired activity, and function of the public realm network and the broader neighbourhood.


















In some instances, the *Urban Design Report – Clayton* may recommend indicative heights as a range, generally with a single storey and/or one metre tolerance. In these instances, the Draft Clayton Structure Plan has generally adopted the upper limit of the range as the preferred maximum height.

The Station Development Area is a strategic site identified to provide significant growth adjoining the SRL and within walking distance of the Monash Health Precinct. The *Land Use Scenario & Capacity Assessment* recommends the need to maximise strategic sites to deliver high-density residential and employment uses. The Draft Clayton Structure Plan envisages heights up to 20 storeys. This is higher than the *Urban Design Report – Clayton* which recommends heights generally up to 11 storeys with the opportunity for taller buildings up to 20 storeys to mark key locations.

The approach to heights in the Draft Clayton Structure Plan is considered appropriate given the preferred maximum height is within the range outlined in the *Urban Design Report – Clayton*. Identifying an overall preferred height in concert with other built form strategies will allow flexibility to determine the appropriate built form outcomes as part of a master planning process. This will ensure site opportunities and public benefit for the strategic site are fully realised.

In specific locations on the periphery of the Clayton Structure Plan Area, including the south-west corner of the Dunstan neighbourhood and the eastern edge of the Inner East neighbourhood, the Draft Clayton Structure Plan proposes a preferred maximum building height of four stories, which is lower compared to the six storeys height recommended in the *Urban Design Report – Clayton*. This allows for a transition in scale away from Clayton Central to the surrounding area and considers the stakeholder feedback received, while having negligible impact on the Draft Clayton Structure Plan's long-term housing growth aspirations.

Figure 28 Figure 28

Urban Design Report	How urban design findings were used in Structure Plans	Structure Plan
Public Realm		
 <p>Design Direction 1: Ensure streets are inviting places that support community life</p>	<p>→ Informed strategies and actions to establish a network of activity streets, boulevards, avenues and ‘green streets’</p>	 <p>ENHANCING PLACE</p> <p>Objective 13: Create a network of streets and public spaces that are vibrant, inviting and support growth</p>
 <p>Design Direction 2: Promote active transport access</p>	<p>→ Informed the objective to ‘create a legible and safe active transport network’</p>	 <p>BETTER CONNECTIONS</p> <p>Objective 17: Create a legible and safe active transport network</p>
 <p>Design Direction 3: Foster resilient urban environments</p>	<p>→ The tree canopy cover, landscape and water sensitive urban design focus is reflected in the Empowering Sustainability strategies and actions</p>	 <p>EMPOWERING SUSTAINABILITY</p> <p>Objective 23: Facilitate a cool, green, biodiverse environment Objective 24: Embed Integrated Water Management in the Clayton Structure Plan Area</p>
 <p>Design Direction 4: Facilitate outdoor recreation</p>	<p>→ Recommendations for open space informed the objective and actions to ‘create a connected and accessible open space network for those who live and work in Clayton’.</p>	 <p>ENRICHING COMMUNITY</p> <p>Objective 7: Create a connected and accessible open space network for those who live and work in Clayton</p>
Urban Form		
 <p>Design Direction 5: Provide for growth in a form that delivers high amenity environments</p>	<p>→ Recommendations to increase density throughout the Structure Plan Area in different forms that still deliver high amenity aligns with the objective to ‘ensure the scale of built form is responsive to its context’</p>	 <p>ENHANCING PLACE</p> <p>Objective 12: Ensure the scale of built form responds to its context</p>
 <p>Design Direction 6: Establish diverse, liveable and productive neighbourhoods</p>	<p>→ The geographically aligned strategies and the design logic for each type of place are embedded in the Enhancing Place objectives</p> <p>Influenced the Boosting the Economy and Enriching Community objectives; for example, land use facilitation for employment and appropriate new housing areas.</p>	 <p>ENRICHING COMMUNITY</p> <p>Objective 2: Facilitate the growth of high-quality housing</p>  <p>BOOSTING THE ECONOMY</p> <p>Various objectives</p>
Built Form		
 <p>Design Direction 7: Support an inviting public realm</p>	<p>→ Translated in the objective ‘to ensure new development contributes positively to the public realm’ through strategies that encourage a sense of address, provide active frontages and minimise overshadowing and weather impacts</p>	 <p>ENHANCING PLACE</p> <p>Objective 14: Ensure new development contributes positively to the public realm</p>
 <p>Design Direction 8: Ensure high-quality and responsive built form</p>	<p>→ The guidance for amenity, setback and transitions has been interpreted within the objective and strategies that consider building setbacks and separation, on-site amenity, off-site amenity impacts and equitable development for adjoining sites</p>	 <p>ENHANCING PLACE</p> <p>Objective 15: Ensure new buildings provide good amenity for occupants</p>

Section 6: Neighbourhoods

Figure 28 How urban design findings have been incorporated into the Draft Clayton Structure Plan

5.3.2 Wind

Context

The *Urban Design Report – Clayton* and the Vision for Clayton propose moving from a predominantly low-scale commercial environment to one with more multi-storey buildings.

The *Wind Technical Report* analyses existing wind conditions, as well as the future highly developed scenarios, in each Structure Plan Area. The report provides criteria for walking, standing and sitting comfort and safety, and makes recommendations to reduce wind within the Structure Plan Area.

Key findings

The existing environment creates generally safe wind conditions within most of the Structure Plan Area, with areas meeting walking and standing criteria and no unsafe areas present.

Modelling of proposed multi-storey buildings envisaged by the Draft Clayton Structure Plan found the increased scale of development will improve overall wind conditions for most of the Structure Plan Area, with most areas improving from the standing to the sitting criteria.

In existing and forecast future wind conditions, areas of uncomfortable conditions are found along North Road and west of the SRL station at Clayton. These conditions could be improved by using trees as baffling elements or amending the facades of future development.

Future directions in the Draft Clayton Structure Plan

The *Wind Technical Report* recommends requiring wind studies at the development application stage, depending on proposed building heights, so that future development does not create negative wind impacts to the public realm.

Safety exceedances identified can be mitigated by specific building designs such as breaking up the façade, a gradual increase of built from north to south near the SRL station and the application of podiums, setbacks and awnings in specific locations of new development.

Section 5.5 'Enhancing Place' of the Draft Clayton Structure Plan includes strategies for development and building design to minimise adverse wind impacts to provide a safe and comfortable environment for future residents, workers and visitors, particularly in locations where walking or sitting will be encouraged. In Clayton Central, specific guidance is provided so future podium-tower development considers the inclusion of setbacks (or other features) that mitigate adverse wind conditions.

5.4 Better Connections

The focus of the SRL station at Clayton is the creation of a well-designed public transport interchange and an integrated active and public transport network.

Improved connections for pedestrians, cyclists and public transport will support this, particularly within the Clayton Central neighbourhood where intensive new development is planned.

The existing Clayton Station will form part of the new public transport interchange to facilitate a safe and easy interchange between SRL, the Cranbourne / Pakenham Line, the Gippsland Line and bus services.

Paid-to-paid connections between the two stations without the need for commuters to 'touch off' their transport card will support this seamless transition. The design of the SRL station at Clayton allows for a direct paid area connection and the Draft Clayton Structure Plan for the area does not preclude it.

The *Transport Technical Report – Clayton* and the *Precinct Parking Plan – Clayton* informed the response in the Draft Clayton Structure Plan to the Better Connections theme, summarised in the following sections.

5.4.1 Transport

Context

The *Transport Technical Report – Clayton* assesses how transport modes will respond to the forecast land use changes and increased transport demand within the Clayton Structure Plan Area. The report assesses existing transport conditions within and at the periphery of the Structure Plan Area, and the impact of projected resident and worker population growth on the transport network.

The report makes infrastructure and non-infrastructure recommendations. Infrastructure recommendations focus on improving strategic and local corridors, optimising sustainable active and public transport networks to promote these modes while maintaining car access via the existing arterial road network. The non-infrastructure recommendations focus on policy and statutory planning initiatives to promote sustainable transport choices, and to manage parking, kerbside activities and freight deliveries.

Key findings

Mode share

Despite existing public transport options, most trips from, to and within the Clayton Structure Plan Area are by private vehicles on a typical weekday (65 per cent), with 11 per cent by public transport and 19 per cent by active travel. By 2041, population and jobs growth combined with movements associated with the SRL station at Clayton will see total trips from, to and within the Structure Plan Area grow from 13,800 today to 23,100 during a typical peak hour. If current travel practices continue, there will be some shift to sustainable modes but an additional 4,700 more car trips during the typical peak.

The *Transport Technical Report – Clayton* identifies a target mode share to achieve a shift toward sustainable transport modes in Clayton. Shifting short trips to more sustainable modes, supported by intensified land use close to public transport facilities, is critical to enabling this outcome. Growth in car trips can be accommodated on the existing road network (accounting for changes proposed as part of the SRL East rail works). Fifty per cent of the 23,100 trips that start, end or are wholly within the Structure Plan Area in 2041 are within Clayton and surrounding suburbs (a 5-kilometre radius), highlighting the high number of short trips made to nearby services. Improved walking and cycling infrastructure will support the attractiveness of more sustainable transport modes for these trips.

The mode share projections show potential for Clayton to accommodate a significant percentage of the growth in trips to 2041 by increasing the share of public transport and active transport trips in peak periods. The mode share projections are shown in Figure 29.

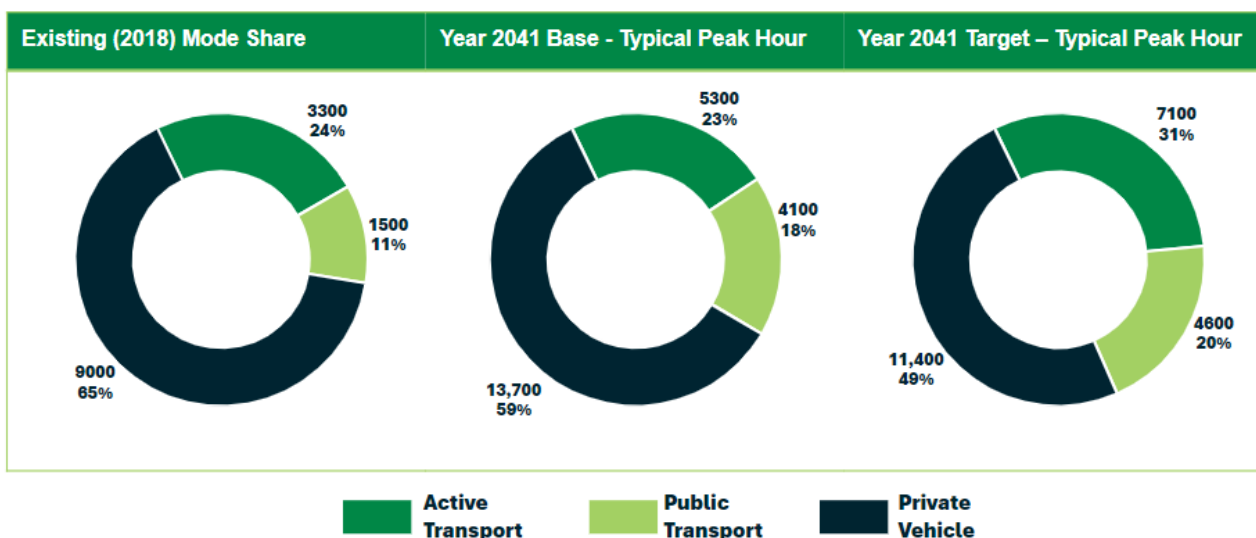


Figure 29 Mode share scenario projections, typical peak hour (average of AM / PM peak 1 hour)

Source: VITM

Mode share modelling approach

A comparison of the land use and transport characteristics of the SRL East Structure Plan Areas has been undertaken, using a score-based methodology, to estimate an appropriate modal share target for each. 'Transit score' is a patented measure of how well a location is served by public transit; 'walk score' measures the walkability of any address; and 'bike score' measures whether a location is good for cycling.

The Clayton Structure Plan has similar characteristics to the Cheltenham and Glen Waverley Structure Plan Areas: all three have an existing railway station and adjacent bus interchange near existing activity centres, with a similar walk score for each Structure Plan Area. In contrast, the Burwood and Monash Structure Plan Areas have the lowest walk scores with no access to existing railway stations and little recent land use change. The Box Hill Structure Plan Area has the highest transit score and is served by bus, rail and tram services centred around an activity centre that has undergone the largest scale of development uplift in the last 20 years.

Based on the above groupings the following targets have been set to increase the sustainable transport mode share compared to the baseline scenario:

- The Clayton, Cheltenham and Glen Waverley Structure Plan Areas have been set the highest increase of 25 per cent in sustainable transport mode share because they have a more immediate potential for change. Of this 25 per cent increase, 75 per cent of trips are aimed to be shifted to active transport and 25 per cent to public transport.
- The Burwood and Monash Structure Plan Areas have been set an increase of 20 per cent in sustainable transport, reflecting the significant potential for change which is expected to occur closer to the opening of the SRL station. Of this 20 per cent increase, 75 per cent is allocated to people changing modes to active transport and 25 per cent to public transport.
- The Box Hill Structure Plan Area has been set the lowest increase of 15 per cent in sustainable transport as some mode shift has already occurred with development in recent years. Of this 15 per cent increase, 75 per cent is allocated to people changing modes to active transport and 25 per cent to public transport.

A high proportion of the projected growth in sustainable transport mode share is attributed to more active transport trips. This is due to the planned increase in the density and diversity of land uses in each Structure Plan Area, making walking and cycling more attraction options for short trips. This is supported by actions in each Structure Plan that focus on improving walking and cycling access within the Structure Plan Areas.

Transport network

The *Transport Technical Report – Clayton* identifies the Draft Clayton Structure Plan must focus on locations where active transport and public transport connectivity can improve, while maintaining general traffic and freight movements along key road networks.

Clayton is serviced by the existing Clayton Station along the Cranbourne / Pakenham Line and the Gippsland Line, and a network of bus routes operating from the station and bus stops along key arterial roads. Train services provide links between the City Loop, these terminuses and Sunbury via the Melbourne Metro Tunnel when open.

The bus network is complex and made inefficient by indirect route alignments, gaps (such as residential areas east and west of Clayton Road) and low bus priority. Bus services are insufficient and journey times are long, making them uncompetitive with private vehicles.

Clayton caters to a significant level of through-traffic, with the existing arterial roads prioritising private vehicle travel and experiencing high congestion, such as along Clayton Road and Centre Road. Pedestrian accessibility is interrupted by barriers to movement including the rail corridor and large urban blocks along Clayton Road and Centre Road. Pedestrians and cyclists are generally not prioritised, with limited dedicated routes, poor connectivity between key destinations (such as Monash Medical Centre and Clayton), traffic conflicts, long wait times and long trip distances.

The SRL station at Clayton will form a key public transport interchange as a southern gateway to SRL East. The *Transport Technical Report – Clayton* makes recommendations for walking and cycling, local public transport, traffic and freight and parking, primarily focused on an all-inclusive transport network, strategic transport corridors, smart and efficient use of parking, and shared mobility.

Future directions in the Draft Clayton Structure Plan

The transport ambition for the Clayton Structure Plan Area is to encourage people to choose more active and public transport trips over the private car.

Section 5.6 'Better Connections' of the Draft Clayton Structure Plan includes strategies to:

- Connect and integrate multi-modal transport options, facilitating a network of strategic and local transport corridors
- Prioritise walking and cycling to connect key destinations and broader regional strategic transport routes
- Limit the supply of car parking in new developments to encourage more people to reduce their private vehicle use in favour of public transport and active transport
- Locate the highest-density housing and employment close to high-quality walking, cycling and public transport routes
- Provide new and/or upgraded pedestrian and cycling crossings across Clayton Road, Centre Road, North Road and Princes Highway
- Deliver new pedestrian and cycle connections through blocks to facilitate the north–south strategic cycling corridor through the core of the Structure Plan Area connecting employment areas, education assets and key open spaces
- Direct private vehicles and freight to the strategic traffic and freight network, away from priority walking and cycling areas and off local streets to protect local streets and residential neighbourhoods as lower-speed and safe streets.

These outcomes will improve street and public space activation, providing greater support for local businesses and the local economy.

The Draft Clayton Structure Plan also directs growth so that, while resident and worker populations increase, it can be managed through greater take up of sustainable transport options and limiting increases in car trips.

A network of corridors

Prioritising particular modes on specific parts of the existing transport network in Clayton will establish or reinforce multi-modal movement corridors within the Structure Plan Area, which are defined by the following hierarchy:

- **Strategic corridors** provide high-quality connections that prioritise the movement of one or more transport modes. They provide safer and more direct routes for large volume trips to, from and through Clayton, connecting to key destinations
- **Local corridors** provide attractive connections for moving within Clayton to local destinations and connect to strategic corridors.

A variety of modes of transport are catered for within this hierarchy, including walking, cycling, traffic and public transport so that residents, visitors and workers can meet their daily needs in an easy, equitable and sustainable manner.

These hierarchies are shown on the 'Better connections plans' for active transport, public transport and general freight and traffic in Figure 30 to Figure 32.

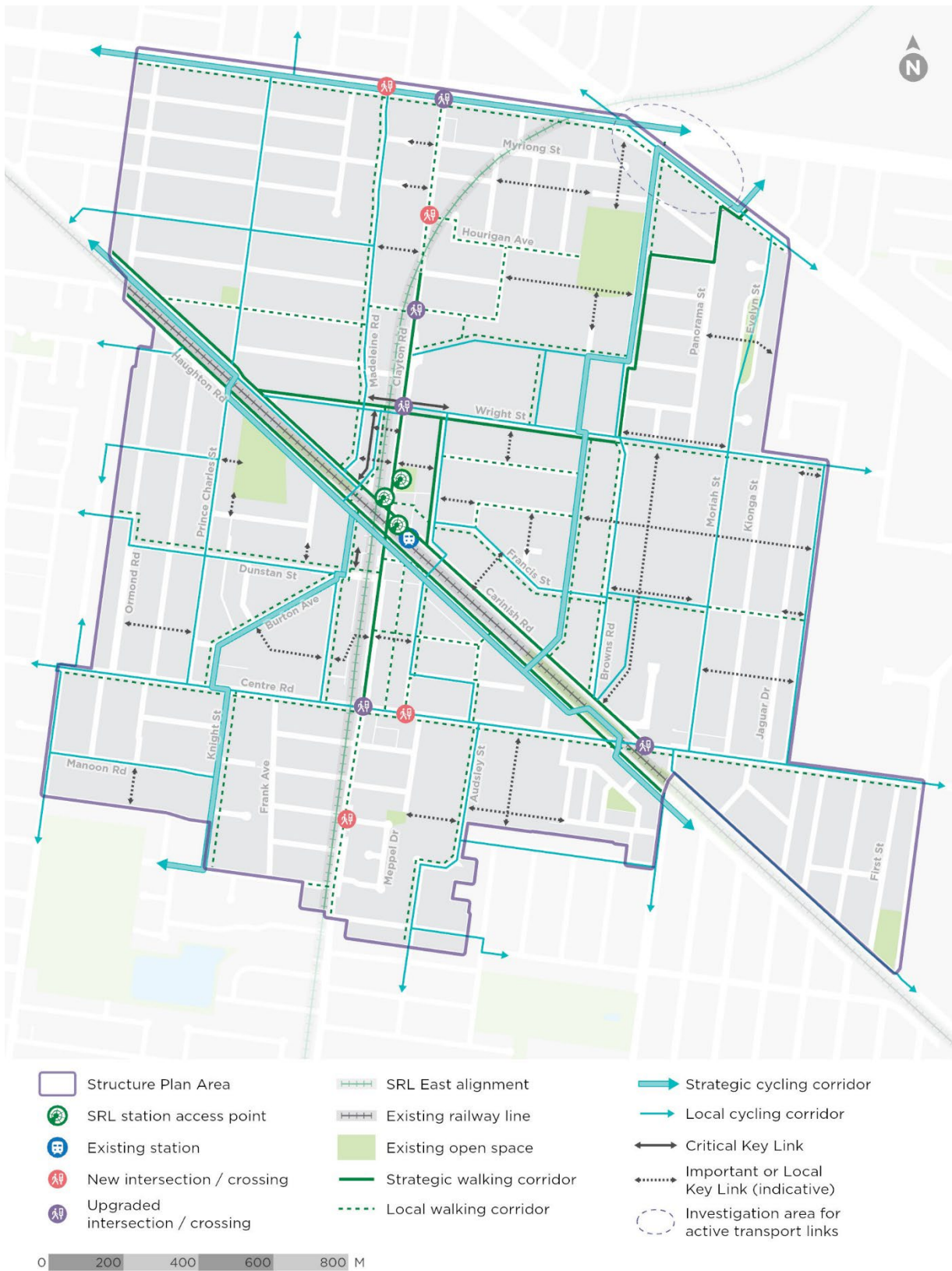


Figure 30 Better connections plan – Active transport



Figure 31 Better connections plan – Public transport

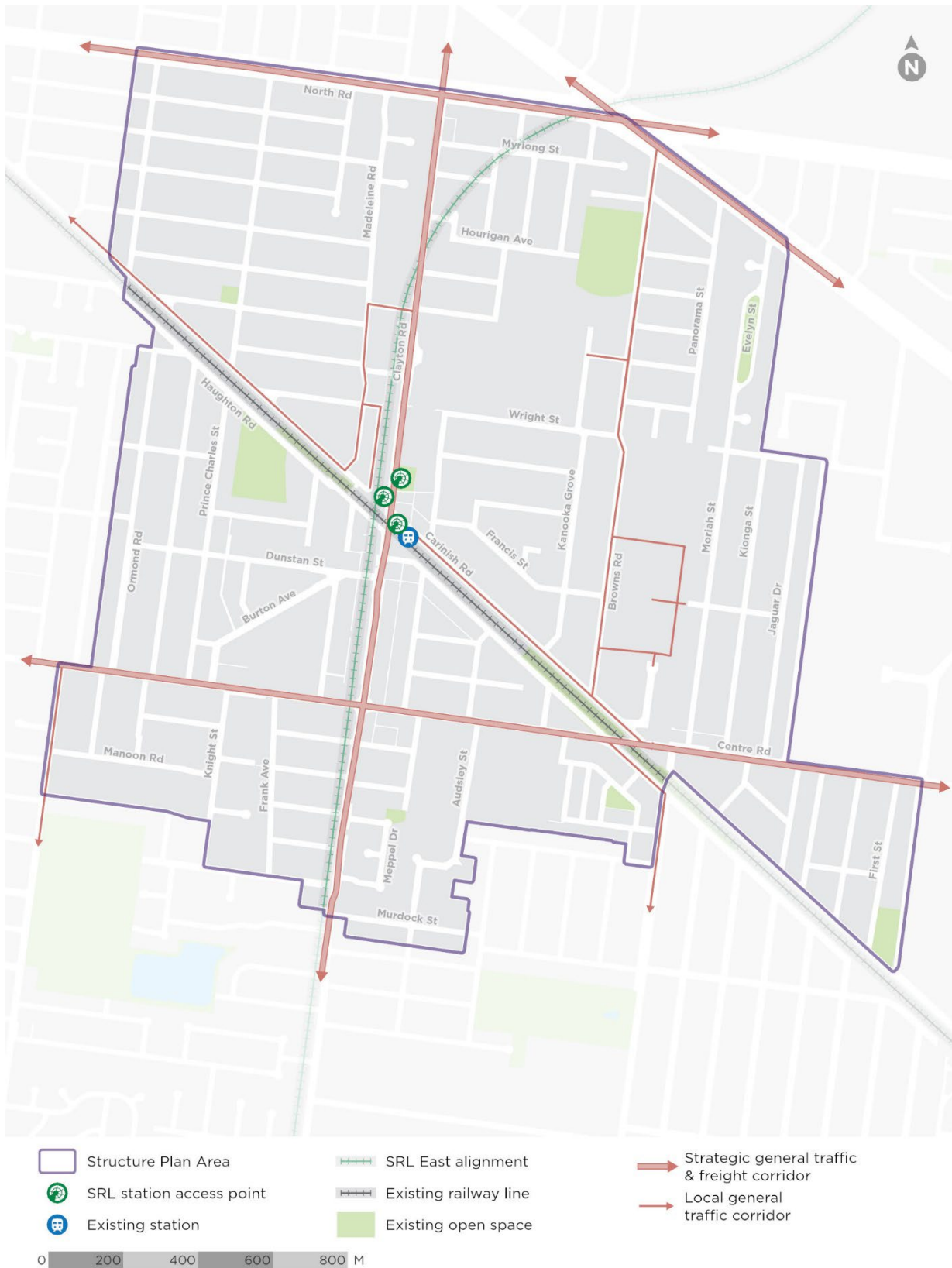


Figure 32 Better connections plan – General traffic and freight

5.4.2 Parking

Context

Resident and worker population growth within the Clayton Structure Plan Area will increase pressure on car parking facilities.

The *Precinct Parking Plan – Clayton* (prepared as an appendix to the *Transport Technical Report – Clayton*) assesses existing car and bicycle parking conditions within the Clayton Structure Plan Area and makes recommendations for an integrated approach to managing parking supply and demand.

Tools and strategies to encourage active and public transport trips are described, including two new parking overlays for the Structure Plan Area.

Maximum car parking and minimum bicycle parking recommendations focus on areas with high accessibility and where higher density development is planned near the existing Clayton Station and the SRL station and along Clayton Road (Parking Overlay Area A). A mix of minimum and maximum car parking rates are proposed for the rest of the Structure Plan Area (Parking Overlay Area B).

Key findings

Parking provision

A significant number of on-street and off-street car parking spaces are provided within the Clayton Structure Plan Area, with a high concentration at Monash Medical Centre and the existing Clayton Station. Residential areas predominantly rely on restricted street parking. The presence of short-term restricted parking in some residential areas implies intrusion from non-residential uses.

Public bicycle parking provision within the Clayton Structure Plan Area is relatively low with low demand, particularly in uncovered areas or areas with perceived security and safety risks. Ground-level car parking facilities such as kerbside parking impact comfortable bicycle access along key roadways. There are limited end-of-trip facilities for cyclists.

The average residential car ownership rate within the Structure Plan Area is generally equal to or less than the car parking provision requirements of the Monash and Kingston Planning Schemes. Continued provision at current rates will increase congestion and the inefficient use of space. Improving cycling infrastructure will promote a shift from private vehicles and reduce car parking demand.

Parking rates

The *Precinct Parking Plan – Clayton* recommends the introduction of two Parking Overlay Areas (zones) across the Structure Plan Area as shown in Figure 33.

Parking Overlay Area A encompasses areas with high accessibility where the highest density development is planned. Maximum car parking rates are proposed here to enable developments to respond to land use changes while accessibility improves over time. While maximum car parking rates require consideration of the impact on on-street parking, discretionary controls to exceed the maximum rate in appropriate locations can be implemented.

The rest of the Structure Plan Area covered by Parking Overlay Area B is generally further from higher capacity public transport corridors or immediate access to services, and in areas of proposed lower built form, often where there is existing single-lot residential development.

Accordingly, Parking Overlay Area B maintains minimum parking provision rates but proposes to introduce maximum parking rates for residential uses to help manage growth in parking over time. The maximum rates for residential dwellings in Area B are higher than in Area A reflecting the difference in accessibility. The minimum parking rates are maintained in recognition that people will likely continue to rely on private vehicles to access areas covered by Parking Overlay Area B as they are further from stations and other public transport and away from the focus for highest density housing. However, making provision for residential maximum parking rates within Parking Overlay Area B provides some limitation to carparking supply, reflecting a long-term mode share shift across the entire Structure Plan Area in time, particularly once the SRL station opens.

Maximum parking rates will require consideration of on-street parking management, kerbside management and freight and loading controls in consultation with the City of Monash and City of Kingston and major landowners (such as Monash Medical Centre). On-street parking management should involve parking restrictions, including short-term, paid and permit provision spaces, centralisation of loading facilities and greater supply of *Disability Discrimination Act 1999* (Cth) (DDA) compliant parking spaces.

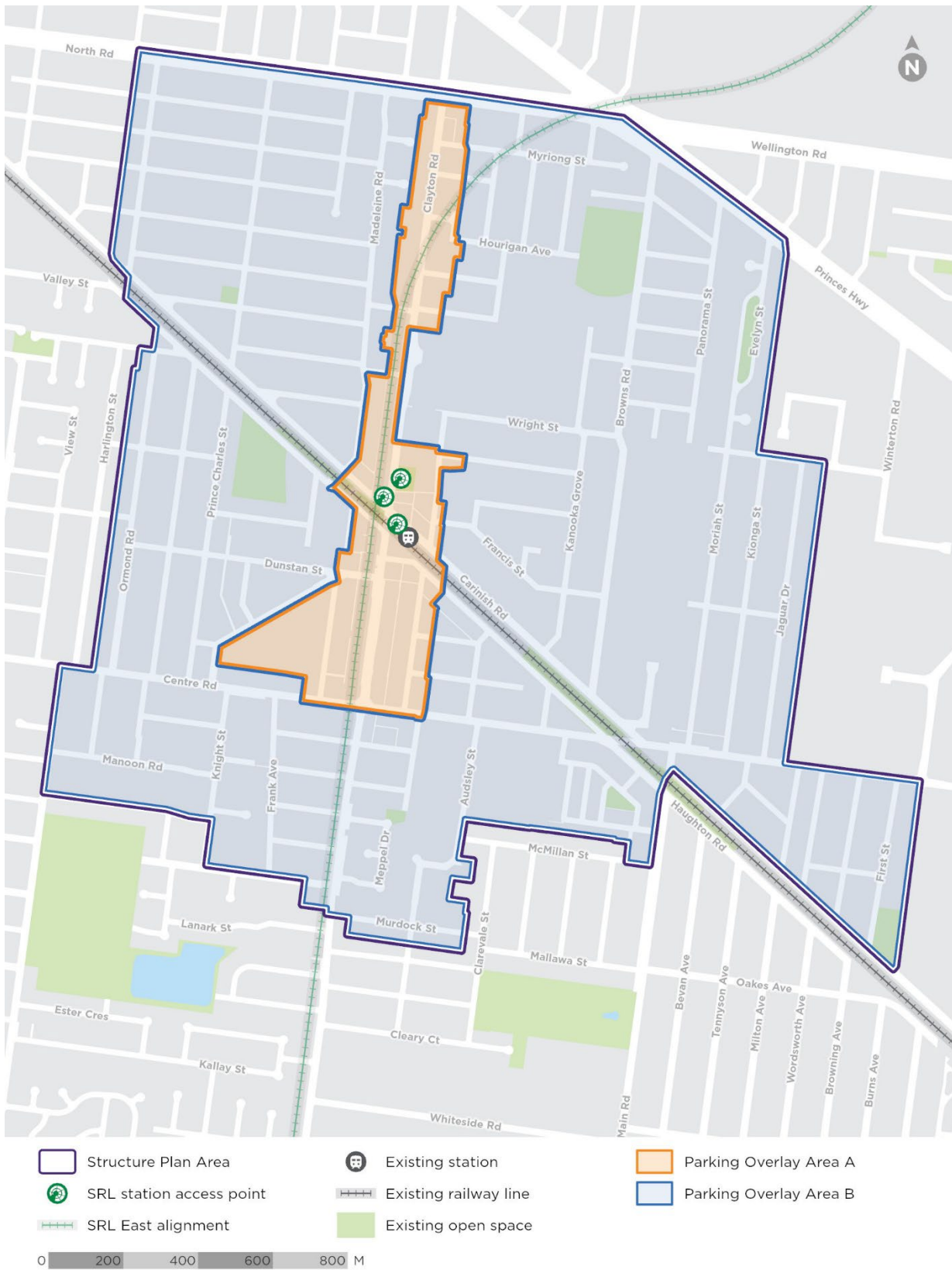


Figure 33 Recommended Cheltenham parking overlay areas

The approach to setting parking rates is different for residential and commercial and other uses because of the different evidence bases available to underpin the proposed rates. SRLA has used evidence consistent with standard industry practice. For residential dwellings, this means the focus has been on car ownership rates using Australian Bureau of Statistics (ABS) Census data. Lower current car ownership is an indication that future car parking rates can be lower. For commercial and other uses, parking rates are linked to walk and transit scores that assess the accessibility of places to alternative transport options or other services, indicating reduced demand for parking.

The *Precinct Parking Plan – Clayton* also recommends minimum bicycle parking rates of one parking space for dwellings with one and two bedrooms and two spaces for dwellings with three or more bedrooms. These minimum rates are significantly higher than current requirements which are based on the number of dwellings, not bedrooms. For commercial and retail premises, the recommended bicycle parking rate is one space per 300 m² of leasable floor area (LFA) and 0.6 customer spaces per 100 m² LFA if the LFA exceeds 500 m².

The characteristics of the Structure Plan Area will change over time. The *Precinct Parking Plan – Clayton* is intended to be a 'live document' where the approaches to parking management will be monitored and reviewed to reflect requirements into the future.

Future directions in the Draft Clayton Structure Plan

The parking recommendations align with other outcomes sought by the Draft Clayton Structure Plan in relation to the integration of land use, development and transport, particularly the ambition to achieve an all-inclusive transport network, anchored by sustainable travel modes that guide a shift to the efficient use of car parking facilities.

On-street parking management in higher density locations will maintain parking access for priority users and optimise the movement of people in activated and accessible areas. The co-location of alternative parking options (such as car share, bike and scooter parking) in these areas (which are practical, safe and accessible) will support people to choose sustainable transport modes.

To effect this change, the Draft Clayton Structure Plan encourages the provision and upgrading of active transport infrastructure to provide more attractive alternatives to private vehicle use. Increasing DDA-compliant parking spaces will support people who need to travel by car.

Section 5.6 'Better Connections' of the Draft Clayton Structure Plan lists strategies to manage the demand and supply of parking facilities, including:

- Improve the provision and standard of bicycle parking and end-of-trip facilities within new developments to encourage a shift to sustainable modes
- Limit the supply of car parking spaces in new developments consistent with the accessibility of the Structure Plan Area
- Encourage the integration of micro-mobility and car share schemes and cycle infrastructure within new development
- Encourage the consolidation of existing car parking facilities to reduce their visual impact
- In key locations, encourage alternative and adaptable uses for car parking facilities and structures when these are no longer required for parking
- Improve on-street parking management to optimise streets for walking and cycling.

5.5 Empowering Sustainability

The Vision for Clayton is for quality environments, clean water, the protection and extension of tree canopy cover and improved sustainability for buildings.

The design of new development and public spaces should elevate sustainability standards, with consideration given to climate risks and support for local renewable energy generation, use and storage. Reducing waste and using recycled and sustainable resources should be a focus.

Creating a cooler and greener urban environment and embedding integrated water management principles should be a priority.

The *Climate Response Plan – Clayton* and the *Integrated Water Management Strategy* informed the response in the Draft Clayton Structure Plan to the Empowering Sustainability theme, as summarised in the following sections.

5.5.1 Climate response

Context

A key challenge for the Clayton Structure Plan Area is to achieve the projected population growth and higher density development in a sustainable manner. The *Climate Response Plan – Clayton* identifies sustainability challenges and opportunities within the Structure Plan Area and makes recommendations to improve sustainability and build climate-change resilience, including with planning mechanisms.

Key findings

The main sustainability challenges and opportunities in the Clayton Structure Plan Area include achieving net zero carbon emissions, adopting integrated water management and circular economy principles, taking place-based measures to promote zero emissions transport, adapting to climate change, enhancing and protecting the natural environment, and mitigating urban heat island impacts.

Energy use accounts for 70 to 72 per cent of municipal greenhouse gas emissions. The emissions are attributable to the large share of commercial and industrial buildings, stand-alone residential buildings and a low uptake of small-scale solar installations. There are opportunities to plan for new energy technologies to enable a smooth transition to net zero, and to embrace sustainable design practices so that new developments are low in carbon and powered by renewable energy.

Current recycling rates in the Clayton Structure Plan Area are at 50 per cent, with the balance of resources going to landfill. There are limited minimum targets in the Monash and Kingston Planning Schemes to manage operational waste and a lack of prescriptive requirements on material choice or embodied energy reduction for developments. There are opportunities to embed circular economy principles to support zero / reduced waste outcomes in the design, construction and operation of new development.

The Structure Plan Area depends on a potable water mains network for all water use, with no alternative water network supply. However, the planned Dingley Recycled Water Scheme will deliver recycled water to around 40 sites in the Bayside, Kingston, Greater Dandenong and Monash municipalities. There are opportunities to support alternative water provision and embed other integrated water management principles in the development of the Structure Plan Area to build climate change resilience and create functional, high-quality green networks that keep water in the landscape.

Clayton is also vulnerable to urban heat island effects due to limited open space and tree canopy coverage, which will reduce outdoor thermal comfort as average temperatures increase over time. Urban heat island pockets exist in central commercial areas and across residential areas between the Cranbourne / Pakenham Line and Centre Road. There is opportunity to mitigate the urban heat island effect and reduce the impact of a changing climate on Clayton residents and workers by incorporating sustainability into the design of new development and increasing canopy cover.

The *Climate Response Plan – Clayton* recommends that new buildings above 5,000 m² gross floor area (GFA) achieve a Green Star Buildings rating (or equivalent independent standard) to maximise building sustainability performance and contribute to Victoria achieving its net-zero carbon emissions target by 2045. New buildings below this threshold are encouraged to achieve a Built Environment Sustainability Scorecard (BESS)-8 'Excellence' rating. The adoption of these tools and thresholds aligns with international benchmarking, government policy and approaches adopted for other structure planning projects of a similar scale.

Future directions in the Draft Clayton Structure Plan

Climate resilience is recognised in the Draft Clayton Structure Plan as a key pathway toward supporting a sustainable community. The Structure Plan Area is already exposed to climate change impacts, and existing and new infrastructure and development will need to manage a changing climate and extreme weather events.

The Draft Clayton Structure Plan includes objectives and strategies to respond to sustainability challenges and opportunities within the Structure Plan Area.

Section 5.7 'Empowering Sustainability' includes Objective 23 to 'Facilitate a cool, green, biodiverse environment', which includes an aspiration to achieve 30 per cent tree canopy coverage on public and private land by 2041, aligning with the *Climate Response Plan – Clayton*. This aspiration also aligns with the City of Kingston Urban Cooling Strategy (2020) and City of Monash Urban Landscape and Canopy Vegetation Strategy (2018), which include canopy cover targets of 30 per cent on public land (Kingston) and on public and private land (Monash).

In addition to reducing the urban heat island effect, increasing tree canopy cover can facilitate more active transport use (by making streets pleasant for pedestrians and cyclists), contribute to the new preferred character of neighbourhoods and improve habitat diversity and connectivity for wildlife. The amount of canopy cover to be achieved varies across the Structure Plan Area, depending on the individual place type and the objective sought for each neighbourhood.

Public spaces, including parks, plazas and roads, present significant opportunities to increase overall canopy cover. These areas make up a large proportion of the Structure Plan Area and can support more canopy tree planting. The *Transport Technical Report – Clayton* and accompanying *Precinct Parking Plan – Clayton* seek to improve sustainable active and public transport infrastructure within these key places and networks to reduce carbon emissions.

Other measures to improve sustainability include strategies for renewable energy infrastructure, prioritising innovative water sensitive urban design (WSUD) measures and delivering a network of 'green streets' connecting neighbourhoods and open spaces. The *Climate Response Plan – Clayton* identifies that Green Star Buildings with a 5-star rating are an effective tool to deliver climate-responsive developments powered by renewables, built with lower-carbon materials and high efficiency.

Section 5.7 'Empowering Sustainability' of the Draft Clayton Structure Plan includes sustainability strategies relating to:

- Encouraging development to be fossil fuel-free, highly energy efficient and built with lower upfront emissions and embodied carbon
- Requiring a 5-star Green Star standard (or equivalent) for all buildings greater than 5,000 m² GFA and aiming to meet the BESS-8 'Excellence' rating for new buildings less than 5,000 m² GFA
- Planning for future provision of an alternative water supply via 'third pipe' plumbing to service toilets, washing machines and landscaped areas
- Encouraging renewable electricity generation and use at a precinct and neighbourhood scale.

5.5.2 Integrated water management

Context

The *Integrated Water Management (IWM) Strategy* identifies opportunities within the Clayton Structure Plan Area to reduce reliance on potable (drinking) water, minimise stormwater runoff and localised flood risk, and improve water quality.

A preliminary IWM assessment undertaken for the *IWM Strategy* identifies opportunities to explore short, medium and longer-term IWM initiatives within the Structure Plan Area with government stakeholders, water authorities and water retailers.

Key findings

Higher density development and population growth will increase demand for potable water within the Clayton Structure Plan Area by 96 per cent by 2041. Reliance on potable water could be reduced by up to 36 per cent with a combination of rainwater tanks (in private developments) and recycled water supply, and stormwater harvesting (for irrigating open spaces and trees).

The IWM assessment found the Mean Annual Runoff Volume (MARV) of stormwater will increase 13 per cent within the Structure Plan Area by 2041. There is potential to reduce the MARV by up to 41 per cent with rainwater tanks, stormwater harvesting and passively irrigating street trees to reduce current and future stormwater runoff volumes.

The IWM assessment also considered Best Practice Environmental Guidelines for Urban Stormwater (BPEM) and identifies that additional treatment options will be required (such as stormwater wetlands or bioretention swales) to meet water quality standards. IWM opportunities modelled show the EPA Victoria harvesting target (26 to 27 per cent) can be exceeded (EPA Victoria Publication 1739.1 *Urban stormwater management guidance 2021*).

Future directions in the Draft Clayton Structure Plan

IWM is recognised in the Draft Clayton Structure Plan as a key pathway to support a resilient and sustainable community, particularly for providing drinking water and the health of waterways, landscapes and the environment.

The Draft Clayton Structure Plan recognises the need to reduce water use and the opportunity to leverage stormwater reuse and recycled water within new buildings and for irrigating landscaping, street trees and open spaces. Section 5.7 'Empowering Sustainability' of the Draft Clayton Structure Plan includes Objective 24 to 'Embed Integrated Water Management in the Clayton Structure Plan Area'. Strategies and actions focus on facilitating an alternative water supply to reduce potable water demand, reducing stormwater runoff and improving runoff water quality, and encouraging the use of WSUD principles in the design of private and public spaces and infrastructure. An action is included to prepare an IWM Plan that considers opportunities to develop and advance place-based IWM measures and opportunities within the Structure Plan Area, including new flood mitigation infrastructure.

6. Land use

6.1 Land use objectives

A set of consistent land use terms and associated objectives was used to help define the different functions and future role of land within each SRL East Structure Plan Area.

The land use terms in Table 3 provide a framework for the Draft Clayton Structure Plans to give effect to the recommendations of the Technical Reports, achieve the future directions described in Section 5 and realise the Vision for Clayton by providing guidance about the priorities for how land is used.

The future role of land in the Clayton Structure Plan Area is identified and described in the Draft Clayton Structure Plan based on how it can support the land use objectives in Table 3 in a way that responds to the local context.

Clayton uses a combination of *Housing*, *Mixed-use*, *Commercial*, *Health Priority*, *Civic*, *community and cultural*, *Education* and *Public open space* terms to give direction about the future role and function of land within the Structure Plan Area.

Table 3 Land use terms and associated objectives used to guide the future role of land as described in the Draft Clayton Structure Plan

Land use	Objectives
Housing	<ul style="list-style-type: none"> To encourage residential growth and provide for increased housing densities; and provide for some community and local population serving uses, particularly along key movement corridors.
Mixed-use	<ul style="list-style-type: none"> To provide for a range of uses including residential, commercial and other uses that contribute to a mixed-use environment, where high-density housing and/or a significant change in character is encouraged. To encourage a range of residential compatible uses at ground level including, food and drink, office, hairdressers and professional services.
Commercial	<ul style="list-style-type: none"> To encourage diversity of uses to support high density, high activity, high amenity places, including commercial office, retail, accommodation, hospitality, entertainment and community uses. To support and enhance vibrant, mixed-use high streets as places for retail, hospitality, office, business, entertainment and community uses; and encourage commercial floorspace and residential uses at upper levels to contribute to the mixed-use function of the area. To support local amenity by providing commercial and local services for residential areas. To provide for active uses at ground floor to support vibrant, safe, high amenity pedestrian environments.
Employment	<ul style="list-style-type: none"> To provide for employment generating uses, including industrial, commercial, office, and some retail and hospitality uses where they improve amenity and support the role and employment focus of the area. To support a transition from traditional industrial uses to advanced manufacturing, knowledge-based business, technology and creative industries.
Health priority	<ul style="list-style-type: none"> To support the growth of medical, health and related industries; and provide land for the expansion of regionally significant hospitals and health-related uses.
Civic, community and cultural	<ul style="list-style-type: none"> To identify land for arts and cultural facilities, community facilities and other civic or public uses.

Land use	Objectives
Education	<ul style="list-style-type: none"> To provide land for education including primary schools, secondary schools and tertiary education and their associated research facilities.
Public open space	<ul style="list-style-type: none"> To identify land for public open space.

6.2 Land use capacity

Context

The *Land Use Scenario & Capacity Assessment* was prepared to test that the land use and built form directions in the Draft Clayton Structure Plan can accommodate the projected population and employment growth to 2041, with an appropriate allowance for longer-term growth. The *Land Use Scenario & Capacity Assessment* brings together residential and employment floorspace demand estimates established in the *Housing Needs Assessment – Clayton*, the *Retail Assessment – Clayton* and the *Economic Profile Technical Report – Clayton* and compares them against calculated future capacity of the Structure Plan Area and each neighbourhood within it. Future capacity is derived from the built form guidance contained in the Draft Clayton Structure Plan and the *Urban Design Report – Clayton*.

Beyond 2041, the neighbourhoods surrounding the SRL station will continue to grow in accordance with the longer-term Vision for Clayton. The *Land Use Scenario & Capacity Assessment* therefore includes a capacity buffer above that required under the Structure Plan so that capacity will still be available by 2041 to accommodate future growth. The capacity assessment checks to ensure the area can continue to support long-term growth, while acknowledging that the ultimate scale, form and location of the growth beyond 2041 will be subject to a future strategic planning process. The capacity buffer also allows for higher than anticipated demand over the life of the Structure Plan and recognises that not every site will realise its full development capacity. Accounting for these factors, the *Land Use Scenario & Capacity Assessment* determines that floorspace demand should not exceed 70 per cent of floorspace capacity by 2041.

The *Land Use Scenario & Capacity Assessment* informed preparation of the Draft Clayton Structure Plan by iteratively testing potential land use planning responses, including the distribution of land uses and building heights that would support population and employment growth and enable priority land uses to be taken up in the locations set out in the Draft Clayton Structure Plan.

Key findings

- Based on the land use and built form directions in the Draft Clayton Structure Plan, there is sufficient capacity to support forecast population and employment growth to 2041.
- Beyond this, there is an appropriate capacity buffer to allow for continued growth beyond 2041 to support delivery of the Vision for Clayton.
- Maintaining an appropriate capacity buffer is necessary to support long-term growth in Clayton beyond 2041. By 2041, 72 per cent of the 2056 employment growth for Clayton is forecast to have been realised within a 1.6-kilometre radius of the SRL station. This means that growth will still need to occur post-2041 and sufficient capacity will need to be available to realise this growth.
- Clayton Central neighbourhood and the Health neighbourhood have potential capacity constraints, with demand reaching 66 per cent and 74 per cent respectively. Supporting longer-term growth in these neighbourhoods will require consideration of how to balance residential and employment uses to ensure there is sufficient capacity for population and employment growth.
- Given the emerging capacity constraints in the Clayton Central neighbourhood, residential growth needs to be accommodated in locations throughout the Structure Plan Area to accommodate projected population growth and relieve pressure on Clayton Central.
- There is ample capacity to accommodate retail floorspace demand to 2041. It is not necessary for every building in the Clayton Central neighbourhood to accommodate ground floor retail space. It is possible to focus retail in strategic locations within the core nearest to the station and along the Clayton Road strip where continuity of retail shopfronts is desirable, without creating a capacity issue.

- All other neighbourhoods have sufficient capacity – particularly residential neighbourhoods such as Flora Road and Inner East. While these areas generally have sufficient capacity, when amalgamation is removed from the modelling, capacity issues begin to emerge. This highlights the importance of encouraging lot consolidation and avoiding underdevelopment.
- Strategic sites account for 15 per cent of Clayton’s capacity. Failing to achieve significant development on these sites could limit floorspace capacity and raise capacity concerns.

The *Land Use Scenario & Capacity Assessment* makes recommendations to support the strategic objectives of the Draft Clayton Structure Plan, including:

- **Preference health-related activity within the Health neighbourhood.** Due to significant demand for health floorspace, including complementary office floorspace, the Health neighbourhood is forecast to reach 74 per cent capacity by 2041. The Health neighbourhood is the preferred location for health uses, particularly those associated with Monash Medical Centre, and there is insufficient capacity in the adjoining Clayton Central neighbourhood to accommodate overspill. Therefore, health uses should be prioritised over residential uses and other uses that do not support the health function of the neighbourhood.
- **Allow for the expansion of Monash Medical Centre.** A significant proportion of the future health floorspace demand in the Health neighbourhood is associated with forecast jobs growth in the health sector. Supporting Monash Medical Centre to expand, including through redevelopment that increases the total floor area of the hospital, would unlock additional capacity in the Health neighbourhood. Opportunities to support future master planning of the hospital sites and surrounding land will enable the Structure Plan to leverage the growth plans of Monash Health and support the health ecosystem.
- **Support higher density development for residential and employment uses in Clayton Central by facilitating lot consolidation and leveraging key sites.** Clayton Central neighbourhood will need to accommodate significant housing and employment demand. However, its capacity is limited due to the fine-grain, small lot subdivision pattern which can make redevelopment more challenging. Without lot consolidation, the capacity of the Clayton Central neighbourhood is reduced, creating a more significant capacity issue at 2041. Ensuring new development delivers higher densities, particularly on large, relatively unconstrained sites including the Cooke Street car park strategic site, Station Development Area and other larger land holdings north of the rail line, will be important.
- **Encourage retail, office and other commercial development to be directed to the Clayton Central neighbourhood to accommodate significant employment growth.** It is anticipated that commercial uses will have less market interest in earlier stages of the Draft Clayton Structure Plan delivery relative to residential use. Residential development will still be important, although employment floorspace needs to be supported to ensure opportunities for jobs growth are maintained, particularly in higher value sectors such as professional services and the health sector
- **Regenerate the Audsley Street Employment Area and key road corridors to support employment growth.** Given the capacity constraints in the Clayton Central and Health neighbourhoods where significant residential and employment floorspace needs to be accommodated, other locations where greater employment densities can be supported should be leveraged. This will reduce potential capacity constraints in the Clayton Central and Health neighbourhoods. Improving the amenity of Audsley Street and encouraging higher density, knowledge-intensive businesses could relieve some pressure in the Clayton Central neighbourhood, and the northern part of Clayton Road should support spillover demand from the Health neighbourhood.
- **Support lot consolidation and discourage underdevelopment in Clayton’s residential neighbourhoods.** To realise the modelled capacity of Clayton’s residential neighbourhoods, existing lots will need to be consolidated to deliver new infill apartments. Realistically, this will occur over time and rely on the decisions of individual landowners. In recognition of the challenges associated with realising capacity associated with infill development, underdevelopment should be avoided to protect opportunities for long-term growth. Additionally, residential density proposed along key main road frontages is a major contributor to capacity and should be realised.
- **Maximise development on key strategic sites.** Clayton’s strategic sites, including the Station Development Area, Cooke Street car park and PMP Printing site, make an important contribution to the Structure Plan Area’s total capacity. Given their substantial size and the opportunity to accommodate residential and commercial floorspace, strategic sites should be leveraged to deliver site responsive, high density developments.

Future directions in the Draft Clayton Structure Plan

The objectives and strategies of the Draft Clayton Structure Plan provide a strategic framework to give effect to the land use and built form settings tested through the *Land Use Scenario & Capacity Assessment*. Key components of Clayton’s strategic response include:

- Prioritising health and supporting uses in the Health neighbourhood
- Identifying a 'healthy priority' area in the Health neighbourhood and prioritising the land within it for future public hospital and health systems purposes, including by discouraging residential development
- Encouraging significant change in the Clayton Central neighbourhood, including a mix of high density commercial office, residential, retail and community uses
- Retaining land in the Audsley Street Employment Area for employment uses and encouraging a transition to higher density, knowledge-intensive employment uses over time
- Encouraging increased residential densities through mid-rise apartments, infill development and policy to avoid underdevelopment in residential neighbourhoods and along movement corridors
- Policy to maximise development on strategic sites in order to accommodate a substantial amount of residential and employment floorspace, including some retail space, in the short to medium term
- Built form guidance that maintains a suitable capacity buffer in residential neighbourhoods to allow for longer-term growth and account for challenges associated with infill development in established residential areas.

Appendix A: SRL East assessment considerations

Overview

This appendix sets out how the Draft Clayton Structure Plan interacts with previous assessment processes for SRL East. The potential environmental effects of the construction and operation of SRL East were considered via a comprehensive public Environment Effects Statement (EES) process (2021), which culminated in an assessment by the then Minister for Environment and Climate Action (Minister's assessment) (as discussed in Section 1.2 of this report).

Planning Scheme Amendment GC197

As a part of the EES, a draft of Planning Scheme Amendment GC197 (GC197) was exhibited affecting the Bayside, Kingston, Monash and Whitehorse Planning Schemes. Amendment GC197 was required to facilitate use and development of land for the purposes of SRL East. The Minister for Planning subsequently approved Amendment GC197, having regard to the Minister's assessment of the EES.

Amongst other things, the Amendment applied the following controls to land for the purposes of SRL East:

- Schedule 14 to Specific Controls Overlay (SCO14) which applies the *Suburban Rail Loop East, Incorporated Document, August 2022* (Incorporated Document) to specified land to facilitate the design, construction and operation of the underground tunnels, stations and other SRL East infrastructure
- Schedule 15 to Specific Controls Overlay (SCO15) which applies the *Suburban Rail Loop East Infrastructure Protection, Incorporated Document, August 2022* to specified land to protect SRL East underground infrastructure from developments that could damage infrastructure if they are not designed appropriately. It does so by imposing permit requirements on certain types of development.

Relationship between the SRL Incorporated Documents and the Draft Clayton Structure Plan

The application of the Draft Clayton Structure Plan to land already covered by SCO14 and SCO15 will not impact the operation of these planning controls. The Draft Clayton Structure Plan does not provide planning permission; rather, it provides a framework for how the area around the SRL station at Clayton will develop in the future.

The incorporated document applied by SCO14 includes conditions with which SRLA must comply during the design, construction and operation of SRL East including, relevant to the structure planning process, the preparation of:

- Surface and Tunnel Plans (S&TPs), to the satisfaction of the Minister for Planning
- An Urban Design Strategy, to the satisfaction of the Minister for Planning
- Urban Design and Landscape Plans (UDLPs) for each SRL East precinct and additional locations, to the satisfaction of the Minister for Planning.

Surface and Tunnel Plans

SRL East will be constructed generally in accordance with the S&TPs that form part of the Incorporated Document approved by the Minister for Planning in April 2024. The draft S&TPs were exhibited during the EES process and were discussed in the Minister's assessment.

The S&TPs include 'sites subject to future precinct planning process, including possible additions to the public realm, community facilities and pick up/drop off spaces'. These sites are generally owned by the State Government and will be above and adjacent to the SRL station at Clayton, once constructed. The Draft Clayton Structure Plan identifies these sites as strategic sites and envisages that they will accommodate significant growth subject to detailed master planning in the future.

Recommendations from the Minister's assessment

This section discusses the recommendations that have implications for structure planning and how were considered for the Draft Clayton Structure Plan.

1. Integration with Urban Design and Landscape Plans

The Minister's assessment made clear the expectation that development of the UDLPs and precinct planning would work hand in hand to optimise outcomes for each precinct surrounding the SRL station.

Contractors for SRL East are required to prepare UDLPs as set out within the Incorporated Document to the satisfaction of the Minister for Planning. These plans will show the final design for SRL East, including any associated public realm, roads and SRL station components (as shown on the S&TPs). The UDLPs need to demonstrate they are generally in accordance with the S&TPs and meet the requirements of the approved Urban Design Strategy. The Urban Design Strategy sets out an urban design vision for SRL East, along with design principles, objectives and place-specific requirements. The Urban Design Strategy was exhibited with the EES and subsequently approved by the Minister for Planning in April 2024.

UDLPs are being prepared in a staged manner, as required by the construction sequence of SRL East. While the UDLPs are guided by the Urban Design Strategy, they will need to be responsive to the Vision for Clayton and the Draft Clayton Structure Plan to ensure an integrated land use and transport solution (in accordance with Urban Design Strategy Objective UD2.1 Strategic alignment).

The Draft Clayton Structure Plan has taken into consideration the future SRL East and includes strategies and actions to maximise connectivity and integration. In particular, the *Urban Design Report – Clayton* incorporates the Urban Design Strategy Principles and Objectives, which will help facilitate alignment with the UDLPs. In addition, the process for approval of UDLPs will include assessment against the Urban Design Strategy and any other relevant matters set out in the Minister's assessment, including consideration of the Draft Clayton Structure Plan to ensure alignment between the Urban Design Strategy, UDLPs and the Draft Clayton Structure Plan.

2. Sensitivity modelling to inform the Draft Clayton Structure Plan

The Minister's assessment recommended that further sensitivity modelling of development scenarios should be undertaken to inform the design of the road network around each Structure Plan Area.

In this respect, ongoing transport analysis has been undertaken and will continue throughout the Draft Clayton Structure Plan implementation to maximise the performance for all modes. This process will continue as part of the surface transport design delivery near the SRL station and other network improvements within the Structure Plan Area. Following the Minister's assessment, further transport analysis of the reference design presented at the EES panel hearing has been undertaken in collaboration with the relevant road authorities.

For Clayton, additional VISSIM modelling was undertaken in consultation with the Department of Transport and Planning and Monash City Council to assess the viability of using Madeline Road and Shandean Avenue as an alternative for Carinish Road closure. As the result of this work, a new right-turn was added to the west approach of Clayton Road / Dixon Street / Shandean Avenue to facilitate the right-turns from west to south.

Appendix B: Plan Melbourne outcomes and directions

Plan Melbourne outcomes and directions

The following outcomes and directions from *Plan Melbourne 2017–2050* are relevant to planning for the Clayton Structure Plan Area. These outcomes and directions have been considered in structure planning for SRL East.

Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs

- Direction 1.1: Create a city structure that strengthens Melbourne’s competitiveness for jobs and investment
- Direction 1.2: Improve access to jobs across Melbourne and closer to where people live
- Direction 1.3: Create development opportunities at urban renewal precincts across Melbourne

Outcome 2: Melbourne provides housing choice in locations close to jobs and services

- Direction 2.1: Manage the supply of new housing in the right locations to meet population growth and create a sustainable city
- Direction 2.2: Deliver more housing closer to jobs and public transport
- Direction 2.3: Increase the supply of social and affordable housing
- Direction 2.5: Provide greater choice and diversity of housing

Outcome 3: Melbourne has an integrated transport system that connects people to jobs and services and goods to markets

- Direction 3.1: Transform Melbourne’s transport system to support a productive city
- Direction 3.3: Improve local travel options to support 20-minute neighbourhoods

Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity

- Direction 4.1: Create more great public places across Melbourne
- Direction 4.3: Achieve and promote design excellence
- Direction 4.4: Respect Melbourne’s heritage as we build for the future
- Direction 4.6: Strengthen community participation in the planning of our city

Outcome 5: Melbourne is a city of inclusive, vibrant and healthy neighbourhoods

- Direction 5.1: Create a city of 20-minute neighbourhoods
- Direction 5.2: Create neighbourhoods that support safe communities and healthy lifestyles
- Direction 5.3: Deliver social infrastructure to support strong communities
- Direction 5.4: Deliver local parks and green neighbourhoods in collaboration with communities

Outcome 6: Melbourne is a sustainable and resilient city

- Direction 6.1: Transition to a low-carbon city to enable Victoria to achieve its target of net zero greenhouse gas emissions by 2050
- Direction 6.3: Integrate urban development and water cycle management to support a resilient and liveable city
- Direction 6.4: Make Melbourne cooler and greener
- Direction 6.5: Protect and restore natural habitats

Appendix C: Existing zones and overlays

Zones and overlays

Existing zones

Existing planning zones in the Clayton Structure Plan Area are summarised in Table 4.

Table 4 Existing planning zones in the Clayton Structure Plan Area

Zone	Purpose	Schedule	Planning Scheme
Residential zones			
Mixed Use Zone (MUZ)	Facilitates a range of higher density residential and commercial uses that balance multifunctional activities with neighbourhood character.	Kingston Residential Areas (MUZ)	Kingston Planning Scheme
General Residential Zone (GRZ)	Supports residential development that respects neighbourhood character and provides housing diversity near services and transport, as well as appropriate non-residential use.	GRZ2 – Monash Residential Areas	Monash Planning Scheme
		GRZ2 – General Residential Areas A	Kingston Planning Scheme
		GRZ3 – Garden City Suburbs	Monash Planning Scheme
		GRZ3 – General Residential Areas B	Kingston Planning Scheme
		GRZ4 – Clayton South Industrial Precinct	Kingston Planning Scheme
		GRZ6 – MNEIC and Clayton Activity Centre	Monash Planning Scheme
Residential Growth Zone (RGZ)	Diverse, higher-scale residential uses near services and transport and transition to surrounding areas, as well as non-residential uses in appropriate locations.	RGZ1 – Clayton South Industrial Precinct	Kingston Planning Scheme
		RGZ3 – MNEIC and Clayton Activity Centre	Monash Planning Scheme
Commercial zones			
Commercial 1 Zone (C1Z)	Mixed-use commercial centres with residential densities that complement the scale and function of the centre.	-	Monash and Kingston Planning Schemes
Commercial 2 Zone (C2Z)	A range of commercial services and large format retail that are cognisant of adjacent sensitive uses.	-	Kingston Planning Scheme
Industrial zones			
Industrial 1 Zone (IN1Z)	Manufacturing and storage and distribution of goods without comprising the safety	-	Monash and Kingston Planning Schemes

	and well-being of local communities.		
Public land use zones			
Public Use Zone (PUZ)	Public utility and community services and facilities consistent with the intent of the public land reservation.	PUZ1 – Service & Utility	Monash Planning Scheme
		PUZ3 – Health & Community	Monash Planning Scheme
		PUZ6 – Local Government	Monash Planning Scheme
Public Park and Recreation Zone (PPRZ)	Public recreation and open space with provisions for environmental conservation or commercial application that respond to the environment.	-	Monash and Kingston Planning Schemes
Transport Zone (TRZ)	Facilitates uses for transit routes, services and facilities that provide an integrated and sustainable transport system.	TRZ1 – State Transport Infrastructure	Monash and Kingston Planning Schemes
		TRZ2 – Principal Road Network	Monash and Kingston Planning Schemes
Special purpose zones			
Comprehensive Development Zone (CDZ)	Facilitates a range of use and development in accordance with a comprehensive development plan.	CDZ2 – Inner East Precinct Comprehensive Development Plan	Monash Planning Scheme

Existing overlays

Existing planning overlays in the Clayton Structure Plan Area are summarised in Table 5.

Table 5 Existing planning overlays in the Clayton Structure Plan Area

Overlay / Schedule	Purpose / Description	Planning Scheme
Design and Development Overlay (DDO)		
DDO1 - Industrial and Commercial Design and Development Area	Development that contributes to the Garden City Character and responds to the industry Character Type outlined in local policy. New development should retain and enhance increased vegetation and planting. Minimum front setbacks apply. Applies to part of the PMP Printing site.	Monash Planning Scheme
DDO14 - Monash Medical Centre Hospital Emergency Medical Services Helicopter Flight Path Protection (Inner Area)	Largely covers the areas near Monash Medical Centre and applies height requirements to new development.	Monash Planning Scheme

DDO15 - Monash Medical Centre Hospital Emergency Medical Services Helicopter Flight Path Protection (Outer Area)	Applies to land either side of DDO14 and applies height requirements to new development.	Monash Planning Scheme
DDO24 - Clayton South Industrial Precinct	Applies to a small area of residential land south of Centre Road (and industrial land elsewhere). It facilitates medium to high residential development in strategic locations with commercial uses at ground level.	Kingston Planning Scheme
DDO25 (Neighbourhood Renewal Areas 2 – Local Roads)	Promotes higher density housing in a four storey apartment format that is well designed and presents a three storey form along a local road.	Kingston Planning Scheme
DDO26 (Neighbourhood Renewal Areas 2 – Main Roads)	Supports higher density housing in a four storey apartment format that is well designed and delivers prominent buildings along main roads.	Kingston Planning Scheme
Development Plan Overlay (DPO)		
DPO5 – Surplus Education Land	Associated with Clayton Primary School, 29 Browns Road Clayton and requires a development plan to be prepared to provide for a range of dwelling types.	Monash Planning Scheme
Environmental Audit Overlay (EAO)		
EAO	Applies to the PMP Printing site and other selected areas. Ensures that potentially contaminated land is suitable for future sensitive land use.	Monash Planning Scheme
Heritage Overlay (HO)		
HO12	Clayton Railway Station; oak and peppercorn trees.	Monash Planning Scheme
HO13	Clayton Railway Station; platform building.	Monash Planning Scheme
HO14	McCulloch House at 246 Clayton Road.	Monash Planning Scheme
HO42	Dwelling at 7 Hourigan Avenue.	Monash Planning Scheme
Special Building Overlay (SBO)		
SBO	Identifies land in urban areas liable to inundation by overland flows from urban drainage systems, in consultation with the flood authority.	Monash and Kingston Planning Schemes

Specific Controls Overlay (SCO)

SCO14 - Suburban Rail Loop East Incorporated Document, August 2022	SRL East Infrastructure Protection Incorporated Document, August 2022.	Monash and Kingston Planning Schemes
SCO15 – Suburban Rail Loop East Incorporated Document, August 2022	SRL East Infrastructure Protection Incorporated Document, August 2022.	Monash and Kingston Planning Schemes

Appendix D: Planning Policy Framework

State and Regional Planning Policy

The following objectives and strategies of the State and Regional Planning Policy Framework are relevant to the Clayton Structure Plan Area.

- **11.01-1R Settlement – Metropolitan Melbourne:** 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.
- **11.02-1S Supply of urban land:** Planning for urban growth should consider opportunities for consolidation, redevelopment and intensification of existing urban areas.
- **11.02-2S Structure planning:** To facilitate the orderly, economic and sustainable development of urban areas.
- **13.01-1S Natural hazards and climate change:** To minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning.
- **13.03-1S Floodplain management:** Avoid intensifying the impact of flooding through inappropriately located uses and development.
- **13.04-1S Contaminated and potentially contaminated land:** To ensure that contaminated and potentially contaminated land is used and developed safely.
- **13.05-1S Noise Management:** To assist the management of noise effects on sensitive land uses.
- **13.07-1S Land use compatibility:** To protect community amenity while facilitating commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.
- **15.01-1S Urban design:** To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
- **15.01-1R Urban design – Metropolitan Melbourne:** To create a distinctive and liveable city with quality design and amenity.
- **15.03-1S Heritage conservation:** To ensure the conservation of places of heritage significance.
- **15.03-2S Aboriginal cultural heritage:** To ensure the protection and conservation of places of Aboriginal cultural heritage significance.
- **16.01-1S Housing supply:** To facilitate well-located, integrated and diverse housing that meets community needs.
- **16.01-2S Housing affordability:** To deliver more affordable housing closer to jobs, transport and services.
- **17.01-1S Diversified economy:** To strengthen and diversify the economy.
- **17.02-1S Business:** To encourage development that meets the community’s needs for retail, entertainment, office and other commercial services.
- **18.01-1S Land use and transport integration:** To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.
- **18.01-2S Transport system:** To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.
- **19.02-1S Health facilities:** To assist the integration of health facilities with local and regional communities.
- **19.02-6S Open space:** To establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.
- **19.02-6R Open Space – Metropolitan Melbourne:** To strengthen the integrated metropolitan open space network.
- **19.03-1S Development and infrastructure contributions plans:** To facilitate the timely infrastructure provision through the preparation of development contributions plans and infrastructure contributions plans.
- **19.03-2S Infrastructure design and provision:** To provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.
- **19.03-3S Integrated water management:** To sustainably manage water supply and demand, water resources, drainage and stormwater through an integrated water management approach.

Local Planning Policy

Monash Local Policy

The following objectives and strategies of the Municipal Planning Strategy and local policies of the PPF are relevant to the Clayton Structure Plan Area:

- **Clause 02.01 Context:** identifies that Monash comprises primarily residential land but has leading education, health, research, and commercial facilities, including the Monash Technology Precinct and Monash National Employment and Innovation Cluster (NEIC). The policy identifies the specialised function of the MNEIC and Monash Technology Precinct, including Monash University and the Monash Medical Centre, as a key influence in planning decisions.
- **Clause 02.02 Vision:** identifies Council's vision for a City of Monash with four primary areas of focus – a sustainable city, inclusive services, enhanced places and good governance.
- **Clause 02.03 (Strategic directions):** The following directions are relevant to the Clayton Structure Plan Area.
 - **Clause 02.03-1 (Settlement):** establishes a network of activity centres within Monash as a focus to integrate land use and transport planning, including Major Activity Centres to Neighbourhood Activity Centres.
 - **Clause 02.03-2 (Environmental and landscape values):** aims to enhance the quality and ecological value of Monash's natural environment, including by protecting and enhancing biodiversity and waterways.
 - **Clause 02.03-3 (Environmental risks and amenity):** seeks to adapt to and mitigate the impacts of climate change.
 - **Clause 02.03-4 (Built environment and heritage):** seeks that new development responds to contaminated land, as well as appropriately site non-residential uses and licensed premises to maintain land use compatibility.
 - **Clause 02.03-5 (Housing):** the preferred residential development outcome in activity centres is housing at higher densities.
 - **Clause 02.03-6 (Economic Development):** aims to support a diverse cluster of businesses anchored by leading-edge firms and develop linkages between the Synchrotron Facility, Monash University and Monash Medical Centre.
 - **Clause 02.03-7 (Transport):** seeks to facilitate development that provides connectivity to a wider range of destinations and major transport linkages in metropolitan Melbourne
 - **Clause 02.03-8 (Infrastructure):** seeks to provide an appropriate provision of health and education facilities, as well as open space within 400 metres walking distance for the majority of residents.
- **Clause 2.04 (Strategic Framework Plans):** identifies the Monash Technology Precinct as the majority of the Structure Plan Area, as well as identifying Monash University and the Australian Synchrotron as key regional assets.
- **Clause 11.03-1L-01 (Activity Centres – Monash):** outlines Monash's activity centre framework and demonstrates that the Structure Plan Area is well-connected at the centre of multiple major and neighbourhood activity centres.
- **Clause 11.03-1L-04 (Monash National Employment and Innovation Cluster):** encourages uses that support the continued growth and primary function of the Precinct, as well as uses that do not detract from its specialised function nor compete with nearby activity centres.
- **Clause 15.01-1L-02 (Tree Conservation for a Garden City):** seeks to maintain the tree canopy cover within Garden City Character areas, including the Notting Hill residential area which forms part of the Structure Plan Area.
- **Clause 15.01-2L-01 (Industry and Business Built Form Character):** seeks to maintain industrial and business development character, including the office and manufacturing areas to the north and east of Monash University.
- **Clause 15.01-2L-02 (Environmentally Sustainable Development Policy):** seeks to ensure they achieve best practice in environmentally sustainable development.
- **Clause 15.01-5L (Monash Preferred Neighbourhood Character):** directs residential growth to neighbourhood and activity centres, the MNEIC and the Princes Highway boulevard.
- **Clause 16.01-1L-02 (Student Accommodation):** encourages student accommodation to locate in proximity to tertiary institutions, including Monash University.

- **Clause 16.01-1L-01 (Housing Supply):** seeks to manage residential growth around an activity and neighbourhood centre network, with higher residential densities located within the Clayton Major Activity Centre and along the Princes Highway boulevard.
- **Clause 17.01-1L (Diversified Economy):** seeks to revitalise employment areas and facilitate innovation and growth in the knowledge economy, particularly science, technology and emerging industries.
- **Clause 17.01-2L (Monash Technology Precinct Policy):** aims to attract a diverse set of technology, research and development industries, including leading businesses and small and medium-size businesses.

Kingston Local Policy

The following objectives and strategies of the Municipal Planning Strategy and local policies of the PPF are relevant to the Clayton Structure Plan Area:

- **Clause 02.01 (Context):** recognises that Kingston is a major employment destination for local residents and those of neighbouring municipalities, with the largest economic sector being manufacturing.
- **Clause 02.02 (Vision):** reinforces the role of the activity centre network to provide a commercial and retail mix and the need to redevelop old industrial sites for new employment opportunities.
- **Clause 02.03 (Strategic directions):** The following directions are relevant to the Clayton Structure Plan Area.

Clause 02.03-1 (Settlement): highlights the role of activity centres as a focus to integrating transport and land use planning.

Clause 02.03-2 (Environmental and landscape values): aims to enhance the quality and ecological value of Kingston's natural environment, including by maintaining and improving the tree canopy.

Clause 02.03-3 (Environmental risks and amenity): seeks to adapt to and mitigate the impacts of climate change.

Clause 02.03-5 (Built environment and heritage): seeks that new development responds to neighbourhood character and sensitive interfaces.

Clause 02.03-6 (Housing): the preferred residential development outcome in activity centres is housing at higher densities.

Clause 02.03-7 (Economic Development): seeks to reinforce strip shopping centres and protect, revitalise and adapt industrial areas, such as the Audsley Street employment area, to the changing nature of the local economy.

Clause 02.03-8 (Transport): seeks to establish a sustainable community through the integration of land use and transport planning.

Clause 02.03-9 (Infrastructure): aims to provide approximately half of new dwellings within key activity centres.

Clause 2.04 (Strategic Framework Plans): identifies the Audsley Street employment area as Industrial land and seeks to enhance associated landscaping and building design along main boulevards, such as Clayton Road.

The planning policies below are considered of relevance to the Clayton Structure Plan Area:

- **Clause 11.03-1L-01 (Activity Centres – Kingston):** supports development that reinforces the character and function of activity centres.
- **Clause 15.01-1L-01 (Urban Design – Kingston):** encourages development of all industrial land to provide high-quality and well landscaped industrial estates.
- **Clause 15.01-2L (Environmentally sustainable development):** includes strategies to achieve best practice in environmentally sustainable development.
- **Clause 15.01-5L-01 (Neighbourhood character – Kingston):** seeks to ensure development responds positively to its existing neighbourhood character and respects its immediate surrounds.
- **Clause 15.01-5L-02 (Landscape character – Kingston neighbourhoods):** seeks to improve landscape character by accommodating complementary landscaping within new residential developments.
- **Clause 16.01-1L-01 (Housing supply – Kingston):** identifies the Clayton Structure Plan Area within areas of increased housing diversity along Centre Road and the balance of land within areas of incremental housing change.
- **Clause 16.01-1L-02 (Clayton South):** outlines a range of dwelling densities and housing types consistent with the Clayton South Framework Plan, including medium density along Centre Road and Clayton Road.

- **Clause 17.03-1L (Industrial Land Supply in Kingston):** seeks to support redevelopment and consolidation of land in older industrial areas, such as Audsley Street employment area, to better accommodate the needs of modern industry.
- **Clause 19.03-3L-01 (Integrated water management):** promotes the use of water sensitive urban design, including stormwater re-use.

Appendix E: Relevant Technical Reports

Relevant Technical Reports

SRL Draft East Structure Plan – Aboriginal Cultural Heritage Technical Report

SRL Draft East Structure Plan – Historical Heritage Technical Report

SRL Draft East Structure Plan – Ecology and Arboriculture Technical Report – Clayton

SRL Draft East Structure Plan – Flooding Technical Report

SRL Draft East Structure Plan – Potentially Contaminated Land Memo

SRL Draft East Structure Plan – Noise and Vibration Technical Report

SRL Draft East Structure Plan – Odour and Dust Technical Report

SRL Draft East Structure Plan – Aviation and Airspace Technical Report

SRL Draft East Structure Plan – Utilities Servicing Technical Report

SRL Draft East Structure Plan – Housing Needs Assessment – Clayton

SRL Draft East Structure Plan – Community Infrastructure Needs Assessment – Clayton

SRL Draft East Structure Plan – Open Space Technical Report

SRL Draft East Structure Plan – Economic Profile Technical Report – Clayton

SRL Draft East Structure Plan – Retail Assessment – Clayton

SRL Draft East Structure Plan – Urban Design Report – Clayton

SRL Draft East Structure Plan – Wind Technical Report

SRL Draft East Structure Plan – Transport Technical Report – Clayton

SRL Draft East Structure Plan – Transport Technical Report – Appendix A Precinct Parking Plan – Clayton

SRL Draft East Structure Plan – Climate Response Plan – Clayton

SRL Draft East Structure Plan – Integrated Water Management Strategy

SRL Draft East Structure Plan – Land Use Scenario & Capacity Assessment

Glossary

Active frontages	A building frontage that interacts with and provides pedestrian interest to the public realm such as with building entries, windows to a shop and/or a food and drink premises, and/or customer service areas or other active uses.
Active transport	Transport requiring physical activity, typically walking and cycling.
Activity centre	Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres.
Advanced manufacturing	Includes any manufacturing process that takes advantage of high-technology or knowledge-intensive inputs as an integral part of its manufacturing process.
Affordable housing	Housing, including social housing, that is appropriate for the housing needs of very low income, low income and moderate income households.
Arterial road	A higher-order road providing for moderate to high volumes at relatively higher speeds typically used for inter-suburban or inter-urban journeys, often linking to freeways.
Building height	The vertical distance from natural ground level to the roof or parapet at any point.
Built form	Built form refers to the physical description of properties, including the form of development, the building mass and height.
Built form scale	Built form scale in the context of the Structure Plan Area can be broadly defined as: <ul style="list-style-type: none"> – Significant: buildings of 12 or more storeys – High: buildings between seven and 11 storeys – Medium: buildings between four and six storeys. Range of storeys is based on typical residential floor to floor measurement of 3 metres.
Business and Investment Case	The Business and Investment Case (BIC) for SRL, released in August 2021. The BIC outlines the overarching strategic case for SRL inclusive of all transport investments and precinct developments, and all stages of the project.
Car share schemes	A form of personal travel in which users share access to cars rather than privately owning them.
Embodied energy	The energy consumed by all of the processes associated with the production of a building, from the mining and processing of natural resources to manufacturing, transport and product delivery.
Equitable development	Buildings designed so that they do not compromise the reasonable development opportunity of adjacent properties. This is a key principle for areas where substantial change is sought, where it is important that the development potential of each property is optimised.
Fine-grain character	Refers to an urban environment with human scale spaces, mixed uses, smaller lots and through block links that support diverse activities and walkability.
Fixed Key Link	A publicly accessible access route delivered along a specific alignment.
Flexible Key Link	A publicly accessible access route that can be delivered along a range of alignments, determined at time of planning implementation.
Floorspace	The surface area of the floor in a building.
Framework plans	High level coordinating plans that set policy directions and the spatial structure for a defined area. Framework plans guide growth and development over the longer term and define the steps, key projects and infrastructure required to support growth.

Green infrastructure	Any system that fuses natural and built environments to reduce the environmental impacts of the built environment. Green infrastructure can take many forms and may include green roofs or vertical walls, permeable paths, rain gardens and urban forests.
Housing density	The number of dwellings in an urban area divided by the area of the residential land they occupy, expressed as dwellings per hectare.
Integrated water Management (IWM)	An approach to planning that brings together all facets of the water cycle including sewage management, water supply, stormwater management and water treatment, ensuring environmental, economic and social benefits.
Knowledge-based jobs	A knowledge-based job refers to a role that primarily involves the application of a deep level of knowledge or expertise in a specific field. These jobs typically require a high level of education, training or experience. Examples include roles in sectors such as healthcare, education, technology, engineering, law, and finance.
Local street(s)	Local streets are non-arterial roads that provide quiet, safe and desirable residential access for all ages and abilities. They contribute to the overall functioning areas bounded by arterial roads or other barriers.
Lot	A part (consisting of one or more pieces) of any land (except a road, a reserve or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.
Major activity centres	Suburban centres that provide access to a wide range of goods and services. They have different attributes and provide different functions, with some serving larger sub-regional catchments.
Master plan	A plan that directs how a single site of landholding or a cluster of related sites will be developed. It is usually more detailed than a structure plan.
Metropolitan activity centres	Higher-order suburban centres intended to provide a diverse range of jobs, activities and housing for regional catchments that are well served by public transport. These centres play a major service delivery role, as well as providing retail and commercial opportunities.
Micro-mobility	Refers to small, lightweight vehicles driven by users personally. Vehicles include bicycles, e-bikes, electric scooters and electric skateboards.
Mixed-use	A mixture of different land uses such as retail, commercial and residential in the same location or building.
Mode	Mode of travel, such as walking, cycling, train, tram, bus, motorcycle or private vehicle.
Neighbourhood activity centres	Local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community.
Planning Area	Area where SRLA is a planning authority under the <i>Planning and Environment Act 1987</i> and may prepare Planning Scheme Amendments.
Planning authority	A planning authority is any person or body given the power to prepare a planning scheme or an amendment to a planning scheme. The Minister for Planning is a planning authority and may authorise any other Minister or public authority to prepare an amendment to a planning scheme.
Planning scheme	A document approved by the Victorian Government that set out objectives, policies and controls for the use, development and protection of land for each municipality across Victoria.
Precinct	Precinct refers to a designated area of focus where a critical mass of activity and significant change is anticipated.
Public open space	Public open space or 'open space' means public land and waters that provide for one or more of the following purposes - Outdoor recreation, Leisure, Environmental and cultural benefits, Visual amenity and Off-road active transport.

Public realm	The public realm comprises spaces and places that are open and accessible to everyone. The public realm can include streets and laneways, parks and plazas, waterways and foreshores.
Public transport interchange	Places where people can access or change between multiple public transport routes and modes.
Renewable energy	Energy that comes from resources that are naturally replenished such as sunlight, wind, rain, tides, waves and geothermal heat.
Resilience	The capacity of individuals, communities, institutions, businesses, systems and infrastructure to survive, adapt and grow in response to challenges. 'Climate resilience' is the ability to prepare for, recover from, and adapt to these impacts of a changing climate.
Rise	The rise in storeys of a building generally means the number of storeys above natural ground level. <ul style="list-style-type: none"> - Low-rise means buildings with 1-3 storeys - Mid-rise means buildings with 4-11 storeys - High-rise means buildings with 12 or more storeys.
Setback	The horizontal distance from a boundary or building.
Social housing	Government subsidised rental housing, generally comprising two types of housing: public housing (owned and managed by state governments) and community housing, (managed, and often owned, by not-for-profit organisations).
SRL East Urban Design Strategy	Developed as part of the SRL Environment Effects Statement (EES), this establishes the Victorian Government's requirements for SRL East. The strategy provides a performance-based design brief and a design quality assessment and evaluation tool.
SRL East	Approved project from Cheltenham Station to Box Hill Station. SRL East was previously referred to as SRL Stage One.
SRL Station Development Area	Sites intended for significant scale development adjacent to and over SRL East stations and station buildings, and the associated public realm between buildings.
Street wall	The façade of a building facing (and closest to) the street. The term is usually used where buildings are built on or close to the street boundary, so that they define the public realm.
Structure Plan Area	The extent of the land to which the Structure Plan applies. The Structure Plan will focus on areas near to the SRL station and locations with more significant future change. This area is smaller than the Planning Area.
Sustainable transport	Transport by modes other than single-occupancy cars. Includes walking, cycling, bus, tram, train and carpooling.
Traditional Owners	People who, through membership of a descent group or clan, are responsible for caring for particular Country. A Traditional Owner is authorised to speak for Country and its heritage as a senior Traditional Owner, an Elder or, in more recent times, a registered native title claimant.
Urban form	Urban form is the physical characteristics that make up built-up areas, including the land use, density and configuration of cities, towns and neighbourhoods.
Urban heat island effect	When the built environment absorbs, traps and in some cases directly emits heat, causing urban areas to be significantly warmer than surrounding non-urban areas.
Walkability	The degree to which an environment supports walking as a transport mode.
Water sensitive urban design (WSUD)	Integrating the urban water cycle into urban design to minimise environmental damage and improve recreational and aesthetic outcomes. WSUD includes the use of passive irrigation techniques and the incorporation of WSUD infrastructure such as swales, biofiltration systems (rain gardens), permeable paving, and wetlands into the design.

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